

SOUTHRAILNEWS

(Official organ of the Southern Railway)

VOL. I

No. 7

OCTOBER, 1954

Editor :

T. S. PARTHASARATHY

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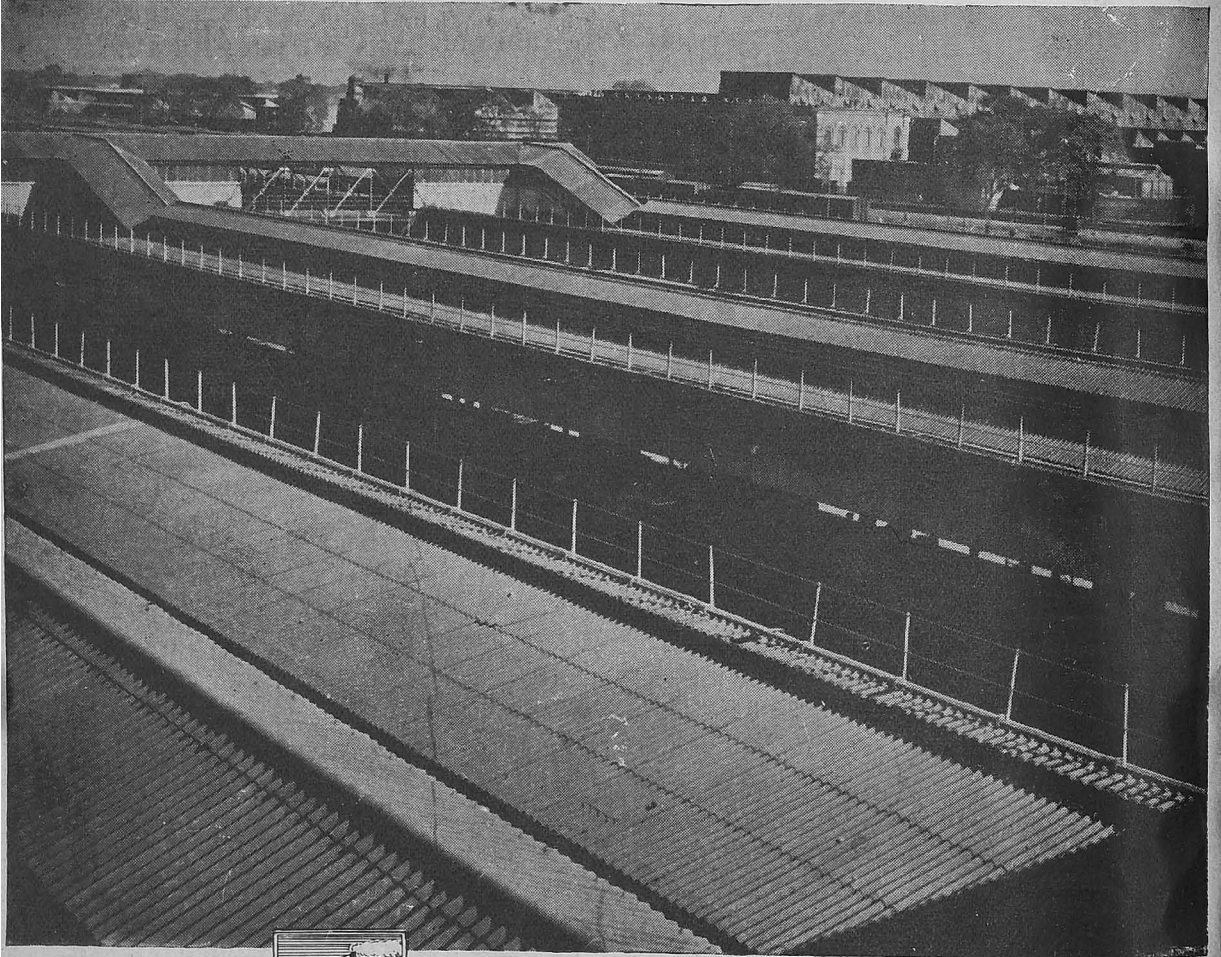
The EDITOR,
Southrailnews,
18-A, Mount Road, Madras-2.

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SOUTH RAIL NEWS

Vol. 1

OCTOBER 1954

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ACCENT ON AMENITIES

WHEN India attained Independence seven years ago, she inherited a railway system which was still groaning under the weight of the burdens imposed on it during the second world war. Heavy arrears of deferred maintenance, renewals and replacements, the results of war time overuse, were, on the one hand, clamouring for attention, while, on the other, an enormous increase in traffic taxed the worn out physical resources almost to breaking point. The rehabilitation programme was, therefore, one of the earliest problems which Indian Railways had to tackle after Independence.

Now that the programme is well on its way and notable advances have been made in the direction of achieving self-sufficiency in regard to rolling stock, the emphasis has naturally shifted to what an ordinary trader would call the "consumer's market" development.

A planned passenger amenities programme has replaced the former **ad hoc** concessions made usually under the pressure of public agitation. The decision taken in 1950 to provide Rs. 3 crores each year for this programme has now been followed up by the appointment of a separate Passenger Amenity Officer for each railway to co-ordinate and expedite the execution of works which will make railway travel more attractive and comfortable from the user's point of view.

A progressive increase in the amenities for third class passengers has been the aim of the railway administration and the provision of sleeping accommodation in third class, at least for long distance passengers, has been held as a target worthy of attempt and achievement. It is no surprise, therefore, that the Railway Board is now actively working out the details for the implementation of a recommendation

towards this end made by the Indian Railway Delegation which recently undertook a study tour of European railway systems. The Board's investigations may lead to the early introduction of sleeping berths on long distance Janata Express trains, which, incidentally, are themselves a comparatively recent development in this country. Symbolical of the new approach are the reported decisions to throw open dining cars on trains to third class passengers also and to provide efficient information services at stations mainly to cater to the less educated section of the travelling public.

IMPLEMENTING THE FIVE-YEAR PLAN

On September 16 last, when the National Plan Loan closed with an expected collection of Rs. 150 crores, there were only 550 days left for the completion of India's First Five-Year Plan. During this period, more than Rs. 1,200 crores i.e., about Rs. 2½ crores per day are expected to be spent to keep up the momentum of development programmes.

Already Rs. 1,000 crores out of the Plan's total outlay of Rs. 2,244 crores, have been expended on various projects, some of which are complete. Several others are showing a steady progress.

For instance, Community Projects and National Extension programmes are already reaching about 370 lakh villagers—one out of every eight in India—and helping them to rebuild

their lives. People are being introduced to modern methods of cultivation, improved and hygienic ways of living and new vocations to utilize leisure.

Minor projects like wells, tanks and tubewells are irrigating 10 lakh additional acres every year. Similarly, large projects like Nangal Dam, Tungabhadra Dam, Lower Bhavani Dam, Mayurakshi and Tilaiya Dams have already given 35 lakh acres of arid land for cultivation. Villagers are gaining from land reforms which have freed them of many encumbrances. Other measures like security of tenancy and consolidation of holdings are also being introduced.

But whatever benefits accrue to villagers ultimately reach their city cousins and thus help the entire economy of the country. More land, better seeds, chemical fertilisers and improved methods of cultivation have increased production of foodgrains by 95 lakh tons per year to bring down the price index. On the other hand, the annual output of more than 4,800 million yards of cotton textiles has reduced the price of cloth.

To speed up the movement of commodities produced in factories and farms and to facilitate travel in cities and villages, new roads are being built, new railway lines laid, and new locomotives and coaches manufactured. The Chittaranjan Locomotive Factory is already rolling out two engines every week, and soon the Integral Coach Factory at Perambur (Madras), will be putting on the rails six coaches every day.

Attempts are also being made to reduce imports. To help in this endeavour, several laboratories and research institutes have been started which are analysing and developing indigenous materials for their better and cheaper use. The findings are being passed on to industries and to farms for the adaptation of improved and new methods of production.

Side by side, most of the 80 lakh displaced persons from East and West Pakistan have been rehabilitated in new colonies, in new trades and in new vocations. On these programmes, Government has been spending at the rate of Rs. 8 lakhs every day since Partition. In addition, about Rs. 3½ crores have already been distributed as interim compensation towards their claims for properties left in West Pakistan.

But all these development projects—whether in the field of rehabilitation, industry, agriculture, transport, health

or education—are dependent upon the successful completion of the Five-Year Plan.

The Plan's total outlay of Rs. 2,244 crores is expected to be partly met by the realisation of budgetary resources which, at the time of making the Plan, were calculated at Rs. 1,258 crores. The foreign assistance received so far is in the neighbourhood of Rs. 230 crores. But this leaves a large gap which will be offset to the extent of Rs. 290 crores by drawing on sterling balances. The balance must be made good if the Plan is not to be curtailed.

The other possible course was that people—small or big—gave more of their savings to the Government which can plough them back into the development programmes. It is, therefore, a matter for great satisfaction that the people of India have come forward and contributed Rs. 150 crores to the building of a prosperous and independent country.

AWARDS TO RAILWAY SERVANTS FOR SUGGESTIONS AND INVENTIONS IN REGARD TO RAILWAY WORK

You may think of some idea or suggestion which, to your mind, would improve the doing of some piece of work or service to the public. Our Railway would like to know of such ideas. Although it may not be possible to adopt the suggestion as it stands, through some feature of which perhaps you did not know, yet some part of it may be of value.

Any member of the staff desiring to submit his suggestion or invention should send it to the **Secretary, Standing Screening Committee, General Manager's Office, Madras.**

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Notes and Comments

More Amenities for Railway Passengers

THE Seventh Meeting of the Regional Railway Users' Consultative Committee of the Madras Region of the Southern Railway was held at Renigunta on September 10, with Mr. D. B. Patel, Regional Traffic Superintendent, presiding. The Committee took up for discussion an agenda consisting of a number of suggestions and recommendations put up by members of the Committee for consideration by the Railway administration.

Important among the suggestions made by the Committee were the provision of individual dining tables to passengers at Refreshment Rooms, provision of covered accommodation at Coimbatore station, remodelling of Tenali station building and the provision of separate cloak rooms at Bezwada and Tenali. The Chairman informed the Committee that separate tables with white marble tops would be provided shortly in Refreshment Rooms and that the remodelling of the yard at Tenali would first be taken up before improvements are effected to the station building. The Committee urged that the present practice of charging Mail fares for certain trains like the Expresses between Guntur and Bezwada and Guntur and Tenali and for the Mangalore-Trichy Express should be modified and only ordinary fares should be charged for these trains. The Chairman stated that this question would be reviewed in the light of the observations made by the Committee.

The Committee approved of a number of proposals made by the

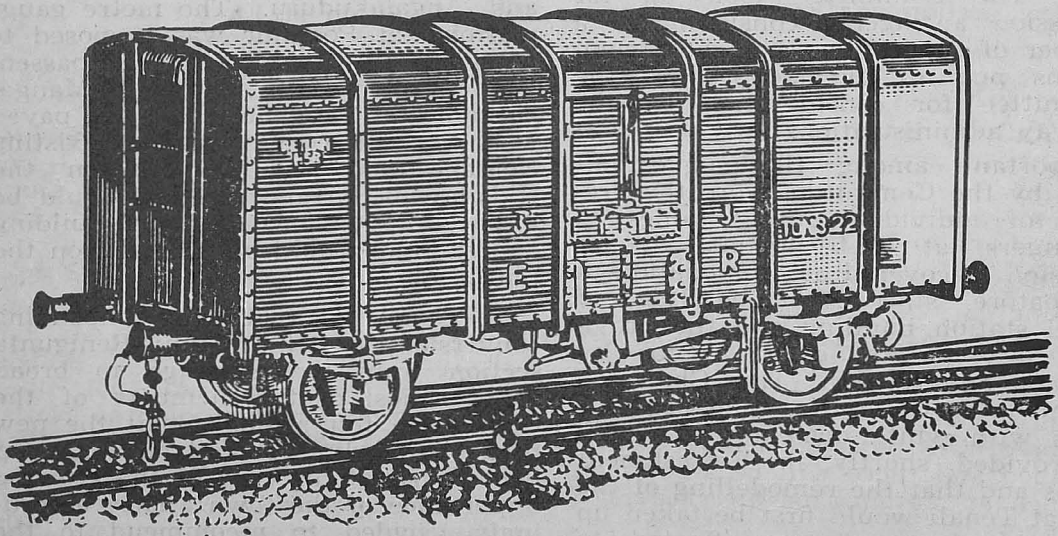
railway administration to provide more amenities to passengers at stations as well as in trains. These included the provision of separate Inter Class accommodation for ladies on the Madras-Raichur Passenger trains, the extension of the platform at Kavali and Pulla and improvements to Yellamanchili, Uppugundur, Sivaraopeta and Angalakuduru. The metre gauge platform at Podanur was proposed to be raised and widened and the passenger platforms at Kuppam, Mangapatnam and Vanganur would be paved with cement concrete. The existing carriage body at Aravalli on the Nidadavolu-Narsapur section would be replaced by a pucca station building and shelters would be provided on the platform.

In connection with the impending conversion of the Gudur-Renigunta section from metre gauge to broad gauge, most of the members of the Committee felt strongly that the new broad gauge line should be extended up to Tirupati in view of the growing importance of the town. They accordingly decided to recommend to the Railway Administration the conversion of the Renigunta-Tirupati section also into broad gauge.

The Committee discussed the policy to be adopted in regard to the question of languages to be used on the name boards at stations. It was decided that in addition to the common languages, viz., Hindi and English, the predominant local language should be used and in areas which were bi-lingual both the languages spoken by the public should be used for the name boards.

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Sleeping Berths in Third class .

For the first time the Indian Railways will provide sleeping berths to third class passengers travelling on long-distance trains.

This decision has been taken by the Government of India on the recommendation of the three-man Indian railway delegation which recently undertook a two-month study tour of European railway systems.

Details of the proposal are being worked out by the Railway Board. It is understood that in the beginning sleeping berths will be provided for long-distance passengers on Janata Express trains. Experience gained in these will be used for assessing the demand on other trains for similar sleeping accommodation.

A number of other recommendations made by the delegation headed by Shri S. S. Vasist, Member, Transportation, Railway Board, have, it is understood, been accepted by the Railway Ministry.

Dining Cars to be thrown open to all classes

Dining cars, at present used only by upper class passengers, may in future be thrown open to third class passengers also. The existing separate entrances and exits at railway stations for upper class passengers may also be abolished and there will be a common entrance at stations for all classes of passengers.

Another recommendation of the Vasist delegation relates to the provision of efficient Information Services at railway stations. This will be designed to avoid long queues of information seekers and to minimise delays in the answering of enquiries either in person or over the telephone.

New Janata Express Train on Central Railway

A "New Look" Janata Express train was introduced on Bombay-Poona route

of the Central Railway from 15th September.

Comfortable seats for 900 Third Class passengers have been provided in the wide blue coaches imported from Switzerland and furnished in the Central Railway Workshops in Bombay. Adequate number of fans and sanitary fittings of the latest model are other features of this train.

Ecafe Railway Sub-Committee

A third session of the Ecafe Railway Sub-Committee will be held in Tokyo from October 13 to 18. The Sub-Committee is expected to set up a group working Committee to review in detail problems relating to prevention and speedy disposal of claims.

Total Abolition of First Class

It is understood that First Class will be finally abolished on all Indian Railways with effect from April 1955.

At present First Class accommodation is available only on 13 trains throughout the country. First Class bogies on these trains will be attached for the last time on 31st March next.

The policy decision to abolish First Class accommodation was first announced by the Railway Minister, Mr. Lal Bahadur Shastri, during the Budget debate in May 1952. At that time, First Class accommodation was available in about 1,600 trains on the entire railway system.

The decision has been implemented in four stages. From 1st October, 1952, first class accommodation was withdrawn from most of the branch line and the less important of the main line trains, reducing the number of trains with first class accommodation to only 515.

From 16th April 1953, it was withdrawn from all branch and main line trains, except the mails and expresses and some other important trains.

It was withdrawn from all the trains generally, except a few short and long distance trains, from 1st October, 1953.

Improving Labour Efficiency the Modern Way

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WORLD OF RAILWAYS

ARTHUR L. STEAD

London Correspondent

EVERY day, there pass over the 51,700 miles of railway track stretching from the English Channel to the North of Scotland an average of 2,702,000 passengers and 1,000,000 tons of freight. These are striking figures, and they back up the proud claim of British Railways to be the "busiest railway system in the world."

Actually, British Railways carry more than twice as many passengers as the railways of the U.S.A., that land of "big railroading," while the mileage travelled by passengers in Britain is more than on any other European railway system.

In general, the railways of Britain have always been among the best equipped in the world. Most valuable of all British Railways' assets, however, is its team of 601,000 men and women employees of all grades who daily keep traffic on the move and labour in many capacities behind the scenes in the interest of good transport. In the present letter, I want to tell my friends on the Southern Railway something about the human side of British Railways.

The main groups of workers on British Railways are guards, signalmen, shunters, porters and ticket collectors,

numbering 115,155; engine drivers, firemen and motormen, 90,426; goods station and cartage staff, 58,366; permanent-way employees, 55,664; and workshop staff, 126,200. Workers' wages and conditions of service in Britain are regulated through long-established negotiating machinery with recognised Trade Unions, and while disputes do at times inevitably crop up, in the main good relations exist as between management and employees.

Britain led the world in railway employees' education. Today, there are residential colleges, trade apprentice schools, day and evening classes, and mobile instructional outfits, offering most grades within the service free education. Specially selected candidates are given training to fit them for the higher posts, and most of the principal officers of British Railways have risen from the ranks.

Great efforts are made by British Railways to further staff welfare by (1) providing conditions which will enable employees to perform their jobs well and in reasonable comfort; and (2) seeing that measures are taken to promote their health and happiness. It is recognised that management has a moral responsibility to see that effect is given to these principles.



Employee welfare in action on British Railways. A corner of the recreation room at the Banbury Employee Hostel on the Western Region system.

There is far more in the railway job than what a man takes home in his pay packet. If a railwayman is happy in his job, then that job is worth a lot more to him. The conditions in which a man works, and the facilities at his disposal to enjoy his leisure with profit to his mind and health to his body, are of tremendous importance in contributing to that happiness.

Like the Indian Railways, the British lines have had to face all kinds of difficulties in recent years associated with World War II and the resultant financial stringency, but always a great effort has been made to promote employee welfare.

Since 1945, there have been given improved accommodation and amenities for workers at numerous places up and down British Railways, as well as such things as better lighting, ventilation and heating, in shops, offices, locomotive sheds, etc. New and improved locomotive cabs and guards'

vans have been introduced, based on designs produced after close consultation between the railways and the men who have to use such equipment, and much money has been spent in bettering houses rented out to workers.

Ambitious welfare schemes reaching fruition on British Railways recently include the Hampden Club, London, purchased and equipped as a residential hostel to accommodate 322 employees of the Eastern and Midland Region systems; the Menor House, Bletchley, near London, converted for use as an employee residential hostel; new employee canteens at Leicester goods station and Norwich engine depot; and staff washing facilities at many points including Stratford Works, London.

Among the smaller, but yet quite important, amenity schemes proceeding all the time on British Railways, are new or improved facilities for drying wet clothes; eating accommodation; cooking and heating facilities for food;

washing facilities, such as shower baths and quickspray basins; lockers for storage of personal belongings; better toilet accommodation; and drinking-water fountains in shops and offices. More and better first-aid rooms are by degrees being installed, and shunters and trackmen are being given shelters of improved design.

Railway welfare naturally falls into two sections—on duty and off duty. The on duty section covers employee welfare immediately concerned with the day's work and working surroundings—such widely varied subjects as cleanliness, sanitation, lighting, ventilation and drainage. It embraces employee canteens, hostels, and other vital subjects like accident prevention, first-aid and medical facilities.

Welfare off duty covers housing, education, sports and pastimes, and the best use of leisure generally. No pressure is brought to bear by British

Railways to dictate to employees as to how they should spend their leisure, but one and all are helped, if they so desire, to secure maximum health and happiness through sensible spare time pursuits.

Backbone of leisure hour welfare efforts on British Railways is the Staff Association, providing facilities for leisure-time social, recreational and cultural activities of all grades, their wives, children, and widows of former employees. The Staff Association operates sporting and recreational clubs and institutes at the principal railway centres, and out-door and in-door sports and games of all kinds are arranged for, so that there is something to suit all tastes. The railway management makes financial grants to get clubs and institutes going in the first place, but in time each club is expected to become self-supporting and every member must make a small financial contribution to his club funds.

Employee canteen at the big Carriage and Wagon Works of British Railways, Eastern Region, Stratford, London. Note concert platform in rear and serving counter on right.



Organisation for welfare on British Railways brings the staff and the Trade Unions prominently into the picture. It starts with a Joint Advisory Council for Welfare, composed of representatives of the railway management and employee unions in equal numbers. This body keeps under general review the welfare of all classes of workers. At the railway headquarters in London, and in the six different Regions of British Railways, there are Welfare Officers (including Women Welfare Supervisors). These officers act in an advisory capacity only, and they do not relieve district and departmental officers of the railways of their important responsibilities in the matter of employee welfare.

Soon after it came into being, in 1948, the Welfare Council agreed on, and submitted to the railway management, a set of standards for employee accommodation for application to all new buildings and in the adaptation or improvement of existing offices, shops, and so forth. These standards were duly accepted by the management, and as a result of their application greatly improved working conditions gradually are being introduced.

A Sub-Committee of the British Railway Welfare Council meets at frequent intervals. Because labour, materials and money are short, concentration has to be on the more urgent tasks and the Sub-Committee agree on the order in

which desirable jobs should be tackled. They also examine carefully and sympathetically all cases relating to welfare brought to their notice by the employee representatives, thus ensuring that every matter receives a fair hearing.

The first-aid movement has received a big boost under the British Railways' new welfare plans. Every year, about 21,000 railway employees undergo training at ambulance centres, many of these being newcomers to the movement. Various methods are adopted to encourage British railway workers to take up first-aid training. These include local and national first-aid contests, and the granting of additional holidays with pay to employees who have successfully passed ambulance examinations.

In opening this Letter, I mentioned that British Railways claimed to be the "busiest railway system in the world." The British railway set-up might rightly claim too, to be one of the most human in the five continents. Welfare activities, of course, must not be overdone to the extent of becoming an interference with the private life of the individual. Within reason, however, welfare has a vital part to play on the modern railway, and Southern Railway men and women undoubtedly will follow with great interest the progress of employees welfare plans on Britain's busy 51,700-mile long rail network.

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JAPANESE NATIONAL RAILWAYS

JAPAN is a long-stretched, mountainous country consisting of four main islands with many rivers, not a few of which are torrents. Throughout these islands, one linked with another by ferry and in one case by rail as well, is a network of railways extending over a total of 12,367 miles, constructed across small plains, through mountains and over rivers. Of the total length of the lines only about 25 per cent is level; the remainder abounds in grades. A special tracking device (the Abt system) is adopted at one place where the steepest grade is 6.67 per cent. The longest stretch of straight line track is 18 miles on the Muroran Line in Hokkaido. The aggregate length of the tunnels is 516 miles and that of the railway bridges, 394 miles.

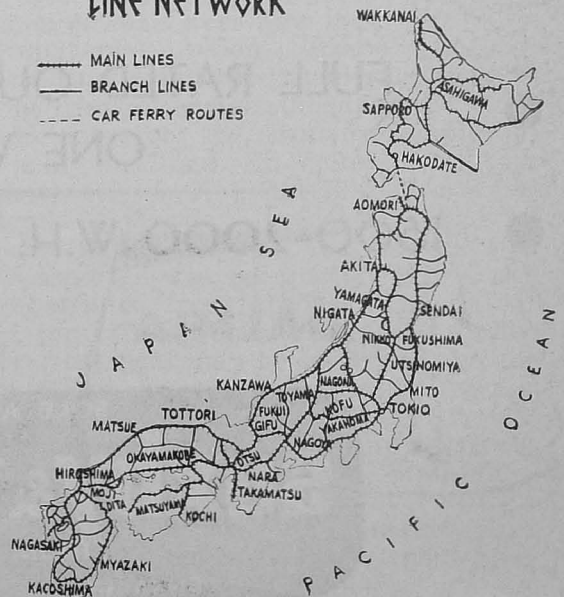
The tracks of the Japanese National Railways have a gauge of 3'-6" which means that transportation potential is smaller than in the case of 4'-8½" gauge railways; the total weight hauled by one train is 600 tons or less in passengers and 1,200 tons or less in freight. But for line haul more than 120 trains pass the same point in a day to make up for the otherwise small hauling capacity of trains on the narrow gauge, thereby imposing a heavy burden on the rail.

Time was when a railway time-table proverbially did duty for a watch for the traveller on Japanese railways. Now that post-war rehabilitation has been largely effected, the Japanese National Railways has regained its reputation for punctuality as well as safety in train operation,

In point of speed, the limited express does about 60 miles an hour at its fastest, and 43 miles on an average.

As has already been stated, the four islands are connected by ferry. Kyushu and Honshu (the main island) are connected also by an undersea tunnel, 2.2 miles, which was completed in June, 1941, after five years' work. Between Honshu and Shikoku six railway ferries (6,291 tons in all) are operated, while 15 vessels (51,890 total tonnage) ply between Honshu and Hokkaido. A plan is afoot to connect the main island of Honshu and Hokkaido by an undersea tunnel, about ten miles as long as the one between Kyushu and Honshu, and a preliminary survey has already been made by the Japanese National Railways.

JAPANESE NATIONAL RAILWAYS LINE NETWORK

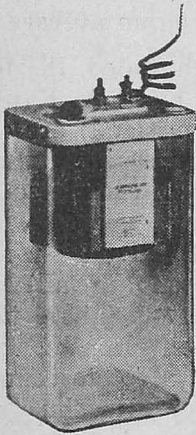


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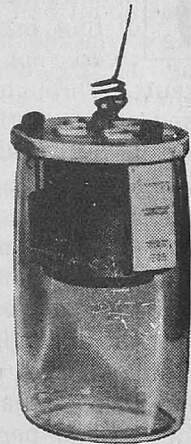
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A SHORT HISTORY

The Japanese National Railways have a history of eighty years.

Birth of Railway :

The first railway in Japan was opened to traffic on October 14, 1872, between Shimbashi (Tokyo) and Yokohama, a distance of some 18 miles. This was about half a century after the opening of the Stockton and Darlington railway in England, the first railway in the world.

Rise of Private Railways :

In their initial stage the Japanese railways were operated by the Government. As time went on, however, the Government found it difficult to finance the construction of new lines with anything like satisfaction, and consequently adopted a policy of encouraging private entrepreneurs to build railways. In 1881 a company called "Japan Railway Company" came into being and at once projected the construction of a railway between Tokyo and Aomori. Ground was broken in the following year and in September, 1891 the entire line (529 miles) was opened to traffic. The success stimulated private investment in railway enterprise, leading to a railway boom and the establishment of other railway companies.

The Government went ahead with the constructions of the Tokaido line between Tokyo and Kobe and it was completed in July, 1889. But in 1893 the private railways outrivalled the government railways both in operated mileage and traffic volume.

Nationalization of Railway :

For four years from 1897 a big economic slump hung over Japan and dealt a fatal blow to the railway companies which had sprung up. As a natural consequence the railway enterprise was rationalized and streamlined; but the carriers came to pay little heed to development for the benefit of the public. Moreover, lack

of standardization in equipment and rolling stock proved a deterrent to the development of industry in this country. So in 1906 the Railway Nationalization law was enacted and the main lines were nationalized as a whole accordingly. Seventeen private railway companies including the Japan Railway Company were brought up by the State. This automatically brought the operating mileage to 4,444 miles.

With the development of heavy industry in Japan, domestic production of rolling stock began to supply the need of this railway, which had heretofore been imported from the United States, Britain and Germany.

World War II and After :

From 1931 to the outbreak of World War II the country was definitely on a war footing, and the National Railways proved equal to the task of functioning as the main artery of the economic life of the nation. But more serious war years followed and eventually changed the face of the railways. Deferred and neglected maintenance, overuse of facilities and rolling stock, loss and damage from the air-raids, all these combined to paralyse the railway activities.

Nor was that all. Key materials, such as coal, were now in short supply. Runaway inflation became rampant, and as a result of difficulty in sustaining life to normal standards the work efficiency of the railway employees visibly declined. In spite of all this, however, the National Railways ceaselessly performed its onerous duty of serving the people, and in addition transported the occupation forces and repatriates from abroad. The extent of the railway activities in this period of great trial may be inferred from the fact that, whereas the average production in other branches of industry was only 35 per cent of the prewar level, the National Railways maintained 80 per cent of the prewar level in train kilometerage and achieved far more than before the war in passenger-kilometers and ton-kilometers,

Despite such efforts, the inflationary spiral was such that the repeated upward revisions of fares, rates and charges failed to meet expenditures, and as a result the National Railways showed an enormous deficit. Drastic action had to be taken. On June 1, 1949, the Japanese railways, hitherto government-operated, became a public corporation under the name of the Japanese National Railways. The objects were, of course, to operate railways on the common principle of business, while maintaining the public nature of its enterprise as far as possible.

The business recession due to the implementation of the austerity policy threw a dark shadow on the National Railways. But the outbreak of the Korean war in June, 1950 led to a sort of war boom in Japan.

This war boom passed, however, and was followed by another slump about a year later; the economic depression

continued to exist and remained reflected in the traffic volume of the railway.

From the foregoing it will be seen that the Japanese National Railways have, in the past eighty years, kept pace with the economic development of the country, in spite of many adverse circumstances. Today its service has on the whole regained the pre-war level, but, needless to say, there is still a good deal of room for betterment.

FEATURES IN THE 1952-53 FISCAL YEAR

Revenue and Expenditure :

The rise in the prices of key materials such as coal, and in the wage level of the employees, caused the expenditure of the National Railways to swell considerably. This rendered it necessary to raise passenger fares and charges and freight rates by

A Japanese Railway goods train. Note the unusual signal and the steep gradient.



10 per cent in January and February, 1953, respectively. As a result the passenger revenue and freight revenue increased by 20 per cent and 18 per cent, respectively, as compared with the previous fiscal year.

Passenger and Freight Traffic :

The traffic showing of the National Railways which had been on the up-grade since the first half of the 1951-52 fiscal year began to decline toward the second half ; and they did not improve even with the advent of the new fiscal year. Then in the October-December period came a two-month coal-miner's strike. As a result the JNR coal stockpile dropped to 400,000 tons in November from the necessary 500,000 tons a month, and caused a tremendous cut in trains. This proved to be the most cogent reason behind the poor traffic showing of the Japanese National Railways in the 1952-53 fiscal year.

Train Operation :

As from March, 1953, a limited express (Kamome) was put into operation between Kyoto and Hakata (412 miles), covering the distance in 10-1/2 hrs., thus showing a reduction of three hours.

Facilities :

The sum of 2,500 million yen was earmarked from the 1952-53 fiscal year budget for the construction of new railway lines. Work on 24 lines was started simultaneously. Chief among other notable works were the restoration of the Kyoto Station building (which had been destroyed by fire) and the commencement of work on the east side, more popularly known as the Yaesuguchi side, of Tokyo Station.

Electrification :

Electrification work on the Hamamatsu-Inazawa (75 miles) section of the Tokaido Line was started in July, 1951 and is expected to reach completion in November 1953. Of this

section, 68 miles between Hamamatsu and Nagoya was completed in July. The electrification of this section will effect a further cut in coal consumption and a further improvement in passenger service. Power will be supplied from the two units of generators (25,000 KVA each), completed on the Shinano river in August, 1952, and also from another unit (25,000 KVA) made available in November of the same year. The maximum capacity of electric power for the electrified lines is 75,000 KW.

Rolling Stock

To improve transportation potential 357 passenger cars were built and 686 remodelled into steel cars in the 1952-53 fiscal year.

As to electric cars, those put out of service were replaced by new ones, while 70 were built anew to meet the need arising from the extension of electrified lines. No steam locomotives were built. The surplus steam locomotives, made available because of extended electrification, were put in service on non-electrified lines, while 27 new electric locomotives were built. In addition to these, three large-sized diesel electric locomotives were built for line haul, the first of their kind in Japan.

The following are a few interesting statistics of the Japanese railways :—

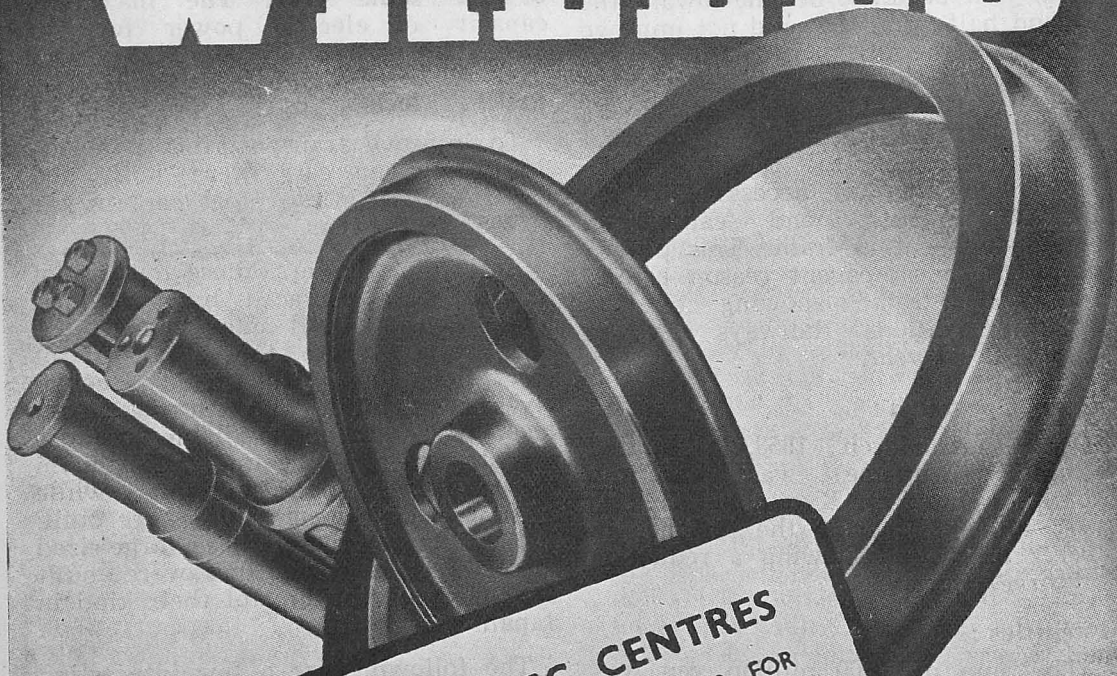
- | | |
|--|----------------------|
| (1) Length of track operated | ... 12,367 miles |
| (2) Total extension of tracks | ... 21,116 " |
| (3) Number of passengers carried | ... 342 crores |
| (4) Total revenue tonnage of Freight carried | ... 1,437 lakhs tons |
| (5) Passenger train mileage | ... 7,210 lakhs |

(Condensed from a booklet published by the Japanese National Railways and contributed by U. A. Kamath, Integral Coach Factory.)

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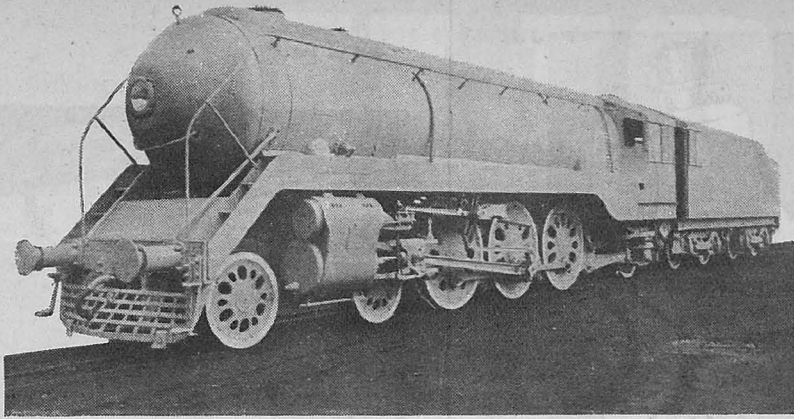
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PROBLEMS OF A LOCO MAN

(6) HINTS TO DRIVERS

C. CHALAPATI RAO

Works Manager, Eastern Railway

ENGINE drivers play a very important part in the operation of a Railway. A good set of engine-crews in a shed reduces the problems of a Loco-Foreman considerably. It is very essential, therefore, to pay a lot of attention to the training of Running Staff. Running Staff should also realise that with the training they get if they use their knowledge intelligently they can reduce their work and troubles considerably and instead of frequently complaining of the tedious journey they had, they can get on with their work comfortably.

To start with, a driver should know all about the lubrication of his engine. There is many a driver working now who does not even know what oil allowances he is eligible for the trip. There are other drivers who do not know where all the lubricating points are and how much oil is required to be put in at these points for the trip. This lack of knowledge generally results in overlubrication of certain parts and underlubrication or no lubrication of the remaining parts. It is a common sight to see a driver getting down from an engine with an oil feeder as soon as

the engine stops, walk along the engine putting a little oil into every oil box or oil hole. If instead of this routine way of doing a job, a driver intelligently studies his oil allowance and oil consumption he will be able to cut out a lot of unnecessary work. Plug trimmings and tail trimmings are not merely means for syphoning the oil but if properly made and put in can just feed the required amount of oil without any wastage. Oil box covers and lids should be replaced properly as efficient lubrication depends to a large extent on this.

Another point where drivers exhibit a considerable amount of ignorance is regarding water and coal consumption. There are plenty of drivers who still believe that they should stop at every water column, fill up their tenders and clean fire. These drivers work to absurd limits of safety and actually when trouble arises they do not know what to do because they have never studied their engines properly. Our modern engines are designed with larger capacity of tenders and fire-boxes and if full advantage is taken of these additional facilities the driver

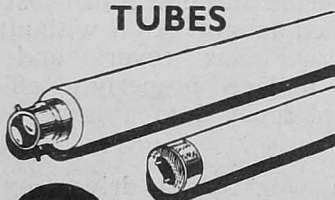


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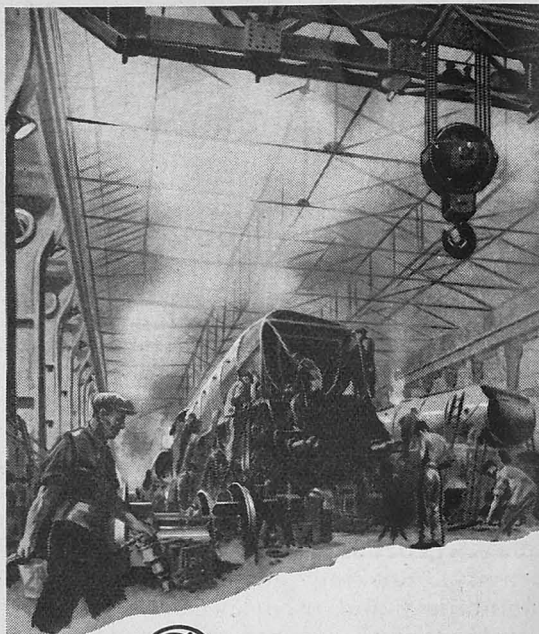
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EVEREST

can cut down the work of his staff considerably. Every driver should know what water is consumed between water column stations, what quantity of coal is consumed for the trip and how long a fire will last before it has to be cleaned again.

There are several gadgets fitted on engines. These are to be made use of properly to work an engine efficiently. Blow off cocks if used regularly will reduce priming. Gauge column blow through cocks should be used at least twice or thrice on a trip to keep the gauge column passages clear as otherwise drivers will get a wrong indication of water levels. Soot blowers clear the tubes and improve heat transmission and, therefore, should be used preferably when the engine is being worked heavily. Rocking grates if properly maintained and used specially in conjunction with hopper ash pans can considerably help running staff in reducing Loco requirements time at water columns. I have only mentioned a few items as examples. Every gadget on an engine plays an important part and drivers in their own interest should properly study them and make use of them.

One of the main problems of a driver on the run is to have steam at a high pressure. I have seen several drivers leave this important duty entirely to firemen. A good driver will always instruct a fireman when to put on a fire and when to put on an injector and by doing so he not only gets along comfortably without experiencing steam and water trouble but will also work his engine efficiently.

The most important duty of a driver is examination of an engine before and after a trip. Although administrations provide sufficient time for this purpose drivers generally do not make use of this with the result they have considerable trouble on the run or put down vague defects on an engine, which is most unhelpful to the shed maintenance

staff. A careful driver always comes in time to shed and thoroughly examines the engine with the engine repair book. At the end of a trip drivers should test their engines properly and book repairs. I have come across several cases where drivers have booked big-ends knocking whereas the actual defect was a slack piston head. This booking was invariably based on the knocks heard on the run and not by putting an engine in a proper position on the examination pit and examining her for knocks. These indiscriminate bookings have several times resulted in engine failures.

Vacuum defects on engines are a common feature. I describe below a simple method of locating the defect in vacuum fittings :—

- (1) Put a 5/16 inches leak hole disc at the end of one of the hose-pipes on an engine and create vacuum. The ejector should be capable of creating a minimum of 18 inches of vacuum. If not, the ejector is defective.
- (2) With one hose-pipe off the dummy at a time try to create vacuum. If the train pipes are clear it will not be possible to create more than 2 inches or 3 inches of vacuum on the gauge.
- (3) With the hose-pipes on the dummy create 15 inches of vacuum on the gauge. Bring the operating handle of the ejector down to the 'ON' position. On the gauge the train pipe side needle will come down to zero but the chamber side needle will remain more or less stationary if the vacuum fittings inside the cylinder are all right. If the rolling ring or ball valve is defective the chamber side needle will also drop rapidly to zero.

SOUTHERN RAILWAY

TENDER NOTICE

Electrification of the Third Track (Steam Line) between Madras Egmore and Tambaram

Sealed Tenders are invited for the above work costing approximately Rupees seven lakhs.

The earnest money is Rs. 5,000/- (Rupees Five thousand only) and will be refunded to the unsuccessful tenderers as soon as the contract is awarded, but in the case of successful tenderer the earnest money will be adjusted towards the security deposit.

Tender documents can be had from the office of the Chief Electrical Engineer, Southern Railway, Madras, on any working day on payment of Rupees fifty per set.

Tender in the prescribed manner must reach the Chief Electrical Engineer, Southern Railway, Madras-3, before 12 noon on the fifteenth of December 1954.

SOUTHERN RAILWAY

TENDER NOTICE

RENIGUNTA-GUDUR SECTION—CONVERSION TO BROAD GAUGE REBUILDING OF MINOR BRIDGES

The Chief Engineer, Southern Railway, Park Town Madras-3, invites sealed tenders upto 12-00 hours on the 19th October, 1954 for "Rebuilding of Minor Bridges in the Renigunta-Gudur Section."

Tenders should be in the prescribed forms obtainable from the Chief Engineer's Office, Southern Railway, Park Town, Madras-3, upto 12-00 hours on the 18th October, 1954 on production of a receipt from the Financial Adviser and Chief Accounts Officer, Southern Railway, Park Town, Madras-3, for payment made towards the cost of tender forms, one Schedule of quantities for all four reaches of 13 miles each, at the rate of Rs. 10 per set of tender forms and Rs. 2 per spare schedule only, if available, which amounts will not be refunded.

Earnest money as under is to be paid to the Financial Adviser and Chief Accounts Officer, Southern Railway, Park Town, Madras-3, before 15-00 hours on the 18th October, 1954.

For the Reach from mile	M. 173/6-7	to mile	M. 186	Rs. 3,000
Do.	do.	M. 186	"	M. 199 1,400
Do.	do.	M. 199	"	M. 212 1,800
Do.	do.	M. 212	"	M. 225 1,700

Income-tax clearance certificate, in original, should be attached to the tender.

Tenders will be opened at 11-00 hours on the 20th October, 1954.

The Chief Engineer does not bind himself to accept the lowest or any tender.

- (4) Again create 15 inches of vacuum on the gauge with the small ejector, with the operating handle in the running position shut off the auxiliary steam valve on the ejector. If the neck ring and train pipe fittings are not drawing air the train-pipe needle on the gauge

will drop very gradually. If the drop is rapid the train pipe side fittings have to be examined carefully for leaks.

- (5) Check brake-gear so that the travel of the vacuum piston is 5 inches to 6 inches and not more.

(7) ON FAILURES

Engine failures not only hamper movement of traffic but also indicate the efficiency of sheds. Failures are broadly due to :—

- (1) Bad work by shed staff.
- (2) Mismanagement on the part of running staff.
- (3) Failure of material.
- (4) Bad coal.

I have purposely avoided a 'Miscellaneous' classification because if failures are properly investigated majority of the failures can be brought under one of the above classification and very rarely the failure is due to miscellaneous reasons.

Failures have to be investigated very carefully and causes of failures analysed to find out how similar failures can be avoided. Normally people dealing with failures jump to conclusions, hold someone or other responsible and deal with them severely. Unfortunately the lessons to be learnt from the failures are lost sight of, resulting in similar failures coming up time and again. Take for instance failures due to hot boxes. It is not necessary that these hot boxes should be due to bad repacking by shed staff or neglect of lubrication by driver. Method of preparation of packing, design of the box, weight distribution, water finding its way into the packing and several other similar causes have to be looked into in detail before the root cause can be eliminated.

Failure due to engines being unable to haul loads over banks are quite common. If these are carefully analysed in most of the cases certain

common features will be found. Instead of looking out for these common features generally drivers are blamed for mismanagement. I will quote one case where incorrect decisions were being given till the failures were completely analysed and then only the correct cause was found. At certain stations on a district there was heavy booking of a certain commodity but sufficient wagons were not available for moving the stuff. This resulted in the station staff allowing considerable overloading of wagons but just showing the permissible load on the wagon labels. Drivers hauling these wagons were having considerable difficulty and several times they were failing on banks. As the failures were analysed it came to light that all the failures were on trains with majority of wagons containing this particular commodity. When a whole train load of wagons was reweighed it was found that the actual load was beyond the capacity of the engines. Similarly in another case it was found that only certain engines were causing failures and on checking these engines very carefully some serious defects with the valve events were noticed and the shed instead of locating and rectifying the defects were blaming the running staff for mismanagement.

To avoid failures, Loco. supervisory officials should frequently check repair books and enginemanship of drivers on the run. Repair books give a very good idea of the way sheds maintain engines. Simple maintenance principles are some times overlooked resulting in repeated bookings and eventually failures.

(To be continued)



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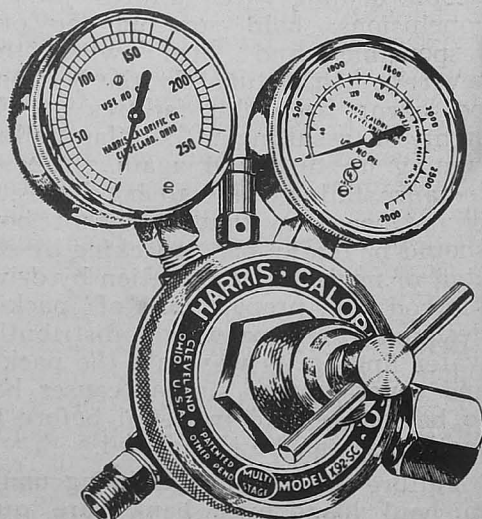
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TRAVEL NEWS

THE PLAYGROUND OF INDIA

MOST tourists who like to "do" Kashmir in a somewhat hurried and snappy manner are likely to miss, except perhaps by casual contact, a real taste of country life in the Valley. Perhaps they think the countryside is too rugged or outlandish to be included in their sophisticated plan of holidaying. Or perhaps they are too eager to hastily skim the cream off the usual sight-seers' menu than go for something which is not served to them with a proper layer of icing.

Therefore, those of us, who are prepared for a bit of roughing should make bold to go off the beaten track and explore the countryside for what it is worth. There can be no doubt that visitors to Kashmir will be struck by a shimmering landscape of incredible sweep and suggestiveness where beauty and drabness have been mixed to carve out a picture of unprocessed loveliness.

Driving down any of the main poplar-studded avenues one may behold, on both sides of the road, interlaced terraces of ripening paddy. But if you care to thread your way along any of these water-logged fields you may come across a picture of familiar contrasts—full of natural colour and homely warmth.

A cluster of ash-coloured cottages with tumble-down thatched gable roofs—mostly discoloured or sodden with rain—may be seen sprawling around a sun-dappled court-yard. From the edge of the court-yard, an ancient, outstretching Chinar or an apple or walnut tree provides inconstant shade to village children, a sleeping dog or pecking fowls. Close to each cottage stands a somewhat stereotyped pine-wood structure, resembling a sentry-box from which grain is taken out periodically from a hole at the bottom. This is the peasants' granary where a whole year's crop is stored at harvest time. Near this storage hut stands a rice-pounder where Kashmiri village belles, in their loose attire and silver earrings, can be seen pounding rice, almost every evening.

Skirting round these village shacks or running through them goes a slow placid stream of clear water. On its rippling, shaken surface, a lingering line of inter-mixed ducks and swans can be seen chasing each other or fluttering over the edges in fearless joy. The banks of this stream are thickly covered with long swaying grass and from the stream-bed can be seen the coral red of the willow roots.

A tiny hole in a wall of the village huts or the near-hum of bees is a sure

SOUTHERN RAILWAY.

TENDER NOTICE

Quilon-Ernakulam Railway Construction—Section II—Kottayam to Mavelikara—Construction of Major Bridge No. 201—3-60' Spans Girder Bridge—across Koduvarar River.

The Chief Engineer, Southern Railway, Park Town, Madras-3, invites sealed tenders for the construction of Bridge No. 201—3-60' Spans Girder—across Koduvarar River upto **12-00 hours on 20-10-1954.**

Tenders should be in the prescribed form obtainable from the Chief Engineer's Office, or from the Executive Engineer's Office, Quilon-Ernakulam Railway Construction, Ernakulam South, or from the Assistant Engineer's Office, Quilon-Ernakulam Railway, Quilon, upto **12-00 hours on the 18th October, 1954,** on production of a receipt from the Financial Adviser and Chief Accounts Officer, Southern Railway, Park Town, Madras-3, or from the Station Masters, Ernakulam South, or Quilon, for payment made towards the cost of tender forms at the rate of **Rs. 10** per each set of tender forms and **Rs. 2** per spare schedule, only if available, which amounts will not be refunded.

An earnest money of Rs. 3,000 is to be paid to the Financial Adviser and Chief Accounts Officer, Southern Railway, Park Town, Madras-3, **before 15-00 hours on 19-10-1954.**

Income-tax Clearance Certificate, in original, should be attached to the tender.

Tenders will be opened at **11-00 hours on 21-10-1954.**

The Chief Engineer does not bind himself to accept the lowest or any tender.

SOUTHERN RAILWAY.

TENDER NOTICE

Quilon-Ernakulam Railway Construction—Section II—Kottayam (exclusive) to Mavelikara (exclusive)—Earthwork in formation, service roads, etc. for the first six miles from Kottayam towards Mavelikara, i.e. from chainage 196250 to 227847 (Chainage from Ernakulam South).

The Chief Engineer, Southern Railway, Park Town, Madras-3, invites sealed tenders for "Earthwork in Formation, Service roads, etc. for the first six miles from Kottayam towards Mavelikara, i.e., from chainage 196250 to 227847" upto 12-00 Hrs. on 21-10-1954.

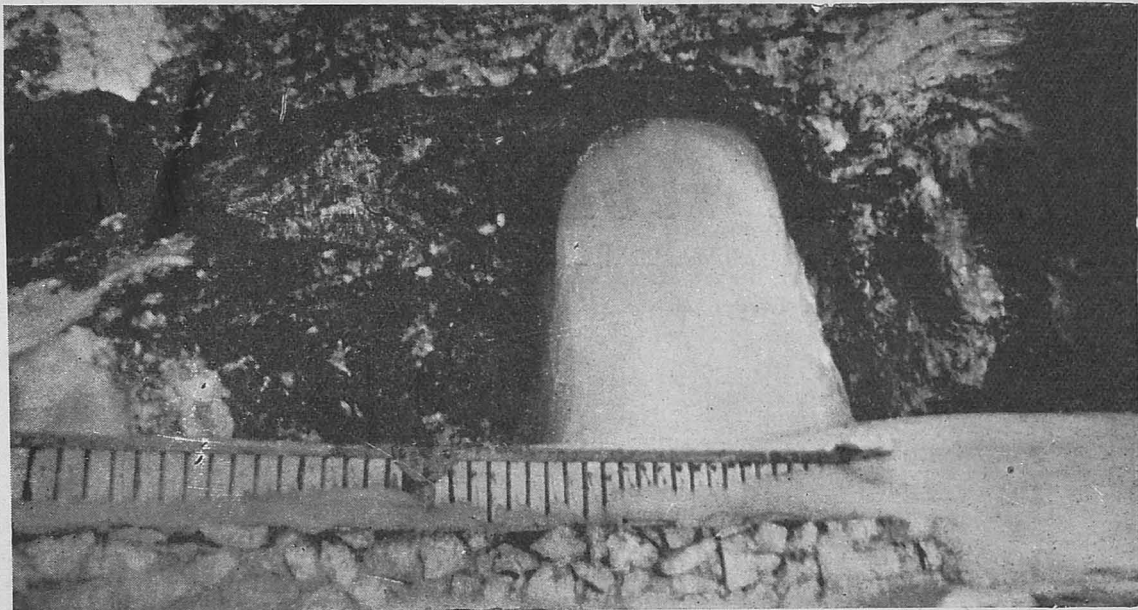
Tenders should be in the prescribed form obtainable from the Chief Engineer's Office or from the Executive Engineer's Office, Quilon-Ernakulam Railway Construction, Ernakulam South, or from the Assistant Engineer's Office, Quilon-Ernakulam Railway, Quilon, upto **12-00 hours on 19-10-1954** on production of a receipt from the Financial Adviser and Chief Accounts Officer, Southern Railway, Park Town, Madras-3, or from the Station Masters/Ernakulam South or Quilon, for payment made towards the cost of tender forms at the rate of **Rs. 10** per set of tender forms and **Rs. 2** per spare schedule, only if available, which amounts will not be refunded.

An earnest money of Rs. 10,000 is to be paid to the Financial Adviser and Chief Accounts Officer, Southern Railway, Park Town, Madras-3, **before 15-00 hours on 20-10-1954.**

Income-tax Clearance Certificate, in original, should be attached to the tender.

Tenders will be opened at **11-00 hours on 22-10-1954.**

The Chief Engineer does not bind himself to accept the lowest or any tender.



The ice Lingam of Amarnath cave.

sign that the seasonal flow of honey has been hived to mature during the summer months. Away from the cottages is a sloping mound of village graves, sadly mourned over by drooping narcissi or iris. This is the village end.

Further afield are seen again the solitary lengths of ripening fields. Circling round them, in a wide embrace, is the village road leading to the pine or spruce forests or to the denuded mountain ridges below. Here a rugged looking peasant may be seen haltingly climbing the hillside. He may be carrying a load of rice or corn. Or there may be a leisurely horseman grazing his colt or a cowherd taking his flock to the stream. Or else you may see a needy villager descending the slope with a fowl or two or some eggs to barter at the village grocer's shop for snuff, salt or tea. Or else a few youngsters, in loose soiled phirans, may be seen lounging on the village green.

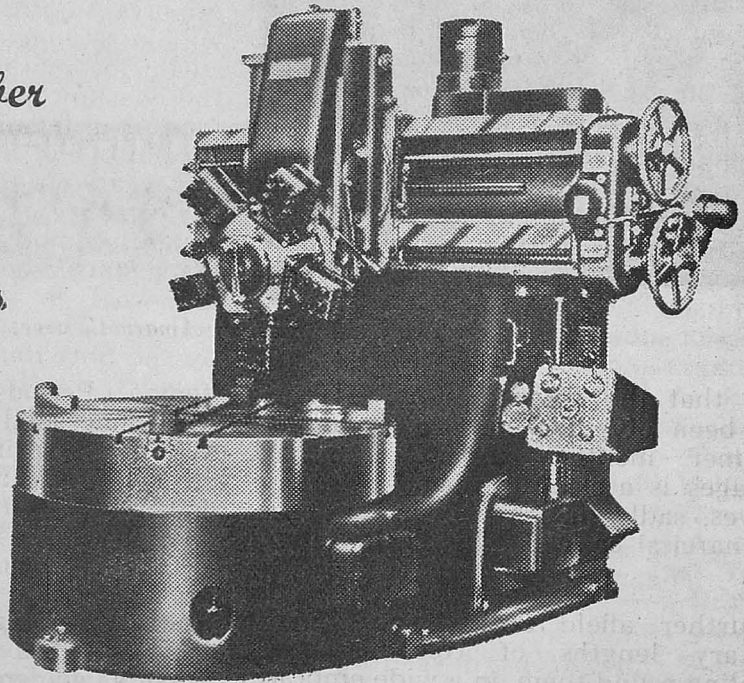
The pace of rural life, on the whole, however, assumes a kind of seasonal

tempo. Periods of hard work alternate with long spells of rest and relaxation. After the spring season of sowing is over there is a period of comparative leisure. During this nearly three months' time the fields need only occasional tending. They have to be watered or hedged around properly; and guarded against straying cattle till the crop has ripened and the fields wear a golden mantle and are ready for harvesting.

After the harvest time there is another spell of unusual mirth and merriment, filling the countryside. While thrashing and husking goes on merrily during the day, the shades of evening fall abruptly and then begins the usual round of group singing and dancing around the bonfires. Sitting around these smouldering fires in the chill of autumn, one can see the windows of village houses indistinct with smoke. Their balconies and lofts are festooned with garlands of dry turnips, maize-cobs or chillies. These indicate a prudent house-wife trying to fend against the bleak shadows of coming winter.

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PROGRESS BY RESEARCH

THE Indian Railways consume coal worth nearly Rs. 32 crores every year. If this consumption can be reduced even by one per cent it will not only bring some financial gain to the nation but also help in conserving an essential industrial fuel.

Economy in coal consumption is only one aspect of the valuable research work carried on at the Railway Testing and Research Centre in Lucknow. First organised in September, 1952 with headquarters at Lucknow, the Centre has two sub-centres at Lonavla, near Bombay, and at Chittaranjan. The Centre in Lucknow, which consists of administrative buildings and laboratories, was formally inaugurated in February this year.

The principal aims of the research and testing work at the Centre are to apply modern techniques to railway engineering, devise new designs for railway equipment like locomotives, carriages and wagons, develop indigenous substitutes for imported articles used on the railways so that self-sufficiency in railway stores and equipment can be attained soon and to

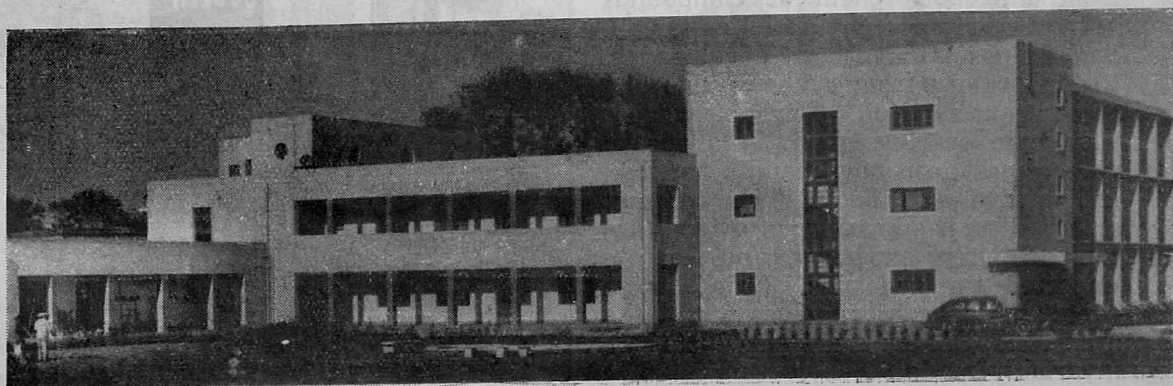
promote in a practical manner, safety, economy and self-sufficiency.

Already the Centre has collected important data on design details which will go a long way in developing the steam locomotive in India, in reducing the consumption of coal and in improving maintenance conditions. This is the result of field work, carried out last year, on the riding qualities and performance of broad gauge and meter gauge locomotives in India. Trials are being started on the use of heat insulating wool in coaches and locomotive boilers. This wool has been produced by the Shri Ram Institute, Delhi, from foundry and blast furnace slag waste. Performance trials on diesel shunting engines have disclosed some of the essential optimum requirements for the successful operation of this motive power renowned for its high efficiency.

Track and soil

Stresses in different kinds of track are also being investigated. This is expected to provide valuable data for finding out the most economical type and combinations of components suitable for different classes of soil.

The Railway Testing and Research Centre, Lucknow.



Laboratory and field studies are being made to improve the quality of welded rail joints produced at the two welding plants of the Indian Railways. At the same time other methods of welding are also being studied to examine their efficiency and economy under Indian conditions.

The Lonavla sub-centre specialises in building research. It has been rendering valuable advice to the railways on the grading of concrete combinations and the stabilisation of earth slopes. Investigations on foundation soil for new constructions are also being made. An important investigation at the sub-centre relates to a possible substitution, in part, of cement by finely ground loco ashes in concrete-and-brick masonry construction. Ashes, a waste product, are available in large quantities all over the railways and if these can be so used, substantial amount of cement can be saved.

Indigenous pastes and paints

Varnishes, pastes and paints are used extensively on the railways. Synthetic resins required for most of these have, however, to be imported. At the Chittaranjan sub-centre studies on preparation of indigenous resins from cashew nut shell oil have yielded promising results. It is proposed to install a pilot plant for their manufacture, after which full scale trials to study the effect of indigenous resin products on locomotives and carriages will be undertaken.

Resins have also been developed from indigenous chemical compounds with the help of dehydrated castor oil. Sealing pastes have been developed in the laboratory from rubber waste and cashew nut shell oil. Trials on wagons with axle bearings made of a special type of cast iron now manufactured in India have also begun. The present standard bronze bearings of wagons are comparatively expensive and contain imported tin and zinc. In all these experiments comparisons with the properties of imported products are invariably made.

Water softening

The softening of water in locomotives is an important part of engine operation. The traditional method is to treat water at expensive wayside installations. Interim results on water treatment by a new method have proved encouraging. Under this the chemical complex is injected directly into the boiler or the tender of the locomotive and the treatment takes place as the engine steams. This method will also be much more economical. At the same time trials are also being made on the use in the wayside water softening plants of a material synthesised from Indian coal by the Fuel Research Institute. This will economise the operation of the existing installations as well as reduce the dependence on imported chemicals.

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THE ROLE OF GOVERNMENT AUDIT ON RAILWAYS

S. SOMASUNDARAM

Deputy Chief Auditor, Southern Railway

ON each railway there is a Statutory Audit Office in charge of a Chief Auditor, who is independent of the Railway Administration. He is subordinate to the Director of Railway Audit, who, in turn, is responsible to the Comptroller and Auditor-General of India, for the efficient audit of railway transactions. The Comptroller and Auditor-General is one of the most important authorities set up by the Constitution. He is independent of all departments including the Finance Ministry. He is placed beyond the political and party influences of the day. In the discharge of his duties, the Auditor-General has complete liberty to express opinions upon the conduct of departments and Ministries in regard to their financial transactions and accounts. Nothing can fetter his discretion or judgment as to matters which he may bring to the notice of Parliament. On the efficiency of audit conducted by the Auditor-General and his officers depends to a large extent the financial integrity of administration and the security of public funds against wasteful expenditure.

In the Railway department, the duty of maintaining the accounts is entrusted to the Financial Adviser and Chief Accounts Officer, who exercises, in most cases, a cent per cent internal check of the financial transactions of the railway. The Statutory Audit Department with its small staff conducts only a test audit of the various documents. In addition to bringing to light cases of financial irregularities, frauds, losses, etc., the Statutory Audit Department has also to check the accuracy of the accounts and certify the same. These accounts

include the compiled "Capital and Revenue accounts" and "Balance Sheet" of the Railways as also the "Appropriation Accounts" which are presented to Parliament. Along with a system of continuous test audit of documents in the Head Office and regional accounts offices, the Auditor also undertakes periodical inspections of local executive offices. He is entitled to have access to any voucher or file (both in the accounts and executive offices) which he considers necessary to ascertain the exact facts of any financial performance. The Chief Accounts Officer is normally the channel of correspondence between the Statutory Auditor and the administration. All audit reports and inspection reports are sent in the first instance to the Chief Accounts Officer who in turn passes them on to the relevant executive officers for remarks. The remarks of the administration are first scrutinised by the Financial Adviser and Chief Accounts Officer who, after satisfying himself about their correctness, gives his final reply to audit. Audit notes and inspection reports are divided into two parts, the more important irregularities which require a reply being included in Part I and minor irregularities in Part II. Correspondence with Audit usually takes place only on outstanding Part I Audit notes, Part I inspection reports and special letters as the satisfactory disposal of minor objections is left to the Financial Adviser and Chief Accounts Officer. The inspection reports are discussed with the executive officer before the Audit Officer leaves the station so that, if there is satisfactory explanation, suitable alterations might be made in the final report.

The Railway Audit Report

Where the Chief Accounts Officer and the Chief Auditor do not come to any agreement regarding any irregularity, the matter is dealt with between the Railway Board and the Director of Railway Audit. If the irregularity is serious, a para is included in the Railway Audit Report after obtaining the remarks of the Administration. The Railway Audit Report is an annual report which is presented to the Parliament by the Auditor-General. The first section of this report deals with irregularities regarding control over expenditure and appropriation accounts. The Budget grant for the Railway department is voted by Parliament after scrutiny by the Estimates Committee. The grants are distributed among the various General Managers, who in turn distribute them to the various subordinate spending authorities. It is the duty of the spending authorities to so control their expenditure that it does not exceed the allotment. After the annual accounts are closed, the appropriation accounts are prepared showing the original Budget grant, the final grant, the actual expenditure and explanations for variations between the original grant and the final grant and the final grant and the actual expenditure. These appropriation accounts are checked in detail by Statutory Audit to see whether the explanations given are reasonable, whether there is proper machinery for control over expenditure especially during the closing stages of the year, whether reappropriations are made in time and whether expenditure on new services not contemplated in the budget has been incurred. It has been the experience of Audit that during the closing stages of the year a proper assessment is not made of the approximate expenditure with the result that the actual expenditure is far wide off the final grant. Of late, Parliament is very strict in the matter of incurring expenditure in excess of grants and audit is on the look out for cases where excess expenditure has

been incurred which could have been easily foreseen during the closing stages of the year for the purpose of obtaining a supplementary grant. The second section of the Railway Audit report deals with individual irregularities of losses, overpayments, defective internal check, etc. The Railway Audit report is discussed in the Public Accounts Committee which is a Committee appointed by Parliament. All cases included in the report are discussed by the Committee with the representatives of the Railway Board and their findings submitted to Parliament.

Types of Irregularities

In the following paras, some types of irregularities which are detected by audit and about which the executive officers should be careful are given :—

Tenders should be opened in the presence of the Tender Committee or in the presence of another officer. As far as possible, the lowest tender should be accepted and, where a higher tender is accepted, the reasons should invariably be recorded in detail. Often it is noticed that lower tenders are rejected merely on the ground that the tenderer has not got as much experience as the previous contractor. While, no doubt, it may be desirable in the interests of efficient working to give the work only to experienced contractors, occasionally new blood should be let in so that the spirit of competition might be encouraged and the same contractor does not have a monopoly and dictates his own rates. Once the tenders are opened, further negotiations with individual contractors should, as far as possible, be avoided. No increase in rates should be given after the execution of the agreements. In some cases, the lowest tenders are accepted ; but during the course of the work increased rates are recommended on some ground or other thereby defeating the object of calling for tenders for economical execution of works. Issues to contractors should be properly accounted for

and the cost recovered. Monthly accounts of permanent-way materials and returned materials should be regularly submitted and checked.

Service records and leave accounts should be posted up-to-date and grant of leave in excess of that due must be avoided. The running allowances of locomotive and traffic running staff should be correctly calculated according to rules. In the case of losses where the responsibility can be fixed, the amount must be recovered from the employees or severe disciplinary action taken. Except in the case of essential passenger amenity works, new works must not be undertaken unless there is the possibility of their proving to be remunerative. Delays in preparation of completion reports of works should be avoided. Payments to labourers must be personally watched occasionally by gazetted officers in a surprise check. Assisted sidings on which there is insufficient traffic should be promptly closed down. As far as possible, ancillary works like handling of parcels, goods, fuel, etc. should be let out on contract as it is much cheaper than departmental labour.

Departmental manufacture of articles must be done economically as it should be cheaper than purchase in the market. Unnecessary and premature purchase of stores should be avoided. At the same time, indents for stores should be so regulated that emergency local purchase on higher rates on the plea of shortage of stock might be avoided. The gate pass system should be effective so that there may not be any leakage, theft of materials, valuable scraps, etc. The accounting of receipts and issues of stores must be correct. Frequent stock verification is necessary. There must be proper control over locomotive coal lying in the sheds. The disciplinary action

taken against drivers for waste of coal must be deterrent. Rationing of coal for different trips must be reviewed periodically and decreased where necessary. Provident Fund ledgers must be posted promptly and reconciled with General Books without delay. This work can be facilitated if executive officers do not grant temporary advances indiscriminately without any reference to previous outstanding advances. In the Accounts Office, the maintenance of suspense registers and their reconciliation with general books should receive careful attention and vigorous action should be taken to clear old outstanding items.

Prompt submission of station returns should be insisted on. The percentage of missing tickets at the larger stations should be kept to the minimum as a large percentage indicates defective gate check. Station collections should be promptly remitted to the Cash Office. Station outstandings must be kept to a minimum and it should be seen that admitted debits are immediately made good by the staff. Wharfage and demurrage charges should not be foregone as a matter of course. Station staff do not in many cases check the contents of wagon loads at the starting station with the result that there are shortages in seals-intact wagons on which compensation is paid. Wherever the responsibility for shortage or loss of consignments can be fixed, deterrent disciplinary action should be taken against the staff.

Suggestions for Economy

In addition to the ordinary routine audit, Statutory Audit occasionally undertakes special investigations from a higher audit point of view. Suggestions for economy, etc., are made and conclusions drawn from statistical figures are reported to the administration for necessary action.

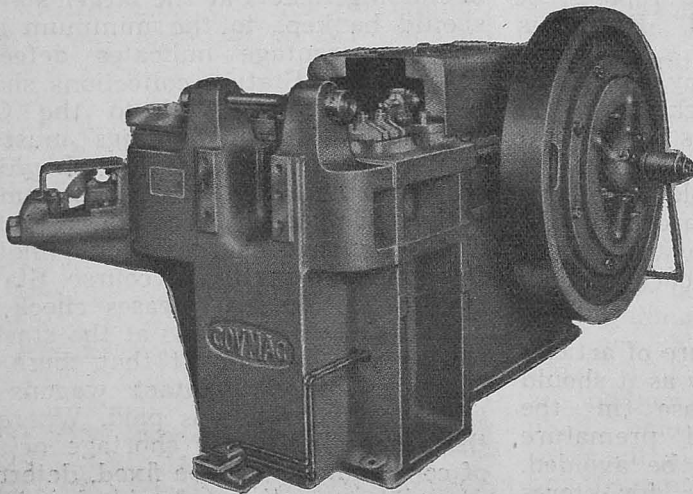


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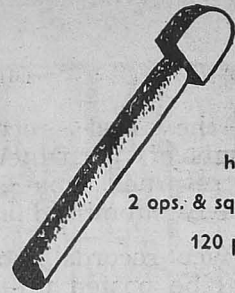
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6 ops. each end.
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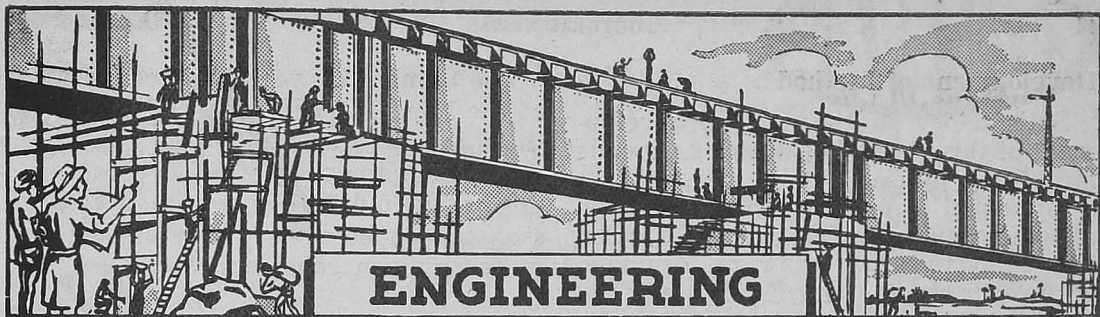
4 ops. 80 per hr.



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MECHANISED RELAYING ON SINGLE LINES

THE Western Region of British Railways has tackled the problem of more economical relaying on single lines by the introduction of a mechanised method which provides for complete sections of old track, several rail lengths at a time, to be hauled clear off the site. The sections are then towed to a place where they can be dismantled and loaded away without interference to the running line, or loaded complete into wagons by a crane standing on a convenient siding so that the old material can be conveyed to a depot for dismantling. This method is particularly suitable for some single line tunnels. The ballast in the cribs between the sleepers is removed and the old section jacked up to enable the new rails, on their sides, to be slipped under the ends of the sleepers. This provides a smooth bed for the old section to slide up to the ramps, which have been specially designed for attachment by fishplates to the section ahead of that being removed.

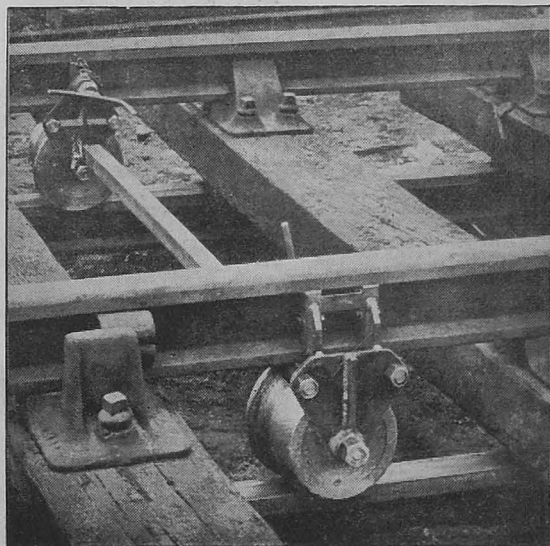
Use of Detachable Wheels

Small wheels are fixed to the lengths of old track to be drawn away which run on the rails of the old track still **in situ**. An engine is attached to the end of the old lengths which can be towed at speeds up to 15 m.p.h. to the

place where they are to be loaded complete by crane, or dismantled. No difficulty has so far been experienced from curvature.

The locomotive used in the case illustrated was a small diesel, part of the civil engineers' department plant, but where tunnel work is not involved, a steam engine is equally suitable for this purpose.

Wheels clamped to preassembled track to facilitate relaying



Development of Method

Satisfactory and economical development of this method of working depends largely on pulling out the old track at a rate equal to, or faster than, the speed at which laying in the new track, with any allowance for work on drainage or preparing the formation, can be carried out.

The number of week end occupations of the line have been reduced by using this method of relaying. Further economies are possible if a practical means of pulling in the new track sections can be devised and this aspect is being given consideration.

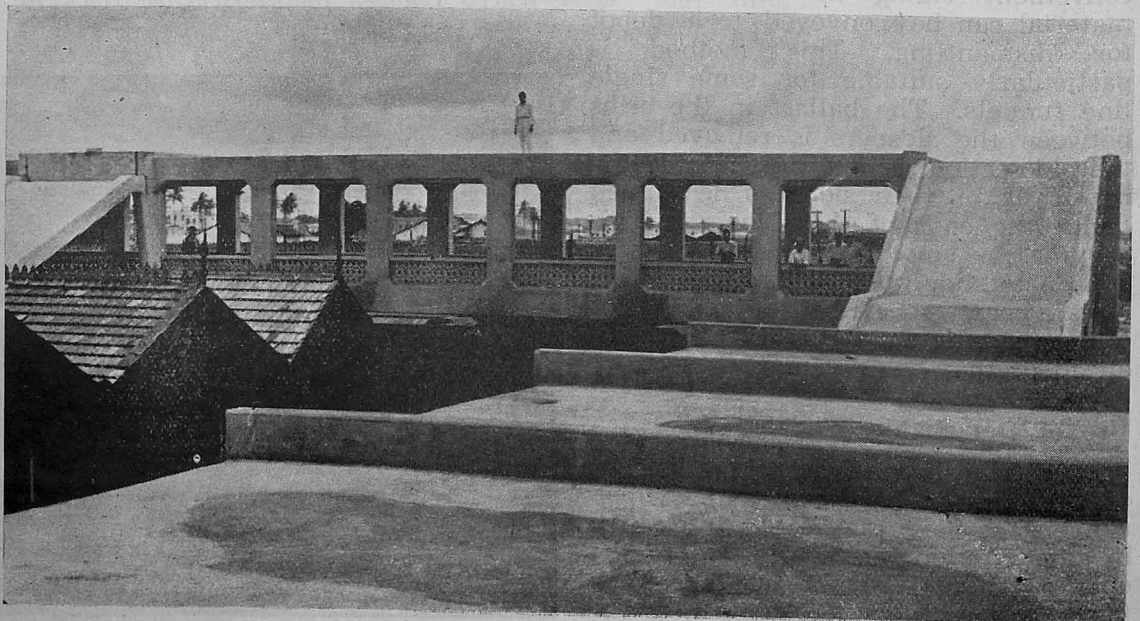
“*Railway Gazette*”—(London)

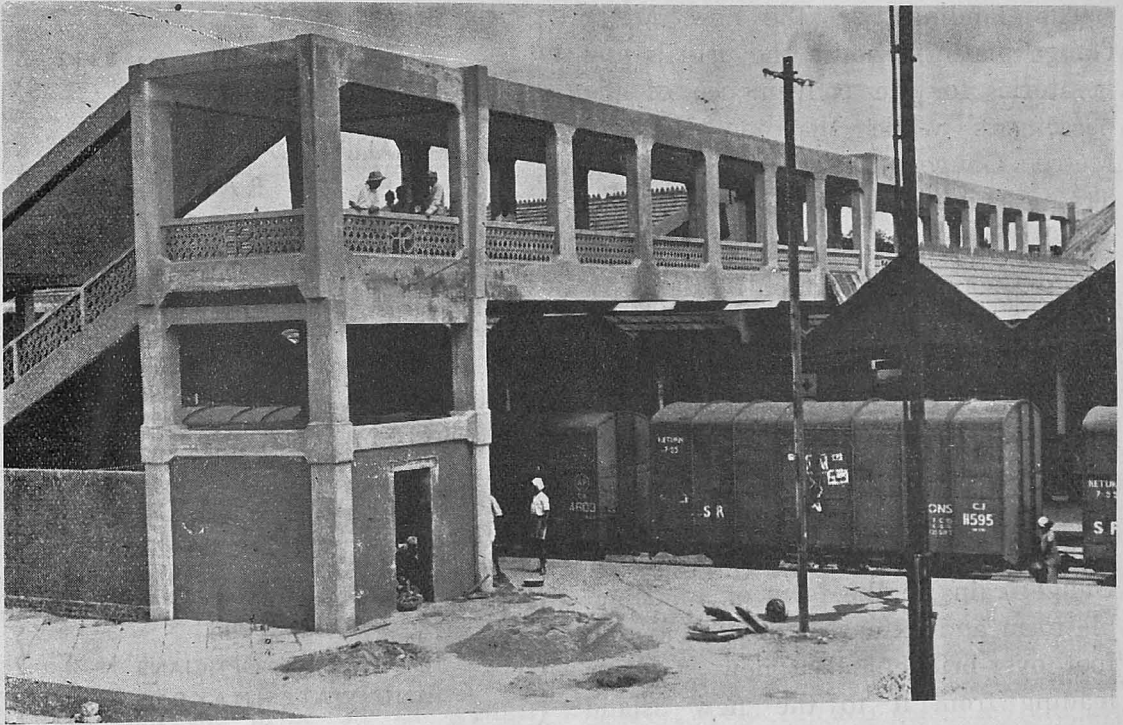
AN INTERESTING STRUCTURE AT BANGALORE CITY

As part of the passenger amenity and operational facility works to be provided at Bangalore City station, a new Metre Gauge Island Platform together with a reinforced cement concrete covered way over it and a foot bridge leading to it from the main bridge were completed recently at a

cost of Rs. 2 lakhs. The foot over-bridge cost Rs. 72,000 and the covered way Rs. 1,25,700. For girders of this foot bridge, a design based on the Vierendel type consisting of open rectangular panels has been adopted. This type is believed to be the first of its kind constructed in India.

One span of Sixty-feet Vierendel girder bridge.





Foot overbridge (metre gauge island platform)

The advantages claimed for this type of design are:—

- (1) The cost has worked out to Rs. 27 per square foot as against Rs. 29 for the orthodox reinforced cement concrete type with intermediate supports.
- (2) It is more elegant than the orthodox type.
- (3) Temporary arrangements required for founding and constructing intermediate columns and consequent interference to traffic working are avoided.

The main designs were got out by Mr. D. Subba Rao, Assistant Engineer of this Railway, and consist of 2-60 feet Vierendel type spans with a 10 feet gangway with an ornamental reinforced cement concrete parapet,

supported on reinforced cement concrete bents at the centre and western end, while it is supported on special cantilever-cum-column bents at the Eastern end (Broad Gauge platform side) which supports the landing giving access to it from the old 15 feet wide steel foot bridge leading from the III Class Booking Office situated on the east side of the station. Special bearing arrangements for facilitating expansion and contraction of the main spans by periodical greasing have been incorporated to ensure that undue stresses are not imposed on the reinforced cement concrete bents as well as the main girders.

The three photographic views shown bring out clearly the main features of the bridge and the stairway as well as the covered way of the island platform.

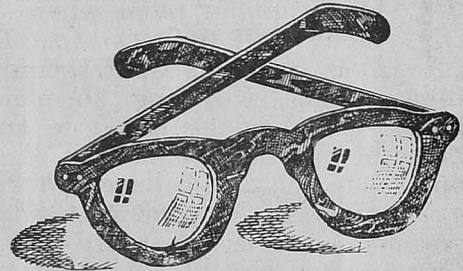
The landings on the new Metre Gauge platform house the urinals and lavatories for the convenience of the passengers while that on the old Metre Gauge platform houses the Train Examiner's Office.

The reinforced cement concrete covered way was executed by Sri B. N. Kappanna, Contractor, Bangalore City, and the foot bridge including the stairway by Mr. K. V. Acharya, B.A., B.E., Engineer and Contractor, Bangalore City.

Further amenities for passengers using the Broad Gauge and Narrow Gauge trains in the form of an Island platform and extension to the existing foot over-bridge and a new stairway leading from it to the new island platform are also in hand and are nearing completion.

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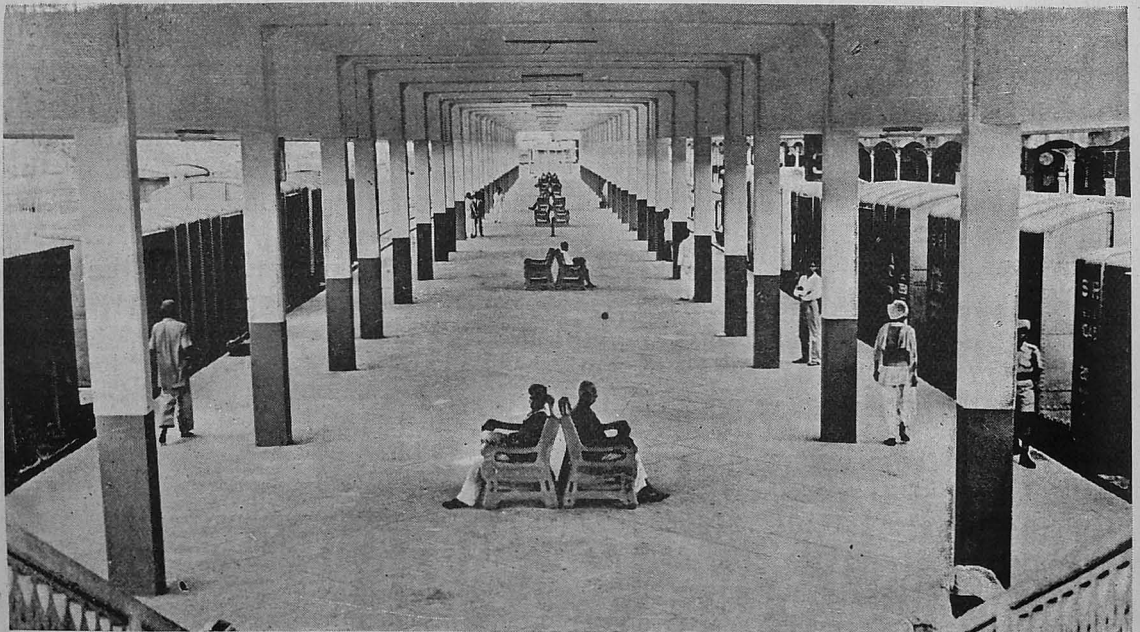
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Reinforced cement concrete covering—interior view from one end.



UNREST IN THE RUNNING ROOM*

~~~~~ R. JAGANNATHAN ~~~~~

**T**HERE was a stunned silence in our running room when somebody spilt the news that Dicky was engaged and should, all things going according to plan, be shortly going to the pulpit to answer the vital question 'Wilt thou?'. We found it too hard to believe. Dickinson — 'A' grade guard, although as normal a human being as any guard who ever waved a flag, had one great weakness. He was very touchy at a mere mention about the other sex and always seemed like one who longed for extinction of the female species among the humans. We were looking forward to seeing him win the prize for the country's No. 1 misogynist and we were hardly prepared for this showdown. 'Strange how this bird caught the woman-ophobia' remarked a Whistle. 'May be the terror of the nurse who handled him when young' suggested a Green Flag. With an audible clearing of the throat our reticent Caretaker joined in the conversation. "The circumstances under which Mr. Dickinson conceived a deep hatred towards members of the fair sex are probably known only to a very few. It is in fact a very interesting story with a moral for those who choose to rush headlong into the affairs of the heart." Our curiosity roused up, the Caretaker continued his tale.

"It has always been Dicky's (I hope I have your permission to call him thus) habit on arrival at the running room to accost a few, to indulge in his elaborate bath accompanied by snatches of music, exchange the latest gossip with the Poker Group, the Chess Group, the Bridge Group, etc., and then

do justice, with all concentration, to a hearty meal, followed by a roll on the couch for a restorative nap which often turned out to be a profound slumber. But on one particular day, Dicky after depositing his line box, went off straight to bed in full uniform without even a wash and commenced staring blankly at the wall in that posture. There were lines in his face and it was too clear that he was in deep distress. I had hardly time to attend on his malady when in entered Driver Ronald belching fire and smoke and uttering expletives which would have done credit to a leader of the underworld. When asked by the Boy what he would have for lunch, Ronnie broke into curses and replied that he would like to have the boiled liver of a guard. He was looking daggers at Dicky bundled up on the couch. These two blokes had worked the same train and it was evident that a deep chasm had opened between the two. I do not mind if guards and drivers quarrel but when they behave like two loonies escaped from the mental asylum it is something for my concern. So I wanted to get to the bottom of this mystery. It was not very long before I learned the reason. Both these blokes were madly in love with the same girl and jealous rivalry had kindled deep hatred. The girl who was the root cause was none other than Jean, the Station Superintendent's daughter, whom I had known from childhood. A naughty and vivacious type who once bit the Doc's fingers when he was feeling her tonsils and who on another occasion put frogs in the bed of an aunt who had come to

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\* A running room is a sort of a rest house where running staff like guards and drivers take rest when they are out of their headquarters station.

stay as a guest. She was definitely not the girl for Dicky, a docile and dreamy bird. Nor would she have pulled on amicably with Ronnie our blustering Marlon Brando. It is not part of my assigned duties to tender counsel to railway staff in their mating ventures, but in this particular case I thought I should interfere. Both the blokes were likeable chums and had in pleasant moods stood me many a drink. My conscience prodded me to save them both from the Doom. Besides, what with these two guys falling out there was a general unrest and there sprung up two warring factions—the Traffic-wallahs backing Dicky and the loco-wallahs backing Ronnie. Helen of Troy could not have caused greater trouble. My reputation was also taking a dive-bombing. My running room known for long as the ideal one was now the storm centre of dissensions and discord. I had to do something. On a suitable occasion, when I had a chance for a private talk with Dicky, I took the liberty of explaining to him how he would be well-advised to shake off his interest in Jean, who was definitely not the type for him. My advice misfired. Dicky, blinded by love, remarked on how low one's intelligence quotient should be when he could not assess the worth of a priceless jewel and a dream girl, who in his opinion ranked above Linda Darnell and Lana Turner. I thought I could tackle at the other end. At an early opportunity and standing at a safe distance I advised Ronnie that Jean would be too unsteady and rebellious to be his ideal mate. I had to be satisfied with a threat that my nose would be chopped off if it was poked where it was not wanted. I had to throw up the towel and pray to time to unravel the situation. It was at this juncture that I trotted off on a month's leave hoping for the best on return. If anyone needed a change of air, it was I.

Providence had possibly been working hard on the situation while I was

holidaying in the South. For what did I see on my return but the Running Room restored to its placid contentment of old, amity and friendship restored between guards and drivers and their camp followers and lo, Dicky and Ronnie walking arm-in-arm like Daman and Pythras did—before the hanging scene. The Boy told me how it all happened. It seems that Jean had insisted that Dicky should prove his bravado by doing something daring and courageous. She had in fact suggested what he should do—pinch the Driver's token, before the Mail which he was working, could leave the station. This sounds simple but it was bit of a task considering that Dicky would hardly have five minutes time and would have to evade three watchful pairs of eyes of the driver and his firemen. No doubt it would have been a child's play for one born and bred as a shop-lifter but not for one groomed on higher traditions. The thought of stealing was itself repulsive but Dicky steeled himself up to this task. After all, ends justify means. Quite contrary to his fears the actual task of pinching the token proved easy for Dicky. The Driver was fortunately away, the augwallah was counting the lumps of coal and the fireman greasing the wheels. Dicky peeped into the cab, ostensibly for having a look at the vacuum gauge and did a spot of nifty work grabbing the token and shoving it inside his vest in less than a second. Very happy and contented at his performance, he started the train only to find just as his train crossed the station limits that his hand signal lamp was missing. The loss was mystifying. He wondered whether he should stop the train. He knew that he would be put on the mat if it ever came to light that he had worked a train without the hand signal lamp. Hardly had ten minutes passed in such contemplation, when he felt the jerk of the vacuum brake; slowly the train was coming to a halt.

(Continued on page 67)

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# TIRUPATI

## THE SEVEN HOLY HILLS

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T. S. PARTHASARATHY

*Public Relations Officer*

**I**F there is any pilgrim centre in India in which it can be truly said, that "every day is a festival day," it is Tirupati, the seat of Sri Venkateswara, the Lord of the Seven Hills. For, no other sacred place in this country, with a permanent population of about 3,500, is visited by a floating population of 5,000 pilgrims every day on an average.

The small town of Tirupati, a station on the Renigunta-Katpadi section of the Southern Railway, lies peacefully within the shadow of the Tirumalai range, nestling in the midst of an amphitheatre encircled by this range of hills. The situation is exceedingly picturesque, as, towards the South and West, a cluster of hills, extending one above the other, stretch away to the

horizon. The Tirumalai Hills cover an area of  $1\frac{1}{2}$  square miles, running continuously with the Seshachala Hills in the Cuddapah District and the Nallamalai range in the Kurnool District. Curves and loops of these hills give them a serpentine appearance when seen from above and in the pious imagination of worshippers, the hills are believed to be the holy body of the divine serpent Adishesha on whom Lord Vishnu reposes. Legend has invested Tirupati with very great importance.

### **The Ascent up the Sacred Hill**

The pilgrim making his way to the hill temple at Tirumalai usually has a purificatory bath in the Kapila Tirtham, named after the sage Kapila—the founder of the Sankhya system of

*Tirupati—First hill view*

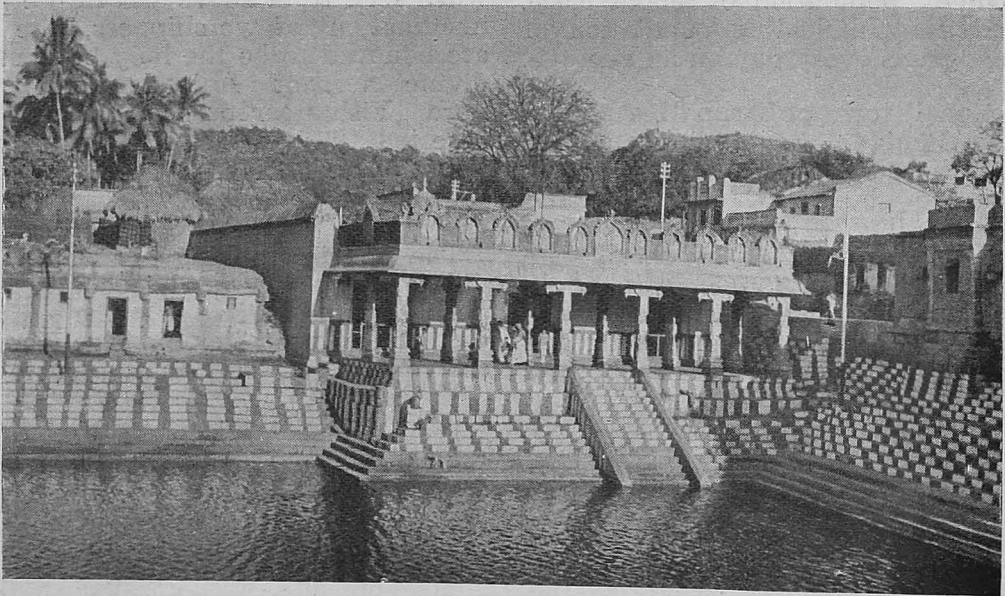


Hindu philosophy. The scene of the bath is a very pleasant one. A series of waterfalls, each with a fall of 40 to 50 feet, descend from the Tirumalai Range, the largest and the most beautiful being immediately over the bathing tank, one side of which is closed in by a steep cliff and the other three by artificial steps of granite. There is a disused opening in the western wall which is said to be the passage by which Tondaiman Chakravarti—the reputed builder of the Tirumalai temple—was accustomed to ascend the Hill.

can see behind him the winding road amidst huge hills and valleys—a very pleasant retrospect.

### The Shrine

Every Hindu shrine has its mythology and folklore; but the tradition and history of the temple of Balaji go back to the very origin of the world's creation. Apart from mythology, ample epigraphic testimony about the antiquity of the shrine is available and has been collected and published by the Tirumalai-Tirupati Devasthanam. The temple itself is believed to have



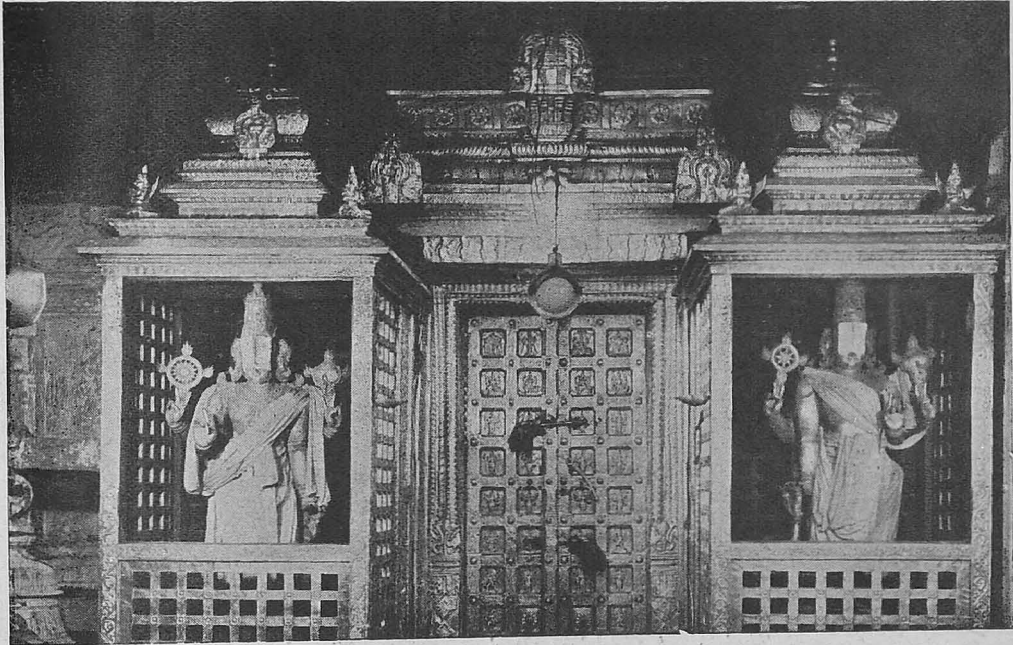
*Varahaswami shrine, the oldest in Tirumalai*

The way up the hill is provided with electric lights and at night the jagged line of lights up the hillside is visible from all the country around. Formerly the pilgrim's onward progress over the Seven Hills to reach the shrine of Sri Venkateswara was difficult but as the road to redemption is ever a rough one, the devotee moved on regardless of the physical handicaps that beset him. Now an excellent ghat road, built nine years ago, and a regular bus service take him right before the shrine in an hour's time. On reaching the summit, the traveller

existed from very ancient times and it is said that Sri Venkateswara, the Lord of this temple, is referred to in the earliest of the Vedas, the Rig Veda.

### Structure and Iconography

It is generally accepted that the Dravidian architecture of the South is distinguished from the Indo-Saracenic style of the North by a certain compactness of design and a strongly marked individuality. Almost immune from the iconoclastic zeal of the Moslem invader, the "genre" of the South Indian temple design has



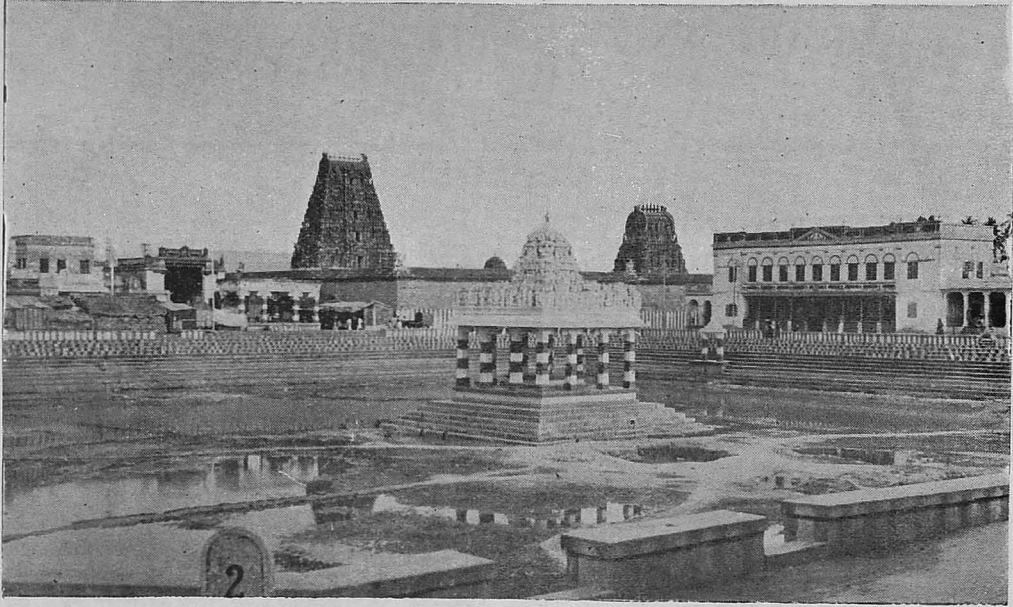
*The Golden Gate known as "Bangaru Vakili"*

become strictly conventional and rigid and does not admit of any idiosyncracies of plan or form. The Hill Temple of Tirumalai is no exception. Its huge gate-pyramid or gopura, facing the East, the spacious court-yard with its thousand-pillared pavilion, the golden Dhvajasthambha or flagstaff, the sanctum of Sri Venkateswara behind it, all these are strictly in the style of the best Dravidian tradition.

According to the principles of Hindu iconography, the idol of Sri Venkateswara has the attributes of both Hara or Siva and of Hari or Vishnu, a coalescence of the preserving and destroying aspects of the Hindu Triad, rarely found in one and the same idol. The idol has four arms, two in the rear, one carrying the Sankha (conch) and the other the Chakra (disc) and two in front, one in the 'abhaya' pose and the other resting on the hip. On both the front arms is to be seen the 'Bhujanga Valaya' or the girdle of the serpent, an emblem of Siva.

### **Historical Importance**

While the antiquity of the temple seems to be a hoary one, the great dynasties of rulers of the southern peninsula have also paid their homage to this ancient shrine. The Pallavas of Kanchipuram (9th Century A.D.), Cholas of Tanjore (a century later), Pandyas of Madura and the kings and chiefs of the Vijayanagar empire (14th—15th centuries) were, many of them, devotees of Lord Venkateswara and vied with each other in endowing the temple with rich offerings and benefactions. It was during the Vijayanagar dynasty that the number of benefactions increased. The statues of Krishna Devaraya and his consorts were installed in the temple and they can be seen today. There are also the statues of Venkatapati Raya, Achyuta Raya and Raja Todarmal, the Hindu minister of Akbar. After the decline of the Vijayanagar dynasty, the other nobles and chiefs from all parts of the country continued paying their homage and endowing the temple with their benefactions.



*Shrine of Goddess Padmavati at Tiruchanur*

### **Festivals**

The principal feast at Tirumalai is the Brahmotsavam, celebrating the wedding of the deity with Padmavati Devi, whose temple is situated in the plains three miles from the foot of the Tirumalai Hill. This is held during September-October and lasts for ten days. This annual celebration is very popular as an important Hindu festival, the Dasara, takes place mostly during the same period. The most popular procession is the Garuda Utsava on the fifth day when the movable idol is taken out on a 'Garuda' or Holy Eagle.

### **Amenities**

There is perhaps no religious centre in India other than Tirupati where the

pilgrim can command so much of convenience and is looked after by the Devasthanam from the time he alights from the train till he bids 'au revoir' to the shrine that is bound to attract him again next year. Three times each day pilgrims are allowed to have free darshan of the Lord. The Devasthanam has constructed various rest houses, tenements and blocks of rooms for the use of pilgrims and these are provided with all facilities for the stay of pilgrims and their families. It maintains a fleet of buses which run at regular intervals daily to and from Tirumalai. There is a Railway Booking Office attached to the Enquiry Office on the Hill where through road-cum-rail tickets are issued to all destinations.

### **TO STAFF OF OUR RAILWAY**

Keep in touch with what is going on by reading your staff magazine. If you have gifts in that direction, you may even be able to contribute to it. If so, the Editor will be glad to consider your "copy."

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## TRAIN AND TRAFFIC CONTROL

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“OPRAIL”

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**T**AKE a railway system with a route mileage of five or six thousand miles, and with hundreds of all types of trains moving over it from minute to minute. It can safely be said that there is not even a second of time when all train movements come to a standstill on a railway. And yet with all this extensive and complex train movements, the operation of every train is under strict control. This control is performed by the Traffic or Train Control organisation, which is a centralised nerve system from which point, or points, the movement of every goods, passenger, express and mail train is planned and directed.

A railway system is usually split up into divisions or districts, depending upon the administrative set-up. Now each of these divisions or districts has its own control office, and may have even more than one. The Control office is normally situated at the divisional or district headquarters station, or at some convenient central place. Then again, each control office is responsible for all operational movements of the various sections on each division or district. We can now step into a control office and watch how it functions.

At each control desk will be a Section Controller, with a telephone head set clamped to his ears. On the desk to one side is a small ‘exchange’ board, known as the ‘Calling-on Board.’ This contains a series of double-knobbed keys with the code letters of each station on the section. Each of these keys is connected electrically with the corresponding station on the section. When the Controller twists one of these keys the station

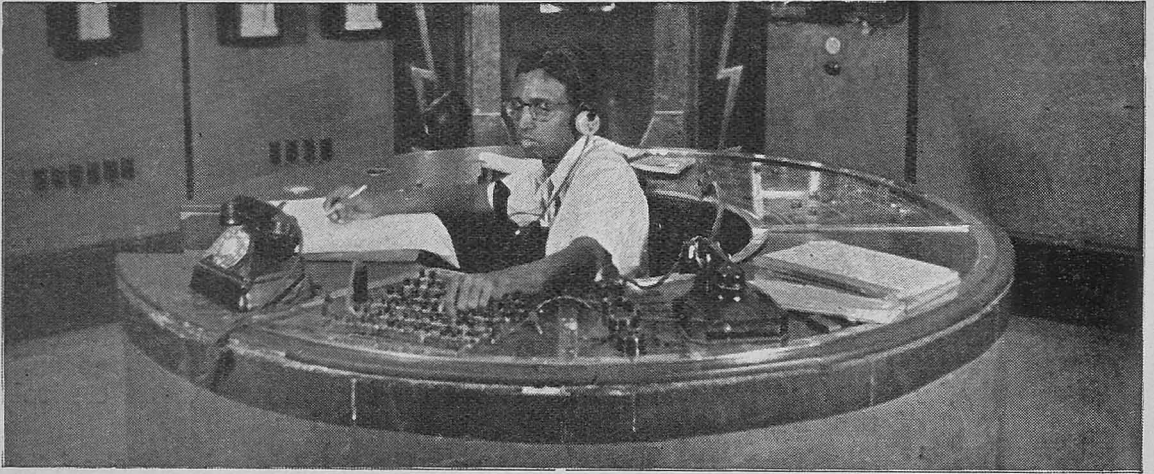
master at the other end hears his control telephone ring, picks it up and is in immediate contact with control. If the station master wants to call control, he picks up his telephone and calls out his station name, and control answers at the other end.

Flat on the desk is a large sheet of paper known as the control chart. Anybody not familiar with control work would be puzzled if he took a glimpse at this chart, for he would see a kind of graph paper with numerous coloured lines zigzagging crazily across the page. To the control man, however, these odd lines show him the exact position and timing of each train as it moves over his section. On the left and right hand sides of the chart will be printed the names of all the stations on the section with the exact mileage between each. Across the page are a number of vertical lines, ten to an inch. Each space represents five minutes of time, and each 30-minute line stands out boldly.

As soon as the Controller gets information that a train has arrived at the first station on his section, he will start plotting the movement of that train. The coloured lines are used to distinguish the movements of the different types of train, red for mail, blue for passenger and express, green for work and van goods, and black for goods trains.\* Down trains are plotted from the top and trace a path to the bottom of the chart, while up trains commence from the bottom and go upwards. The movement of every train as it goes from station to station over the section is carefully plotted on the chart, so the Controller can tell you at any moment where a particular train happens to be on the section.

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\* These vary from Railway to Railway and district to district.



*A Section Controller at work*

Control work is not merely calling up stations to ascertain the passage of trains, and then plotting position on the chart. The operation of trains and movement of traffic often bristles with problems and complications. The Controller must be thoroughly familiar with the train capacity of his section, and plan train movements so that he can get the maximum number of trains moving. Over his particular section each day, the Controller will have to tackle the problem of getting ten up and ten down mail, express and passenger trains moving smoothly, and in addition perhaps ten to fifteen goods trains each way. On a double line section the problems may not be so acute, but on a single line section, the Controller must be doubly alert so that he can plan out crossings of trains moving in both directions on the same track. A wrong time calculation, an injudicious move, and he may hold up a fast express train for an hour at a road side station.

The control organisation is also responsible for other details connected with the movement of traffic. Every district or division has a number of large yards, either marshalling or sorting. The control men must know the wagon holding capacity of each

yard, and at certain fixed times, the Controller will get into touch with the yardmaster and ascertain from him the number of empty and loaded wagons on hand, the number of trains worked out, and trains to be worked out. The control also keeps a watchful eye on wagon turnround, and arranges for empties to be supplied to station where merchandise is waiting for loading, and also ensure that loaded wagons are soon on their way to destination. Apart from the information obtained from yardmasters, station masters also must keep control advised of what wagons are on hand, and what is required to clear booked consignments from his goods shed.

Another function of control work is to ensure the efficient usage of engine power. Engines must not be called out to work a train several hours before departure time. Frequently, for some reason, goods trains arranged for a certain time, are suddenly cancelled. Control must be kept informed with full reasons for the cancellation.

While trains are moving over a section some untoward incident may occur. A train is detained for a signal or track defect. A locomotive is struggling along with a mechanical



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## THAT RAILWAY MENACE— TICKETLESS TRAVELLER

~~~~~ NORA SECCO DE SOUSA ~~~~~

THE ticketless traveller is an everyday and continual menace all over the world. So you must have come across one of these "tourists" in the course of your journey through life at some time or the other, but in no place is the racket so carefully planned as in India. These individuals ply their trade and tricks generally in the lower class coaches for obvious and well weighted reasons, but there are dare-devils among their tribe too who with their iron nerve and rhino hide are not beyond gate crashing even into the reserved compartments. On the rare occasions these offenders are brought to book, so professional and self-possessed is their procedure of wriggling out of a tight corner, that it is invariably the ticket checker that is left in an uncomfortable and unsafe position. While the conscientious and modern traveller tunnels his way through an up-to-date amended timetable, making notes of stoppages, changes, platform numbers, reservations, and a number of other brain-tiring matters, the ticketless thug does not waste his time and money in this way. He must get somewhere, somehow, so he boards the first passing train and never worries about direction or destination until the journey's end. If he has the bad luck to be caught on the way and thrown out of one train, it is always easy to step out gracefully and board the next one!

Various Methods

In quoting instances here of the methods employed by thousands daily to dupe the railways, I disclose no State secrets from the top drawer, as all these shifts are common among the dishonest and are numerous dodges which are being constantly anticipated and circumvented by the railway officials.

But these little tricks of evasion will probably be news to the honest travelling public and being armed with such knowledge would help them to note the guilty and pass on a quiet word to the authorities concerned, who could take more stringent measures against the habitual law-breakers. For is it not in the interests of everyone to stop the leakage of railway revenue which ticketless travel entails and so ensure ever-increasing travel facilities for those who really deserve them? The problem is truly a vast and intricate one but ignorance and malice aforethought seem to be the two basic causes for it. Often have I seen hundreds of people, nearly all from remote villages, come to a railway station, ask whether a train will proceed to a certain place and then get into the train without buying a ticket, simply because they have the queer notion that they will be allowed to travel free as long as they do not occupy too much space or don't make a nuisance of themselves. But the greater proportion err deliberately, so putting on a bold front they take the risk and often get away with it. Prevailing superstition and the popular regard and sympathy for anyone assuming the outward signs of a saint or a beggar in India, are also responsible for much of the ticketless travel. There are fakirs, sadhus, beggars and others who carry with them nothing more than the weight of public opinion when they travel free on the railways, and the ticket collectors themselves are often loath to detain these people because they are held in such religious awe by the general public. This is how such mendicants usually are always on a pilgrimage from one spot to another. They move from place to place in

numbers, one man in the group taking charge of all their cash and worldly wealth and not hesitating either to buy a ticket or pay any fine imposed on him. The rest make the journey by easy stages, flaunting their poverty and blessing or cursing those around them according to the way they are treated. If they are prosecuted the magistrates usually take a charitable and lenient view of the offence. Another constant nuisance are unlicensed hawkers like tea, sweet, and fruit sellers, who seem to think that they are doing special service to the travelling public and the railway, and are therefore privileged to travel free. Moving from compartment to compartment and station to station, they have become adepts at dodging railway officials and pleading their cause.

Strange Companions

There are many unwashed specimens that go to make up this clan of irresponsible travellers and if you are looking for occasions to practice philanthropy towards your fellowmen as you travel to and from duty by train each day, you will find unrivalled opportunities of doing so. If you live in the suburbs you will invariably reach the station to find that the train you were expecting to catch at 9-30 a.m. arriving rather loaded and breathless ten minutes later. People, like toys and surprise packets on a Christmas tree, are already hanging on to windows, boards and bars, but in a mysterious manner worthy of a conjurer a few more struggle and succeed in squeezing in. If you happen to be one of those in the surging stream flowing inwards, you are mechanically swept along after finding somebody's sharp elbows in your delicate sides, a fat foot resting on your pet corn, and unfamiliar fingers searching your pockets. But being of the 'do or die' brand, you manage to extricate yourself from all this familiarity and hoist yourself into a seat just as the train starts puffing on its way again. You have hardly settled down to a little hard-earned

peace and try to collect yourself together, before you are rudely awakened by a lusty serenader in the form of a big he-man trying to make the weary traveller's lot endurable by producing some sort of sizzling sounds calculated to resemble melody. He is accompanied by an urchin fiddler, who plays on two strings and sometimes on none at all. The musical fellow rejoicing in the name of Orpheus, who, it is stated could move trees and stones, would have to take a back seat and play second fiddle had he met this budding Paganini. This enterprising pair just sing and play their way from station to station, and accept such largesse as the passengers consider fit to give. Before journey's end they have made enough for a square meal and something over to wash it down with. It needs no geography book to tell you that Bombay is a sea-port and a number of its citizens eke out an existence from the fishing industry, for this fact is obvious when next you find a basket full of fresh fish "wasting its sweetness on the desert air" being rested on your feet. The basket is followed by the owner, a short stoutish person on the sunny side of forty with rings threaded on her fingers, nose, ears and toes. You may be fond of fish as an article of diet, but there is certainly much to be desired in having it as travelling companions. The fisherwoman however has no intentions of soaring your feelings and having established her ample proportions comfortably next to you, she pulls out an evil smelling beedi from behind her ear and concentrates on enjoying a long smoke. You find yourself in a worse position than the Brigade at Balaclava, for the slightest move on your part to remonstrate with her will make this female raise her voice upward with a vigour worthy of a hog-calling contest, and in words of incredible coarseness that would make even an Admiral blench. So you sit in stoical silence and hope for better things as the next station approaches.

Milk and Avoirdupois

The train finally stops and the fishy atmosphere is cleared by the fisher-woman alighting. Her place is taken by a "bhayya" milkman and his pails of milk, increased by a pint or two of water for good measure. Now I have nothing against milkmen in general and this "bhayya" in particular, considering the services he renders to humanity. Have you ever watched a squalling baby suddenly purring with pleasure when introduced to a bottle of milk, or detected the delicious flavour your cup of coffee takes on in the morning with the addition of a few drops of milk? Yes, the "bhayya" is undoubtedly bubbling over with the milk of human kindness to rise with the lark and oblige us with our supply of milk in time, but I do wish he didn't always have to smell so offensively and his acquaintance with soap and water was so slight. The snake-charmer with his pet cobras, monkeys, and a grizzly bear close at his heels, next enters your compartment with all the pompous dignity worthy of a Sultan travelling with his retinue. With an eye to business he pauses a few moments and sizes up the passengers with that professional pose, and considers whether he will have a "full house" if he gives a performance. He commences advertising his show in picturesque phrases but suddenly flags in speech at the sight of a T. C. and remembering an urgent appointment to feature elsewhere, he and his troupe make their hurried exit in the celebrated vanishing-trick manner.

You next find yourself almost bowled out of your seat suddenly, by a potential atomic element. It is a depressing deposit of seventeen stone of bania brawn, that has now covered the place once occupied by you. Your companion's second move is to allow his avoirdupois to spread and occupy two seats instead of the customary one; meanwhile his legs are drawn up and unceremoniously tucked under

him, while he sits like a Buddha in deep meditation. The remaining stage of the journey you will not only see but also hear him, or he has fallen asleep and proclaims his slumbers to the wide-awake world by snoring like a pug-elephant. By now you have almost reached the end of your journey and tether, but hope springs eternal in the human heart and when the train stops this time you find that there is not only room to spare with most of your fellow-travellers gone, but also a certain amount of quiet conducive to reading the morning paper and indulging in a smoke. Securing a seat finally all to yourself, you light your pipe and opening your paper are soon engrossed in it, but not for long. A continual clapping claims your urgent attention.

You look up to find a healthy specimen of a woman calling out for alms in the name of Allah, while at her side is an emaciated and semi-starved child clothed in rags, beating his stomach like a tom-tom. You try to ignore them after serving out a curt notice to quit, but the beggar woman is a preserving personality with sticking plaster habits and the further you remain from her and her financial difficulties, the closer and more attached she gets to you. The beat on the child's stomach also grows louder and extremely melancholic. By now you are beaten and search your pocket for your wallet to cross her palm with something for her hungry child, but you search frantically in vain for not only is your wallet missing with all the change you possessed but also your ticket. The last straw is added when you find a crusty ticket collector bearing down upon you like an eagle on its prey, with a polite "your ticket, sir, please". I have no words to describe the devotion to duty displayed by ticket inspectors on such unexpected occasions, but suffice it to say that there is the none too bright prospect of a term of imprisonment held out before you in default of payment of a fine, for an offence for which you are not guilty!

Tricksters all !

There are also other methods which I have not yet mentioned adopted by the public to evade paying for a railway ticket, and one of the most persistent and annoying is the re-use or re-sale of concession tickets, particularly at holiday time. A concession return ticket is bought to a certain place but since it entitles the holder to break journey **en route** or to remain away for as long as 10 to 12 days, the journey is sometimes completed in 24 hours and every stratagem is used at the other end to prevent the ticket from being punched or marked, so that it can be either posted back to a friend or sold to someone who can use it for the same journey again. Then there is the "Platform Ticket Trick." A platform ticket as you know, enables the holder to pass the barrier and board a train. By pre-arrangement a conniving friend meets this ticketless traveller at his destination and, before passing through the barrier, slips him one of the two platform tickets he has bought with the aid of which they attempt to pass out of the station premises unmolested. This dodge however has been worked so threadbare, that a large number of cases have been detected and the offenders heavily punished. There are other people who pride themselves on being able to travel at night without paying, for at night only third and not first and second class passenger tickets are examined on the train. But the railway authorities are also well wise to this racket and keep a constant look-out for this type of travellers and also on those who, by buying a third class ticket and catching a night train try to spend the night in comfort in an upper class bunk.

You have probably heard the story but it deserves mentioning of a man,

a pass-holder, who having passed the barrier succeeded in getting two of his friends through by handing his pass inside an umbrella to each of them in turn through the dividing railings. This is not surprising considering that at local stations particularly, hundreds of ostensibly ticketless travellers daily try their best to pass out through any small gap in the station fencing. There is also the inevitable, self-important type of passenger who makes it extremely difficult for the station staff to do their duty, by pushing past them without attempting to show his ticket or pass. Some dip a hand into a pocket and murmur "Pass" and walk straight out; others display the edge or the colour of what may or may not be a pass in their wallet or pocket, and rush out rapidly. Legally, every pass holder must show his pass although many regular pass holders are recognised. Yet another common but ingenious method, is to sit on a platform bench after getting off a train and wait for a chance to step out unchallenged when the T. C. has left his post at the barrier. Besides these offenders against the law, there are many who are more than willing to make it worth the railway staff to overlook their misdeeds, but that there should be so few cases of bribery and corruption is in itself a tribute to the high standards expected of and maintained by the railways in India. Much can be done to check ticketless travel by better ingress and egress facilities at stations, as well as an increase of the number of barriers which should be adequately staffed. Station fencings and hedges being reinforced with barbed wire, publicity talks at central railway stations over loud-speakers particularly to instruct the ignorant, intensive and periodic campaigns and rigorous enforcement of the new law will undoubtedly have a strong deterrent effect on habitual offenders.



PICTURESQUE MYSORE

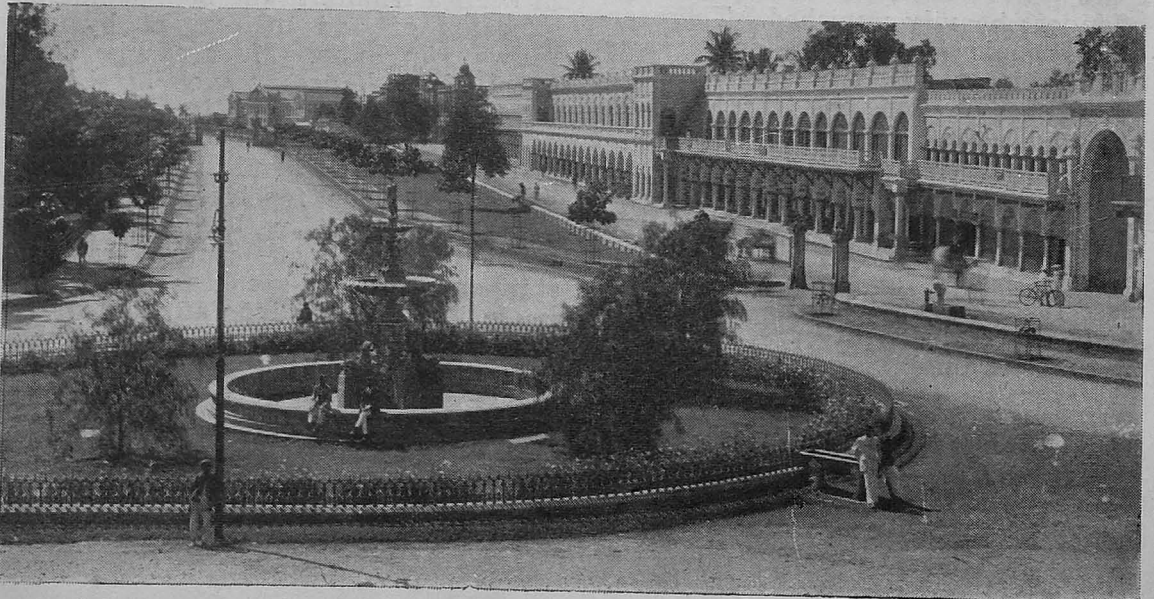
LAND of lofty mountains and primeval forests, of lovely cities, ornate shrines, marvels in sculpture and scenery abounding in all the charms of the tropics, the State of Mysore, one of the Premier States of India with an area of nearly thirty thousand square miles, makes a special appeal to tourists with the wealth of interest it has to offer them, its mild and salubrious climate, due to a general elevation of from 2,000 to 3,000 feet above sea level, its good roads and its rapid connections by rail which make travel in the State easy and pleasant.

Historically, Mysore harks back to the days of the great Asoka, whose famous edicts and pillars are to be found in the extreme north of the State: later it was the birthplace of three great royal races dominant in

Southern India—the Kadambas, the Hoysalas and the kings of Vijayanagar and it was the kings of the Hoysala dynasty in the 11th, 12th and 13th centuries who gave the impetus to Hindu architecture and sculpture which resulted in their fullest development and perfection in Mysore, exemplified in shrines which are unrivalled for their delicacy of carving and mastery of design, whilst the temples of Somnathpur, Belur and Halebid bear witness to the marvellous powers of invention and the skill of Indian builders seven centuries ago.

Few places in India have a greater wealth of beauty spots than the City of Mysore, with its lovely parks and open spaces, magnificent wide roads and imposing buildings, which have rightly earned for it the name "Garden City." It lies by the side of a rocky

A well laid-out avenue





The Palace, Mysore

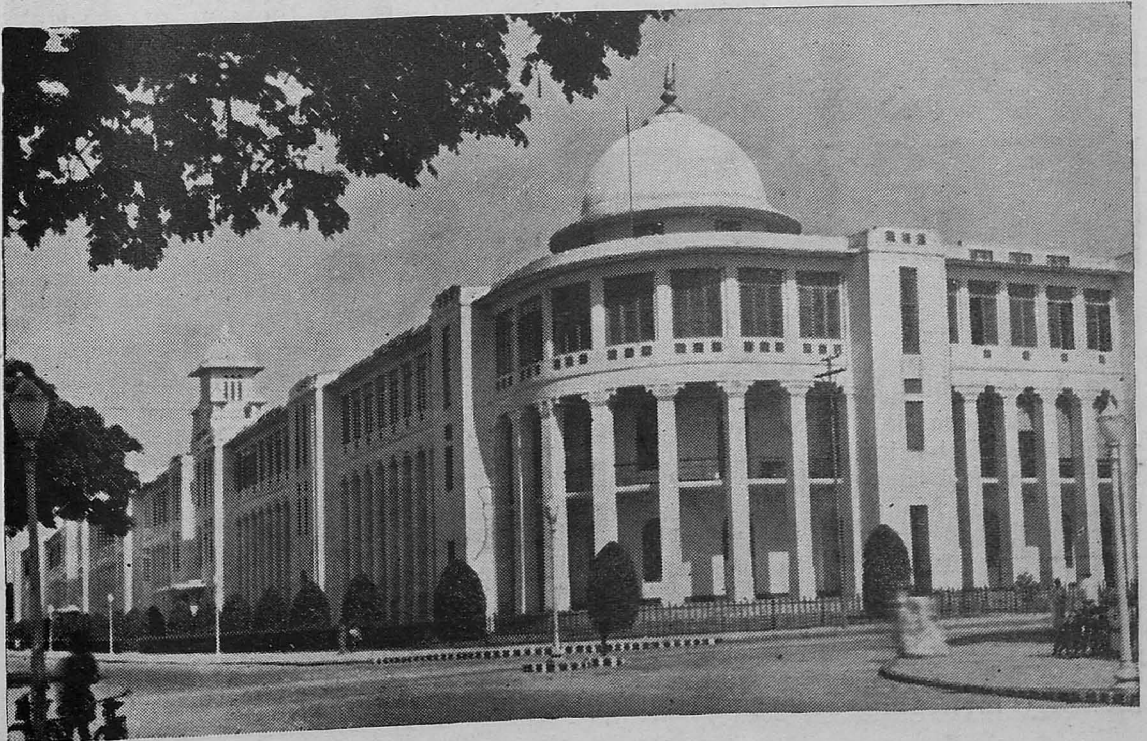
hill, named after the Goddess Chamundi, which lends the city a pleasing picturesqueness. The city has been so greatly improved that persons who had seen it two decades ago would hardly recognize it now.

The Palace

The Maharaja's Palace which stands in the old Fort is admittedly one of the loveliest buildings in India. It is an

imposing structure, 145 feet high, and took fourteen years to complete. It is built of many varieties of stone and "is unsurpassed by any other stone work in India." The general appearance and outline of the Palace are Indo-Saracenic, but the details are distinctly Hoysala in character. From the basement to the top the surface is adorned with sculptures of the very best class of Indian art.

The Railway offices—one of the imposing buildings in Mysore



The Great Durbar Hall, with its forest of gilded pillars, amazing frescoes and multicoloured brilliance takes one's breath away: while the smaller Durbar Hall is of more than ordinary interest on account of its wealth of exquisite inlaid woodwork, an industry for which Mysore has been famous for centuries. In the palace armoury will be found a unique collection of arms of all descriptions, brightly polished and in perfect condition.

Chamundi Hill

Sri Chamundeswari is the tutelary deity of the ruling house of Mysore and it is after her that the hill which stands like a guardian angel over the city is named. An excellent road runs to the top from where a wonderful panorama of the undulating plains, with India's well known Blue Mountains—the Nilgiris—and the city below is obtained. On the way up sits a giant stone Nandi, hewn out of a single boulder more than two hundred and



The Krishnarajasagara Dam

The Jagannmohan Palace

The Jagannmohan Palace contains a wonderful collection of Indian pictures started in 1924 through the munificence of the then Maharaja. Every school is represented from the classical cave frescoes of 100 B.C. to originals of famous modern Indian artists who have been largely instrumental in effecting a renaissance in Indian painting. Here also will be found an assortment of intensely interesting curios.

fifty years ago. At night the sight of the city's myriad lights sparkling in the plain beneath cannot fail to produce a lasting impression.

Krishnarajasagara

One of the most interesting places in the State is Krishnarajasagara, 12 miles from Mysore. Here, a mighty dam, 124 feet high and 2 miles long, impounds the waters of the Kaveri and forms the second largest artificial lake

in the world. Below the lake have been laid out the charming Terrace Gardens with their exquisite fountains, flower beds, terraces, footpaths, channels and cascades, producing the most wonderful rainbow effects of colour.

The location of an image of the Goddess Kaveri with a bowl in her hand from which flows a continuous stream of water indicative of perpetual beneficence and prosperity, at the entrance to the garden is particularly apt and pleasing. At night when the dam, the gardens, the fountains and the Kaveri niche are lit up with electric lights, a beautiful picture reminiscent of the fairyland of one's childhood is unfolded as if by magic and leaves an indelible impression on the minds of all who behold it.

Festivals in Mysore

There are two occasions when the city is *en fete* every year. The first is when it celebrates the birthday of the Maharaja and the second during the festivities connected with the Dasara Festival. The latter take place during the months of September and October and these months are con-

sidered the best time to visit Mysore when the visitor can combine a tour of the State after the Dasara celebrations.

To the devout Hindu, the Dasara Festival is of peculiar religious significance and the ceremonies, as enacted at Mysore, are unforgettably impressive. They continue over ten days when huge crowds are attracted to the city and consist chiefly of a Durbar held by the Maharaja (now Rajpramukh) seated on the ancient jewelled throne of Mysore every evening. This throne originally belonged to the kings of Vijayanagar but, on the disruption of their kingdom, it passed into the hands of the present dynasty in A.D. 1610. On the tenth day a triumphal procession takes place with all the pomp and pageantry of the East when the Maharaja rides through the decorated streets on a richly caparisoned elephant. After sunset a review is held on the Bannimantap maidan amid a blaze of electric lights. The Mysore Dasara Exhibition, which is an annual feature, attracts exhibits and businessmen from all parts of India to Mysore City during the Dasara season.

The Dasara Procession





BLUSHING

V. S. SHANTHALAKSHMI

DEAR reader, how I envy you, your intelligence, wisdom and learning! And I can't but remark that your beauty and fair looks go well with them! There . . . there . . . now, see a burning pink has shot on your cheeks! I'm glad you blush. It is not a bad sign altogether. For who is it that said:

"A ripening blush set thick on a damsel's face,
Displays maiden modesty and her grace;
And rarely a sense of shame and disgrace."

I suppose, you have heard the expression 'an unblushing scoundrel,' and when you want to say something nasty about your dear friend you say he could not blush if he tried.

But in some unfortunate individuals blushing becomes almost a disease, and the cheeks suffuse when there is no earthly reason. This of course is a social handicap and ought to be got the better of. But it cannot be denied that a coy smile and a warm blush (of course timely and limited) do contribute a subtle touch to feminine beauty.

Blushing is a sudden suffusion of blood over the skin caused by a sensation of shame or modesty. Usually it

affects only face and neck but among savages sometime arms and chest also. It produces heat and a sense of discomfort, and serves to illustrate the intimate control exercised by the nervous system over the blood. Strictly speaking, it is not a physical defect but a mental one. It arises in the mind. If you asked me how to cure blushing I should tell you at once that you may be cured but only by making a stern mental effort and persevering for a long time. I do not agree that because you blush and feel uncomfortable in society, you ought to keep away from people as much as possible. You ought to train yourself by constant mental discipline to maintain your composure.

To start with, you must remember that the mind and the body are interdependent on one another. A bad temper may give you an indigestion or a bad digestion may give you a temper. When you cry at some sorrowful news, the tears come in consequence of your mental condition, and the way to prevent the tears is to govern the mind and not to put some anti-tear lotion into your eyes. Mental worry may take away your appetite and your normal health will not be restored by drugs

until the worry is removed or overcome. Treat the mind and not the body.

The first time you are thrown into company and are confronted with questions from strangers you may blush all over, feel embarrassed and even spill your tea on your saree. But the second time you will feel a little more at home and by practice and perseverance you will overcome the nervousness of your mind that causes the blushing. It is all a matter of mental discipline. I shall never forgive you if you swallow thirteen bottles of medicine and then write to me and say you experience no improvement. Since the mind and the body are closely connected it is quite obvious that a mental infirmity is prone to manifest itself in some bodily defect. So a child who blushes should be treated with sympathy and kindness. It is cruel to make the child worse by laughing at him. There are some people who blush so much that they shun society and are

comfortable when left alone. The root cause of blushing and shyness, psychopaths say, is a feeling of inferiority complex and a morbid loss of self-confidence. Such people should be slowly pushed into society, given all the the encouragement, treated with sympathy and kindness so that the **infra dig** in them gradually vanishes and he or she becomes a self-confident, enthusiastic, sociable, young person full of life and pep.

Join a debating society, and try to make some sort of speech at all costs. If you can stand on your feet for a few minutes in front of everybody it will be a good start, even if your tongue cleaves to the roof of your mouth and you say not a word. Be firm and with a spirit of perseverance stick to it and at the end of the year you will be a fair speaker and you may be able even to demolish your opponents without a single blush.



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TEARS AND A THREADBARE COAT

~~~~~ RAMA SRINIVASAN ~~~~~

"Let us go and see 'Springtime' this evening" said my wife.

I had an eye on the newspaper and another on my breakfast, and was hurrying through both, before rushing to my office. Like a hot breath on a cold glass pane the vague thought flitted past the back of my mind that 'Springtime' was the new picture in town that was causing quite a stir. But I was much too busy racing through the newspaper and gulping down the breakfast, to answer my wife.

"Gregory Peck is acting in it" continued she.

"Ha!" I thought, but maintained my silence.

My wife was furious at my unconvivial attitude.

"But Marilyn Monroe is'nt" she pursued sarcastically.

"Hm, hm?" I grunted.

"Cat got your tongue?" she angrily voiced.

"Hm." was my absentminded response.

She pushed back her chair noisily, and left the table. I glanced up from the paper, and then glanced at my watch. I was late! I made a dash for the railway station.

In the train I reflected on the morning's incident and came to the conclusion that I had not been wise in ignoring her matutinal attempts to converse with me. Of course, she should have known better than to clamour for attention while I had my face behind the newspaper at the breakfast table. And since she generally complains that whenever she plans ahead for an evening, I am sure to be detained at the office on some pretext or other, she should have

refrained from talking about the evening programme. Even so, almost total silence on my part was inexcusable and positively insulting. I should have feigned some interest in what she was saying. A little pretension goes a long way in maintaining harmony in domestic relations. Women are always like that, I thought. As long as they think they have your attention, they will go on chattering happily, and all would be well. I decided on my line of action for the future, when I happened to be busy reading and my wife busy talking.

Those of you who are husbands; who read the morning newspaper at breakfast and the evening news at dinner; who read magazines at tea time and who, after a tiring day at the office, relax with a thriller in bed, before going to sleep; you will understand my position.

When I returned home in the evening, I bought some flowers for my wife as peace offering. Peace was restored in the home front, I heaved a sigh of relief, and sat down to read a magazine. Little did I realise that what I took to be peace was only a truce.

Well, I put my legs up on the sofa, made myself comfortable and settled down to read some magazines. My wife sat down to do the talking. This time with an eye on the magazine and one on my wife, I tried again to concentrate on two things at a time, reading and listening. I smiled at her once in a while, nodded wisely, and pretended interest in what she was saying. Gradually the magazine took up all my attention, though I continued to nod wisely, and say, "Yes, I agree with you," "Quite so," "Yes, you are right," and so on, at regular intervals.

Suddenly I heard her sobbing angrily. I threw the magazine away, and said, feeling quite guilty, "Now what?"

She went on sobbing furiously, her face buried in her sari.

"What have I done?" I asked her again.

"What have you done? You were not paying any attention to what I was saying" she cried.

"But I was listening to what you were saying," I bleated sheepishly.

"Were you indeed?" The words came out muffled by the sari, incoherent, and punctuated by broken sobs.

"Oh Hell! I did tell you I agree with what you were saying" I protested, with the best face I could muster.

She looked up at me. "Do you know what I was saying?" she asked, looking daggers at me. "Just that if you loved me in the least you would pay more attention to what I was saying. And of course you agreed with me!"

Back went her face into the folds of her sari and the sobs were resumed with renewed intensity.

That night we went to see Gregory Peck (no Marilyn Monroe) in 'Springtime.'

Do you think that was the end of it? It was not. A couple of days later when I returned from office, I got a pleasant shock when I found my wife waiting to greet me, looking absolutely stunning. Then I realised that the effect was partly due to the new sari she was wearing. "That is new" I said. "When did you buy it?"

"Why! What a question!" she replied coyly. "I was telling you all about it last evening. I told you that a travelling salesman brought an absolutely wonderful sari and I asked you if I could buy it. I also warned you it would be at the expense of postponing the stitching of your new coat by a couple of months. You asked me to go ahead."

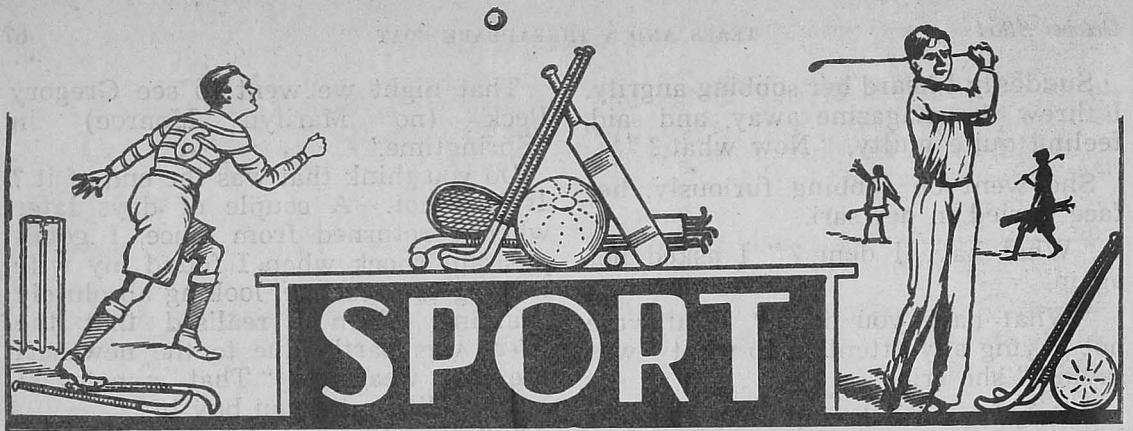
So that was that. I do not really remember anything about her mentioning the sari. But then, as usual, I had been too busy reading to know what I had acquiesced in. The sari was lovely and she looked ravishing in it. But it explains why I am still wearing my threadbare coat.

(Continued from page 48)

### UNREST IN THE RUNNING ROOM

In a short while the Traffic Inspector and the Driver approached his brakevan—the former with a stern face and the latter as angry as a hungry tiger. 'Your hand signal lamp please' demanded the Inspector. Dicky searched for a while and sheepishly admitted that he had dropped it by mistake somewhere a mile behind. 'But is this yours' he asked showing one from the Driver's hand. It was—the big D written with chalk was unmistakable. Dicky was more surprised than relieved. 'And may we now search your coat in case the block token should be there my mistake?' queried the Inspector. Dicky was rattled. He realised that something had gone wrong somewhere. For a fleeting moment, he thought of giving

a fight. But some inner voice prompted him to hand over the token without any ado—which he did. It was the Inspector's Day. He went on "It is a good joke—you two blokes swopping your equipment but since you have contravened the rules I have great pleasure in giving you both a quiet rest after this trip. If the meaning is not clear," he added slowly "you will be under suspension." That was the sad end. It was not long after that Dicky learned the full story. The girl Jean had spurred Ronnie to steal his hand signal lamp—as an act of courage—and wound up the practical joke by forewarning the Inspector of what was going to happen. After this incident, women as a class have fallen down deep in the estimate of Mr. Dickinson" concluded the Caretaker.



## MEMORIAL SOCCER AT ERODE

~~~~~ T. A. KRISHNAMOORTHY ~~~~~

District Engineer's Office, Salem Junction

CLOSELY following the Governor's cup Foot-ball Tournament (Sevens) held at Salem in May-June, 1954, another tournament was held at Erode in which some of the outstanding teams which participated in Salem games took part and won the approbation of the sport-loving public.

In memory of three late employees of the Loco Department who were ardent sportlovers, some of the Railway staff joined together and sponsored what they styled as the First Annual D.K.K. Foot-ball Tournament.

A committee with Mr. M. U. Hattikudur, District Engineer, Salem as the President was formed with 15 members from the Railway and among the influential local public.

Twenty-seven teams participated and the tournament lasted from 5th to 19th July, 1954.

The tournament was inaugurated by Mr. C. A. Jason, Loco Foreman, Erode.

The teams that distinguished themselves in the display of their skill and alacrity were the Seven "Black Shirts," Erode; the "Young Talents,"

Salem; the "Selva Vilas," Erode; the "M.S.M." Coimbatore and the "Young Eloods" of Tanjore.

The crowds that were swelling from day to day were delighted to see the excellent display of the brain and brawn of the players of these teams.

But in spite of the fine game by these teams, those who were able to meet the finals were only the "United Gymkhana," Salem, whose players were of very good reputation and the "Murugesh Memorial Sevens," Jalarpet.

Mr. Kumara Menon, Deputy Superintendent of Police, presided over the function on the finals day.

Thangam, the Right forward of the Gymkhana played a tremendous game ably supported by his colleagues—Varadaraj, Chinnadurai and Babu.

The two goals scored on the day by the Gymkhana were only by Thangam. And the rival team was not able to score even a single goal in spite of their herculean effort.

Mr. B. Sundaram, a young lad of 21 years from Salem Junction umpired the game. The quick, shrewd and

unbiased decisions of the referee and his "eagle-eye" to locate even the slightest flaw on the part of the players won the admiration and applause of the audience. He seems to have a promising future in the field of umpiring, if he maintains the same record.

Silver Trophies were distributed to winners and runners-up, by Sri Kumara Menon.

Dr. A. Venkataraman, a member of the committee spoke on the occasion congratulating the players.

With a vote of thanks by Mr. C. S. Sadasivam, Tournament Secretary, the events came to a successful finish.

SOUTHERN RAILWAY ATHLETIC ASSOCIATION, TRICHINOPOLY REGIONAL TOURNAMENTS, 1954-55

Regional Carroms (Singles and Doubles), Billiards and Table Tennis (Singles and Doubles) Tournaments were held at the Railway Institute, Trichinopoly Fort from 26-7-54 to 7-8-1954 under the auspices of the above association. There were 104 entries for these three tournaments.

The following were the results:—

CARROMS

Singles

Winner

Sri K. Paramasivam (Clive Institute, Trichinopoly Goods Yard).

Runner-up

Sri A. V. Swaminathan (Railway Institute, Golden Rock).

Doubles

Winners

Sri K. Paramasivam and Sri Sivanandam (Clive Institute, Trichinopoly Goods Yard).

Runners-up

Sri Singaram and A. Chandrasekharan (Railway Institute, Trichinopoly Fort).

BILLIARDS

Winner

Sri L. P. Cotter (Railway Institute, Villupuram).

Runner-up

Sri P. Almeida (Railway Institute, Trichinopoly Junction).

TABLE TENNIS

Singles

Winner

Sri K. Rajagopal (Clive Institute, Trichinopoly Goods Yard).

Runner-up

Sri R. Jesudoss (Clive Institute, Trichinopoly Goods Yard).

Doubles

Winners

Sri T. Radhakrishnan and Sri M. Rajagopal (Railway Institute, Golden Rock).

Runners-up

Sri K. Paramasivam and Sri K. Rajagopal (Clive Institute, Trichinopoly Goods Yard).

OUR RAILWAY ANNEXES BADMINTON TROPHY

Our Railway Institute, Perambur "B" won the Junior Fives ball badminton tournament for the Ramaswamy Cup, conducted by the Saidapet Recreation Club beating Thambi Vilas "A" (29-28, 26-29, 29-24) on the Corporation High School Ground, Saidapet on 1st September, 1954.

It was a well-contested game, in which the rallies were often thrilling. Thambi Vilas began well, but they were unable to maintain the lead for long. The Institute equalised, and then forged ahead, but the difference in the margin was so close that one could not foretell the outcome of the first game. However, the Institute clinched it by one point.

Thambi Vilas won the second game, which also appeared to be anybody's till almost the end. But in the final game, the Institute revealed greater steadiness in the crucial points and won deservedly.

Sattar Baig, the Railway centre, was outstanding. He was ably supported by Thangaraj and Kanniappan in the back line.

In the Thambi Vilas team, Ansar was off-colour and that upset the smooth working of the side. Viswanathan, in the front, played with remarkable steadiness.

SOUTHERN RAILWAY REGIONAL BADMINTON TOURNAMENT

The finals of the Third Southern Railway (Madras Region) Badminton Tournament, Fives and Doubles, conducted on September 19, were keenly contested extending to three games at the Railway Institute grounds, Rayapuram.

In the Fives 'Perambur-B' beat 'Perambur-A.' Sattar Baig played well for the winners.

In the Doubles 'Rayapuram-C' beat Erode 'A.' Himachalam for the winners and Muruganandam for the losers exhibited fine display.

Mr. V. Ramasubban, Movement Officer, Southern Railway, Royapuram presided over the function and distributed the prizes.

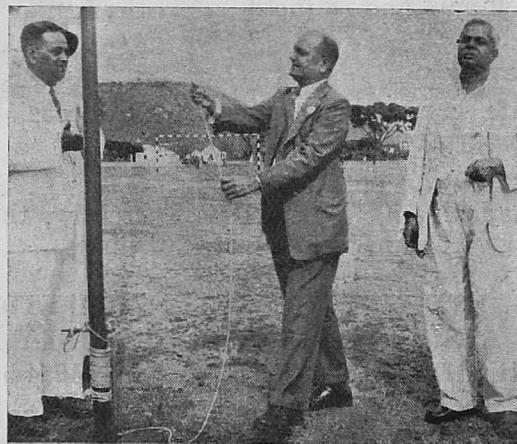
The results were :—

'FIVES'—'Perambur-B'—(Sattar Baig, Sreeraman, Rahimattullah, Sivanandam, and Nagappan) beat 'Perambur-A'—(K. V. Pantulu, Yuvarangam, Kuppusamy, Narayanasamy and Ananthakumar) — 8-29, 29-24 29-25.

'DOUBLES' — 'Rayapuram—C' (Sattar Baig and Himachalam) beat 'Erode-A'—(T. K. Muruganandam and K. V. Sivaramakrishnan) 27-29, 29-27 and 29-15.

Mysore Workshop Sports

The Workshop Sports of the Southern Railway, Mysore, was conducted on 28-8-1954, presided over by the Deputy Chief Mechanical Engineer (Works), Sri N. G. Hoskote. The prizes were given away by Mrs. Hoskote.



The sports started with the hoisting of the flag by the President and eight events were conducted in all. The function was attended by workshop staff numbering over a thousand. The winner in the mile race was Sri Gundappa, from the Watch and Ward, and the fancy dress was well competed with more than half a dozen competitors. Two prizes were awarded to each of the items. The Workshops Orchestra was in attendance. Foreman Mr. Rajab Ali, gave a magic performance after the sports events.

The Branch President of the Employees' Union Sri Parthasarathy proposed a vote of thanks.

Secretaries of our Institutes and Athletic associations are requested to send in regularly reports of their activities accompanied by suitable photographs if available.



Mr. B. Venkataramani, Regional Personnel Officer, Rayapuram, presided over the finals of the Third Madras Regional Football Tournament




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HCX 32

CHILDREN'S CORNER

Hello Children !

DO you like to keep puppies and dogs as pets? I am sure you do, as most children love to have a puppy of their own, and watch him grow up, and perhaps teach him to beg, fetch a ball or stick, or other fancy tricks. Now, as we all know, there are dogs of several different breeds, and many of mixed breeds, and of course, there's our friend the village and street pi-dog, perhaps loved best of all. Some kinds of dogs have ears that stand up straight and others have large ears that flop, and some have tails also which seem to stand up stiff and straight, and others which curl or droop. Now you may have noticed that when a dog is frightened of another dog, or of somebody who is about to kick or beat him, he will drop his tail, put it between his hind legs and crawl away. He even drops his ears when he is scared or ashamed of himself. Long, long ago, there was a tribe of Red Indian people who lived in America, who often wondered why a dog dropped his tail and his ears when he was afraid or ashamed, so one of their wise men, thinking over this, told the story to the children who asked him "why the dog's ears flop."

Once upon a time, and long, long ago, the dog was a wild animal like his cousin the fierce wolf. At that time the dog was not a friend of man. Whenever this wild dog roamed and ran, he was fierce like cousin wolf, and his sharp ears stood straight up, always ready to warn him of any danger from an enemy so that he would be ready to fight back when attacked. He also held his tail high, because he was proud. And he was afraid of no man, no, not even the hunters.



Now, one day, one of these dogs got lost from the rest of the wild-dog pack, and for many days he could not kill or find any food for himself. Hungry and weary he roamed and roamed alone, until he came to the camp of a tribe of Red Indians to see if he could find anything to eat. Perhaps these men and women may have thrown away some of their food. As he came nearer to the camp he smelt meat, the meat of the deer and the bear. Now where did this delicious smell come from? This wild dog sniffed the air and followed his nose until he came to a thick pole stuck in the ground in front of some of the skin tents of the Indians. Lifting his nose and eyes he saw the strips of meat hanging from the pole, where they had been put to dry. The dog also saw an Indian hanging up more strips of meat, and going up to the man he seemed to say, "I'm hungry, O man. Give me some meat, and I'll be your friend and camp dog, and also keep guard over your camp at nights, when wild animals come creeping up." The Red Indian thought this was a good idea, so he

agreed to feed the dog. Soon this wild dog had many strips of fresh deer's meat, and a large thigh bone on which to sharpen his teeth. The wild dog ate and chewed until his belly was full. Then he lay down near one of the skin tents and slept there throughout the night.

And that is how the dog became the friend of man. He fought off the bears and other wild animals when they came too close to the camp. And when the men of the tribe went hunting for rabbit and other small wild game, he would go out with them and help. At night when the camp slept, he too would sleep, but almost with one eye open, because his nose would soon warn him of the scent of other wild animals, or if enemies tried to crawl up to the camp to attack, he would hear even the slightest crackle of a dry twig, and bark, and so waken up the young braves of the camp. This wild dog was a great favourite amongst the men and women of the tribe, and even the little children loved him. And the dog was very proud of the help he was giving to his friend man. Often on an evening, by the light of the glowing red camp fires the dog would stand with his ears erect and his tail standing stiff and pointing up to show how proud he was.

Now one night when the whole camp was fast asleep, and the camp fires had almost gone out, except for the damped down ashes that glowed a little, the dog was dozing, and yet keeping watch. Suddenly, his nose twitched. He could smell the wolf, the wild wolves of the forest, who were his cousins. Quietly they crept nearer and nearer to the camp. He heard the soft padding of their feet as they crept up to the skin tents. At first the dog who kept guard growled and would not let them go past him, but as he knew them, they told him that they were just a little curious to know how he liked his new friends, the Red Indians. The dog stopped growling and was soon chatting to his wolf cousins and telling them all

about his kind friends. While some of the wolves talked to him, he did not notice that others had sneaked around his back up to the poles on which the strips of meat were slung. These other wolves jumped up and soon had the strips in their jaws. At last there was no more meat left on the poles, so the wolves grinned and scooted off into the dark forest. When the dog saw them do this, he barked and barked, because he was very angry that his wolfish cousins had played such a dirty trick on him. But it was too late to bark now. All the meat was gone. His barking woke up the camp, and when the men ran out of their tents they soon saw that all the meat they had stored up after their hunting was gone and began to beat the poor dog and shout at him, calling him cheat and coward and other nasty names. And the dog found that his friends were almost right. After all he had not kept proper watch and had allowed his wolf cousins to cheat him with a lot of fine words. The dog was now so ashamed of himself that no more could he hold up his ears straight and pointed and erect, nor could he do the same with his tail. For what had he to be proud of any more? So his ears flopped down, and his tail fell between his legs. He whined, and dropping on to his belly, crawled away in the dirt with tears of shame in his eyes. When the Red Indians found their dog seemed sorry for what he had done, at last they stopped beating him and shouting. But from that time on, the dog had lost his pride. Whenever anybody shouted at him he became afraid and to show he was afraid and ashamed, down would flop his ears, and his tail curl between his legs. So it is, that even today when a dog is afraid, or seems to be ashamed of something he has done, he will drop his ears and his tail will go between his legs to show man that he is really afraid and ashamed.

UNCLE TELLATALE.

STAFF NEWS

GENERAL MANAGEMENT

Sri M. V. Panchapakesan, Offg. A.P.O., on return from leave has been posted as Offg. A.C.G./MSB, with effect from 31-8-1954 A.N.

ENGINEERING DEPT.

Sri A. K. Madhavan, A.E.N./GTL, has been transferred to MYS as A.E.N./Misc/MYS, with effect from 30-8-1954.

Sri B. K. Kuppuswamy, on transfer from Western Railway, has been posted as Dy. C.E./General, with effect from 11-9-1954.

SIGNAL ENGINEERING AND TELE-COMMUNICATIONS DEPT.

Sri M. Rama Rao, Offg. D.S.T.E./MYS, returned to duty from leave on 31-8-1954 A.N. after availing an extension of L.A.P. for one day on 31-8-1954.

Sri K. J. M. Jacob, Offg. D.S.T.E./MYS, has been posted as Offg. D.S.T.E./Headquarters/MAS, with effect from 10-9-1954.

ELECTRICAL ENGINEERING DEPT.

Sri B. V. Suryanarayana Rao, A.E.E./A.C. Coaches, PER, was relieved to attend the staff College, Baroda, with effect from 31-8-1954 A.N.

Sri T. S. Raman, C.E.L. (Class III), has been promoted to officiate as A.E.E./A.C. Coaches, PER, in class II service with effect from 31-8-1954 A.N.

MECHANICAL DEPT.

Sri K. Vaidyanath, Offg. CWM/PWP, was relieved on 7-9-1954 F.N. to join the Integral Coach Factory, Perambur.

Sri V. S. Ramaswamy, Loco Works Manager, on expiry of 76 days commuted leave from 24-6-1954 to 7-9-1954 resumed duty on 8-9-1954 F.N.

Mr. C. J. H. Conran, Offg. LWM/PWP, is posted as Offg. CWM/PWP, with effect from 8-9-1954 F.N.

OUR NEW CHIEF OPERATING SUPERINTENDENT

We extend a hearty welcome to Shri M. C. Sivasankaran, our new Chief Operating Superintendent.

Born in 1900, Shri Sivasankaran joined the Ex. M. & S. M. Railway as a Traffic Candidate on 1st May, 1925. During his service of nearly 30 years, he has served in various capacities, as District Traffic Superintendent of several districts, as Harbour Traffic Superintendent, Mormugao Harbour, Regional Traffic Superintendent, Rayapuram, and finally as Deputy Chief Operating Superintendent in the Head Office. He also served for some time as Regional Controller of Railway Priorities shortly after the termination of the war.

An all-round sportsman before and after he joined the railway, "Sanku" created a record in South Indian cricket in 1927 when he made 174 runs in the Presidency match. Partnering Muhammad Hussain for the first wicket he exceeded by one the record created by the late H. P. Ward who scored 173 runs in the same match. Shri Sivasankaran's record in this match has not been lowered till now.

Outspoken by nature, Shri Sivasankaran is a hard worker himself and believes in everyone else putting forth his best for the Railway.

THE CURSE OF GANAPATI

~~~~~ S. R. SRINIVASA RAGHAVAN ~~~~~

*Public Relations Office*

**I**T was an eternal river. Having its origin in the distant hills with verdurous gleam, gliding over rocks and plains, passing over beautiful and indifferent terrain, it wound its way into the all-absorbing sea.

On its banks, amidst sylvan surroundings, in the neighbourhood of a green village, stood a small temple of Ganapati. The temple was not big enough to have trustees, abhishekams and festivals. It was the shrine of a God almost remaining undisturbed by human approach.

Thus the Ganapati was lord over Himself and He ruled over a vast area around by His sweet unseen looks.

He was a granite Ganapati with the indelible marks of time on Him. The temple had no walls as such but was protected, as it were, by an overgrowth of thick shrubs naturally formed in a square around him and, for a stray passerby, the temple was not easily visible.

For individuals with some amount of curiosity, this Ganapati presented the figure of an uncared for piece of rock over which the proverbial ivy and vine grew and the spider was having his reign for ages together.

Here to this solitary abode of Ganapati came Pakkiri one cloudy evening. Pakkiri was an individual who can neither be called old with age nor young with wisdom! He was neither a farmer, nor a pawn-broker nor a tradesman nor a beggar. He combined all these professions in one in himself. For an indifferent observer he suggested a queer combination of a vagabond and a fool.



Pakkiri's interest in the temple started in a curious way. He came to the river to wash himself since it was a regular custom with him and his tribe to bathe after the day's toil and sweat. While he was in search of a small fibrous twig for cleaning his teeth he chanced to get across the wall of shrubs and stood face to face with the idol.

He was awed. Being an individual with a queer bent of mind he liked that abode of the Lord wherein no mortal interference had its play. Evidently the spider was an Emperor there and initially he did not quite like to disturb its reign.

Nevertheless he arrived at a vague decision as to why he should not lift the Ganapati image to the river, wash it and, after removing all the dirt around, place it on its wonted seat.

Of course, as previously stated, he was anxious not to allow anybody else to know that there was a Ganapati shrine there, because in his opinion a

knowledge of its existence would persuade people to make a fuss about it, build a temple over it, and by abhisekhams and breaking of cocoanuts and periodical festivals commit 'sacrilege' to the peace of the place and drive the essential sanctity far away from that sacred shrine.

He took the idol and washed it well and replaced it after removing the twigs and ivy that had covered its seat without interfering with the natural surroundings that had given the place a beauty of its own.

From that day onwards it was his daily habit to visit the shrine in the small hours of the night after all human noises in the neighbourhood had subsided, bathe Ganapati in the river, replace Him in His seat, and adorn His head with a lone flower he secured from a particular Arali plant on the way from his house.

Pakkiri was in no way a seeker of any boon from this Ganapati. That was not the reason anyhow why he performed this daily duty. He had no parents, no children and no feminine adorer of his at home. He was a lone bird. His performance of the ritual (if ritual it can be called) was in the nature of his many other vagabondish acts, but of course with some orderliness and regularity about it. In fact his feeling was that somehow that Ganapati should be indebted to him for his having brought orderliness to His abode, without disturbing his lonely and peaceful rule.

To Ganapati, Pakkiri appeared as a curious sort of fellow for could He not easily guess the motive for this regular act of his? Of course the daily bath in the river and the placing of a regular flower were irksome pieces of work temporarily upsetting His yogic mood. Nevertheless He put up with it and in fact relished it partly out of the puckish bent of mind that made Him amused at the working of the queer little brain of Pakkiri.

This went on for some years and Pakkiri grew old. He was not now the same brisk man that he was once. His muscles had the imprint of age upon them and his face was covered all over with wrinkles. He could not walk swiftly and in course of time found that he could not walk at all.

He sat in his hut one evening and wept for a long time with the result that at last he found that it was past midnight.

Ganapati on the bank of the river was piqued. Years of unceasing attention had made Him egotistic and He was angry that the daily ritual was not performed that day. He was curious to know what had happened to that queer little fellow who had once disturbed Him and had introduced some order in His material surroundings but interrupted partially His spiritual peace.

He bestirred Himself out of His repose, stood up and crossing the shrubby growth, walked slowly towards the cottage of Pakkiri which He was easily able to locate.

Pakkiri was sitting in a vacant mood after a long spell of sobbing and his clothes were wet with tears. He was sitting in the small pial in front of his hut and the moon was pouring forth its liquid gleam in unhindered torrents.

Ganapati went and stood before him. Pakkiri was aghast. It was a walking stone that he saw before him with all its suppleness and curve and a rotund belly, not ugly but standing in serene equipoise.

He could not believe his eyes. He rubbed them with the edge of his loin cloth and stood up. It was an involuntary act that a God could command by his sheer sight!

Ganapati gazed at him intently. For a moment He seemed moved by the sight of a wretched human being pitifully crying for some irreparable loss he had suffered.

"Why are you crying, Pakkiri?" asked Ganapati.

"Kindly get seated, Lord, in this hut of mine. It was an uncared for place on the riverside that you chose for your residence and, here too, this is an uncared for corner of the village."

"I like solitude," said Ganapati curtly, getting seated on the pial before Pakkiri. Pakkiri was standing with folded arms, in the manner of an ideal devotee.

"Why so long a journey to this poor man's hut?"—Immediately he uttered these words his thoughts again flew back to his inability to walk and the duty that he had missed to perform that day. Immediately he began to sob again.

"Stop . . . . Do not weep . . . . I have come here to find fault with you. I was peacefully residing in my shrine for long, immersed in a disorderly shrubbery out of the ken of human eyes. You somehow discovered me and began your daily ritual. This has gone on for years and, by habit, I am not able to brook your failure for this one day. I have come here to curse you."

"Curse . . . . curse me, Oh Lord. I was expecting your curse all these days. Because even a God has His moods and I had created a routine. What is your curse, my Lord?" Pakkiri talked as one in a trance.

Ganapati sat thinking. The question unsettled Him. He had not yet decided what exact step He should take. Of course He had come with a determination to take up with the erring mortal.

He thought for a while and at last burst out.

"Come with me to the riverside. If you can't walk I will carry you over

there. I will install you in my place amidst those disorderly shrubs and spider-webs and make you a stone . . ."

Pakkiri stared. He could not decide whether it was pain or pleasure that these words gave him.

And Ganapati went on: "And I shall go on a pilgrimage unseen by mortal eyes."

Pakkiri was dumb-founded but he obeyed. Somehow he felt he had a new force in him all of a sudden and he ran after the swift-paced Lord to His riverside abode.

Pakkiri, as if in a trance, sat down on the sacred pedestal. He felt immensely shy to occupy a place where once an individual belonging to a superior species had taken His seat. And, lo! he was turned into stone.

And Ganapati went on his never-ending pilgrimage.

\* \* \*

The story had ended and my friend laughed as one in a fit.

"Why do you laugh?" I asked him.

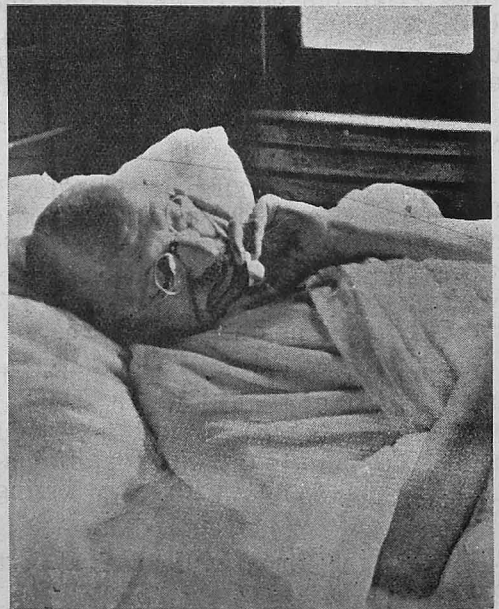
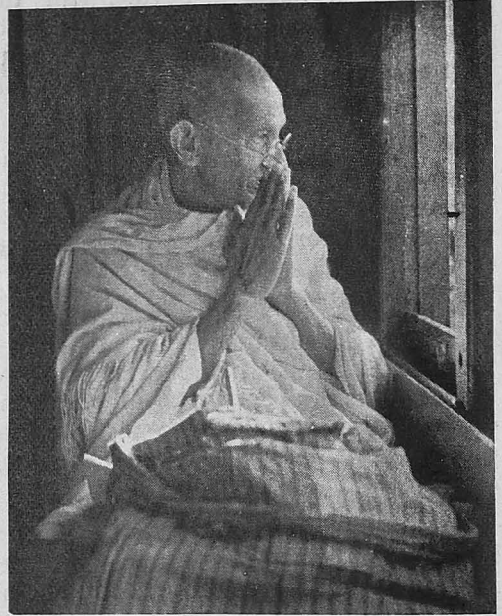
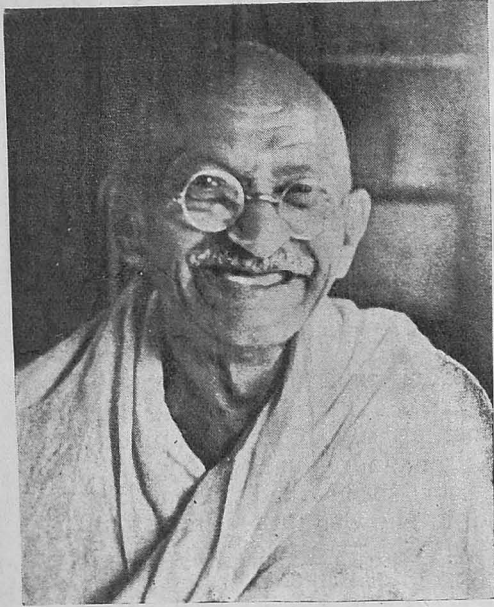
"Do not think that I was in a funny vein. No! Not at all! I was absorbed in my own narration of the story and felt transferred to a different world where Gods walk and sing and play and talk. It is a sort of divine transformation."

We passed by the shrubs and the ivy and vine and the intertwined plants covered with spider-webs. The moon was there high above and it was a vague, thin view that was visible to us of the surrounding landscape. It was a vast dream, as it were, spread wide all about us.

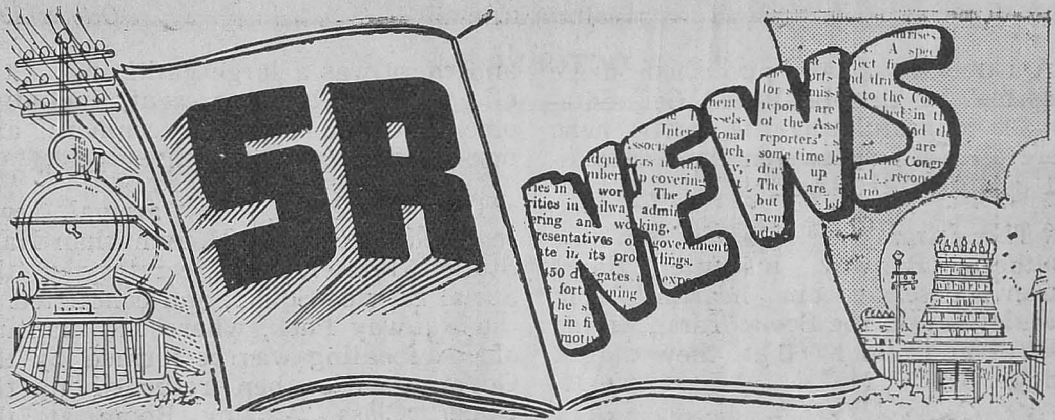
"This is the shrine," my friend said, stopping at a particular place. I stood still for a moment and then walked home absorbed fully in the legend.



OCTOBER 2



*The most illustrious passenger the Indian Railways ever carried, Gandhiji, whose birthday fell on the 2nd of this month, always travelled third. Above are some pictures of Gandhiji taken during journeys in railway compartments*



## RAILWAY EMPLOYEES' CULTURAL ASSOCIATION

**T**HE Railway Employees' Cultural Association, Madras conducted a symposium on Friday the 17th September, at the Museum Theatre, Egmore on the subject "Valarum Tamizh" (Growing Tamil).

The feature consisted of a running commentary in Tamil prose written by Sri K. Thangavel, Assistant Professor of Tamil, Presidency College, Madras and a number of Tamil verses set to music by Sri. Thiagarajan of Trichy. The script was read with great effect by Sri. M. Ramachandran and the verses were sung by Sangitabhushanam Sri Swaminathan of the Dharmapuram Adhinam, Isaimani T. R. Nagendran, Sri. T. S. Swaminathan and Srimathis T. Padmavati and T. S. Kamala.

Sri Thangavel's script traced in an able manner the evolution of Tamil literature from the time of the three Sanghams of Madura till the time of contemporary poets like Namakkal Ramalingam Pillai and Bharatidasan. A specimen verse from each important poet who had contributed to the growth of Tamil was sung by the musicians referred to supra.

A very attractive feature of the symposium was the speech delivered by Sri. K. V. Jagannathan, Editor,

"Kalaimagal," on the excellence of the poetry of the Sangham era. Sri. Jagannathan who punctuated his talk with quotations from Sangham classics dwelt on the emphasis laid by ancient Tamil poets on Heroism and Love. Sri Jaganathan's talk was followed by a learned discourse by Sri A. S. Gnanasambandhan, Professor of Tamil, Pachaiyappa's College, on the Ramayana of Kamban. After explaining many nuggets of real poetry contained in this immortal classic, Sri Gnanasambandhan stated that no Tamil work which can be compared to the Kamba Ramayana was produced after the 13th century A.D. Sri Gnanasambandhan pointed out that while Kamban maintained the highest standards of Tamil poetry set by the Sangham poets, he added religious fervour which was conspicuous by its absence in the Sangham works.

The feature was greatly appreciated by a small but discerning gathering of Tamil lovers:

## RAYAPURAM RAILWAY INSTITUTE

The dramatic branch of the Southern Railway Institute, Rayapuram, enacted a Tamil Social Drama "Uyirum Udalum" (Body and Soul) at the New Hall, Perambur on the 5th September 1954, under the Presidentship of Sri K. Satakopan, Chief Administrative Officer, Integral Coach Factory.

A souvenir was also published on the occasion by the Institute. Sri Satakopan, congratulating the actors, who were all Railwaymen, on their successful performance, said :

“The dramatic Branch of the Southern Railway Institute, Rayapuram, deserves our heartiest congratulations on the Social Tamil drama ‘Body and Soul’ that they staged today.

“The story of the drama was excellent and of great topical interest. The correct relationship between Capital and Labour, between Employers and Employees, as partners in a common undertaking for their mutual benefit, and also for the overall advancement of the community as a whole, was very well portrayed indeed. The dialogue and the songs were very appropriate, and left nothing to be desired. The performance of those who took part in this drama, I must say, exceeded all my expectations of what an amateur society could be expected to produce and this can most favourably compare with the performance of any advanced professional dramatic troupe.

“I have no doubt that the dramatic branch of the Rayapuram Institute, Southern Railway, will, with the very remarkable interest and enthusiasm that their members have for the development of the histrionic art, grow from strength to strength, and continue to give the public the same excellent standard of entertainment.”

#### **Planting of Cocoanut Seedling by the Governor of Madras at the Ernakulam Railway Park.**

A pleasant function was held on the evening of the 3rd September 1954 at the Ernakulam North Station when Shri Sri Prakasa, Governor of Madras, planted a cocoanut seedling in the Railway Park adjacent to the station building. The station premises were tastefully decorated for the occasion

and there was a large gathering of the elite of the town present, including officials of the local Government, and non-officials.

The Governor, on arrival, was received by Shri A. M. Achuthan Nair, Station Master, and Secretary of the Social Service Squad, and conducted to the Railway Park, where the planting of the seedling was performed by the Governor. He then returned to the Upper Class Waiting Room at the station where he was shown a few free hand posters drawn by Railway Staff, exhibited therein, seeking to educate public opinion on the importance of cleanliness, both in the train compartments and in station premises. The Governor was much impressed by the artistic execution of these drawings and remarked : “I thought they were all printed posters. The artist has done them nicely.”

#### **SOUTHERN RAILWAY INSTITUTE, TONDIARPET**

Under the auspices of the Railway Institute, Tondiarpet Marshalling Yard, the Eighth Anniversary Day of the Institute was celebrated on 19-9-1954 under the presidentship of the Regional Traffic Superintendent, Mr. D. B. Patel, Regional Personnel Officer, Mr. B. Venkataramani, hoisted the Flag and school children sang the National Anthem. Secretary Mr. B. Audikesavalu read the annual report and accounts. Mr. S. Bhaktavatsalu, Secretary of the Open Line Branch, Southern Railway Employees' Union, addressed the gathering on the needs of the Railwaymen of Tondiarpet. Mr. D. B. Patel in his presidential address spoke on the future action to be taken for improving the standard of the Institute.

Senior Officer (Movement), Mr. M. A. Uthappa and Senior Officer (General), Mr. Sreenivasan were also present on the occasion.

Mr. T. M. Ramaswamy, newly elected Secretary, proposed a vote of thanks.



*Photo showing Shri Rajendra Prasad, President of India, being received by our General Manager at Guntakal recently.*

*Below: President acknowledging greetings.*



## SOUTHERN RAILWAY

**Handling Arrangements for Railway Stock Depot, Rayapuram and Grainshops in Madras area including Villivakkam and Carting & Handling arrangements at Madras Egmore for a period of six months from 1-11-1954.**

Sealed tenders are invited for carrying out handling work at Railway Stock Depot at Rayapuram and Railway Grainshops in Madras area including Villivakkam and handling and carting arrangements at Madras Egmore, for a period of six months commencing from 1-11-1954 or till the closure of the Grainshop Organization, whichever is earlier.

Tenders must be submitted on the prescribed form for handling work. The price of each tender form is **Re. 1 (Rupee one only)** payable to the Chief Cashier of this Railway, at Park Town, Madras.

Intending tenderers should obtain tender forms together with Terms and Conditions of the Contract from the office of the undersigned on production of the official receipt granted by the Chief Cashier towards the cost of the form. Tender form is not transferable and its price is not refundable.

Production of Income-tax Clearance Certificate in the prescribed pro forma, **IN ORIGINAL**, is an essential condition for consideration of tenders. Pro forma of Income-tax Clearance Certificate can be obtained free of charge from the office of the undersigned.

Tenderers, who have no taxable income and who are, therefore, unable to produce a tax clearance certificate in the prescribed pro forma must submit a duly sworn affidavit to that effect countersigned by the Income-tax Officer concerned as to its correctness.

The last date for the receipt of completed tenders is **15-00 hours on 18-10-1954.**

**Office of The Controller  
of Grainshops, Southern  
Railway, Madras Beach  
Station Buildings  
Madras-1.  
Dated: 25-9-1954.**

**CONTROLLER  
OF  
GRAINSHOPS.**

# OUR COMMERCIAL



## Earnings

There was a slight increase in the approximate earnings on originating traffic for August 1954 as compared with those for the corresponding period of the previous year :

(Figures in thousands of Rupees)

|                    | August      |             |
|--------------------|-------------|-------------|
|                    | 1953<br>Rs. | 1954<br>Rs. |
| Passengers ...     | 1,30,68     | 1,33,35     |
| Other coaching ... | 31,18       | 31,58       |
| Goods ...          | 1,49,40     | 1,66,33     |
| Sundries ...       | 5,80        | 7,69        |
| Total ...          | 3,17,06     | 3,38,95     |

Strictly speaking, however, the figures are not comparable, as last year, during the period 15-8-1953 to 25-8-1953 there was serious dislocation in train services on the Bezwada-Waltair section as a result of breaches caused by the Godavari River.

## Ticket Checking

Plain clothes men supplemented the normal ticket checking staff in uniform on the suburban sections of the Southern Railway, viz., Madras-Chingleput, Madras-Trivellore and Madras-Gummidipundi sections with effect from 1st October, 1954.

This system is expected to facilitate detection and apprehension of ticketless travellers and hawkers and beggars in trains. The apprehension of such irregular traffic by the normal railway staff is becoming increasingly

difficult as ticketless travellers, hawkers and beggars dodge the ticket checking staff in uniform skilfully.

The ticket checking staff in mufti will have the necessary identity certificates which they can be called upon to produce whenever so required by bonafide passengers.

## Issue of Concession Tickets

(1) **Velanganni Festival near Negapatam.**—Cheap III class Return Journey tickets were issued from Tanjore and from all stations on the ex-S. I. Railway 50 miles and over from Negapatam and Negapatam Beach from 27-8-1954 to 7-9-1954 available for the return journey by midnight of 10-9-1954. The basis of fare was  $1\frac{1}{2}$  single journey fares.

(2) **Brahmotsavam at Tirumalai (Tirupati).**—In connection with the above festival similar cheap Return Journey tickets were issued from all stations on this railway 100 miles and over from Tirupati East as well as from certain important stations within a distance of 100 miles to Tirupati East. The tickets were issued from 27-9-1954 to 5-10-1954 available for the return journey till the midnight of 10-10-1954.

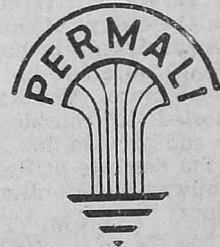
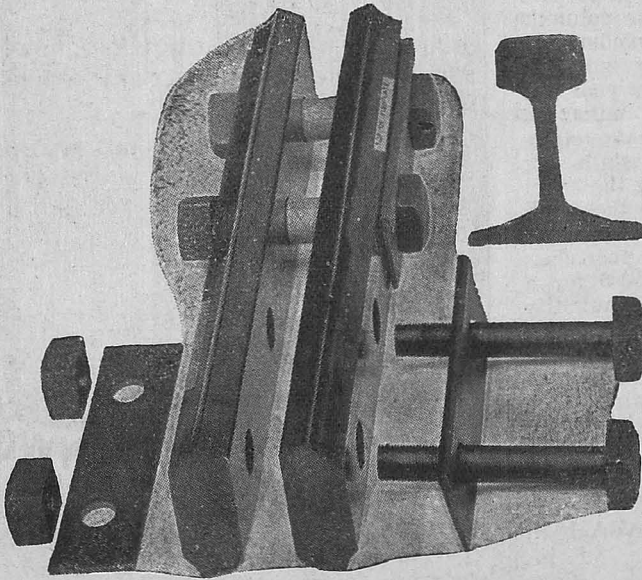
(3) **Dasara Celebrations at Mysore.**—Cheap Return Tickets were issued to Mysore and back from all stations on this railway 100 miles and over from Mysore from 20-9-1954 to 6-10-1954 available for return journey till the midnight of 10-10-1954.

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## LETTER TO THE EDITOR PRICE OF COFFEE AT RAILWAY STALLS

Coffee is an important beverage of the South Indian. From the richest to the poorest man, at least a sip of coffee has become a habit and a portion of the earnings is ear-marked in every family budget for coffee. Till recent years the Railway price of coffee was in an uniform rate of annas two per cup. For some time the price was increased to Re. 0-2-9 per 10 ozs. cup but after public agitation in 1949, the price was reduced to Re. 0-2-0 per 8 ozs. cup. To a LETTER TO THE EDITOR published in the columns of "Swatantra," dated 5-2-1949, regarding the increased price then itself, and brought to the notice of the then Public Relations Officer, he was so prompt and quick enough to reply in the same columns the facts of the Administration's consideration and reduction; and immediately got the price reduced. Again from about a year, for reasons unknown, the price was enhanced to Re. 0-2-6 per cup of 8 ozs. The travelling public in the heavy rush at the stalls are feeling difficulty in either tendering the exact change of Re. 0-2-6 or in receiving the small change in coppers from the Stall-keepers. It is also a burden to a middle and poor class traveller to pay more than Re. 0-2-0 for a stimulant beverage irrespective of quantity he gets in these days of financial stringency. The public are ready to have coffee one sip less for Re. 0-2-0 a cup but are unwilling to pay Re. 0-0-6 more. The Railway authorities are requested to consider this important grievance and provide this amenity of selling coffee at the flat rate of Re. 0-2-0 per cup at all the Railway and Contractors' Stalls.

Gudur,  
22-7-1954

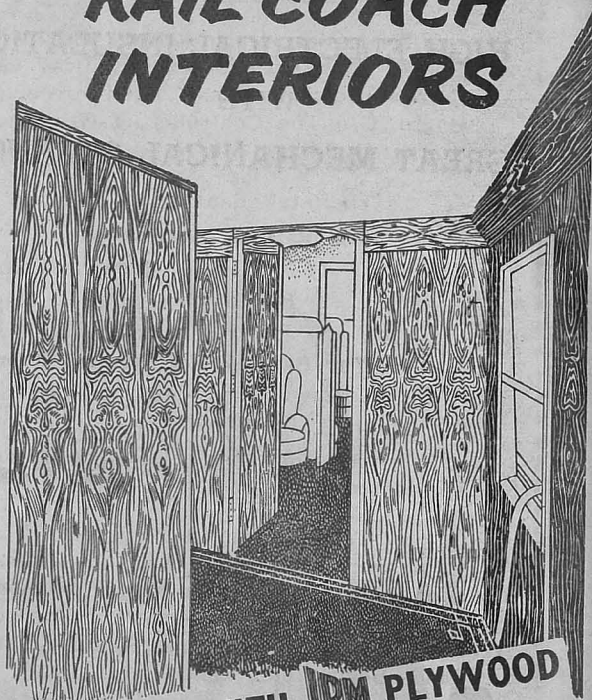
M. VENKATARAMAN.

The Administration's comments are furnished below:—

"Even on the basis of the existing tariff, the Administration is incurring a substantial loss annually by Departmental Catering, and the loss during the last financial year, 1953-54, was about Rs. 4.5 lakhs. Steps in every possible direction, are being taken with a view at least to ensure that the expenditure does not outrun the income and in the circumstances, it is regretted it will not be possible to contemplate any substantial reduction in the scale of our charges, at present."

"Taking this item by itself, allowing for a reasonable level of overhead charges, the cost per cup of coffee works out to a little more than the price that we now charge, viz., Re. 0-2-6 per cup. A reduction of the price, as suggested, would inevitably result in a substantial increase in the extent of loss, and it will not, therefore, be possible to accept this suggestion."

## MORE AND MORE RAIL COACH INTERIORS



ARE BUILT WITH IPM PLYWOOD

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Plywood can be put to use in coach interiors in the following ways:—

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Corridor and Compartment Ceilings

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# SOUTHERN RAILWAY

## TENDERS FOR THE SUPPLY OF RICE (RAW AND BOILED) AND JOWAR TO THE GRAINSHOPS OF THE SOUTHERN RAILWAY

Tenders in sealed covers are invited for the supply of Rice (Raw & Boiled) and Jowar to the Railway Grainshops and Raw Rice to Railway Refreshment Rooms and will be received by the Chairman, Joint Purchasing Board, C/o The Controller of Grainshops, Southern Railway, Madras Beach Station Buildings, Madras-1, upto 15-00 hours on 12-10-1954.

2. The total quantities of Rice and Jowar required are indicated below :—

### For Railway Grainshops :

|                              |     |     |          |
|------------------------------|-----|-----|----------|
| (1) Raw Rice (Medium/Coarse) | ... | ... | 200 tons |
| (2) Boiled Rice              | ..  | ... | 450 ..   |
| (3) Jowar                    | ... | ... | 500 ..   |

### For Railway Refreshment Rooms :

|                                                      |     |     |         |
|------------------------------------------------------|-----|-----|---------|
| Raw Rice—Superior quality—Double polished<br>and old | ... | ... | 60 tons |
|------------------------------------------------------|-----|-----|---------|

Tenders for delivery at any convenient Railhead on this Railway will be considered.

3. Tenders for the supply of Raw Rice, Boiled Rice and Jowar to Grainshops and Raw Rice to Refreshment Rooms should be submitted separately. Tenders for supply at more than one station may be submitted by one and the same tenderer. The quality of rice proposed to be supplied, such as Kusuma, Basangi, Akkulu, Sirumani, Katta samba, Krishnakatukalu, Delhi Bogum, etc., should be indicated in the Tender Form without fail.

4. Intending tenderers should submit their tenders in the prescribed form which together with the schedule and specification can be obtained from the Office of the undersigned on payment of Re. 1 towards the cost of each form to the Chief Cashier, Southern Railway, Park Town, Madras. The tender form is not transferable and the price is not refundable.

5. Seventy-five per cent of the value of the accepted quantity will be paid immediately on delivery.

6. Production of Income-tax Clearance Certificate in the prescribed pro forma IN ORIGINAL is an essential condition for consideration of the tenders. Pro forma of Income-tax Clearance Certificate can be obtained free of cost from the office of the undersigned.

7. Tenderers who have no taxable income and who are therefore unable to produce a Tax Clearance Certificate in the prescribed pro forma must submit a duly sworn affidavit to that effect countersigned by the Income-tax Officer concerned as to its correctness.

Office of the Controller of Grainshops,  
Madras Beach Station Bldgs.,  
MADRAS-1

Dated 17th Sept., 1954

CHAIRMAN,  
JOINT PURCHASING BOARD  
(Southern and Eastern Railways)

# SOUTHERN RAILWAY.

## REVISION OF TIME TABLES FROM 1ST OCTOBER, 1954.

(Changes in timings as well as introduction or elimination of train services and stops are involved. The important items are listed below. Please refer to Time Tables available for sale at stations or Sheet Time Tables exhibited at stations for details).

### TRAINS INTRODUCED.

#### MAIL AND EXPRESS :

##### NOS. 17 & 18 MADRAS—DELHI JANATA EXPRESSES.

On the four days on which the Madras—Delhi Tri-Weekly Janata Expresses do not run, a Janata Express will run between Madras and Bezwada only to the timings of the Tri-weekly Janata Expresses, leaving Madras on Sunday, Tuesday, Thursday and Saturday and leaving Bezwada on Sunday, Monday, Wednesday and Friday.

| No. 17. |    |    | No. 18. |       |    |         |    |    |    |       |    |
|---------|----|----|---------|-------|----|---------|----|----|----|-------|----|
|         |    |    | H.      | M.    |    |         |    | H. | M. |       |    |
| Madras  | .. | .. | ..      | D. 12 | 50 | Bezwada | .. | .. | .. | D. 06 | 25 |
| Bezwada | .. | .. | ..      | A. 00 | 05 | Madras  | .. | .. | .. | A. 17 | 10 |

##### NOS. 13 AND 14 BOMBAY—MADRAS JANATA EXPRESSES.

The frequency of Nos. 13 & 14 Bombay—Madras Weekly Janata Expresses has been increased to Biweekly. The Express from Madras will leave on Tuesday and Saturday and that from Bombay will leave on Sunday and Wednesday.

#### OTHER TRAINS :

| Train No. and Description. |                                      | Station.     | Departure. | Station.     | Arrival. |
|----------------------------|--------------------------------------|--------------|------------|--------------|----------|
|                            |                                      |              | H. M.      |              | H. M.    |
| BV 2                       | Villivakkam—Madras Beach Pass-enger. | Villivakkam  | .. 08 53   | Madras Beach | .. 09 30 |
| BR 1                       | Madras Beach—Rayapuram Pass-enger.   | Madras Beach | .. 09 38   | Rayapuram    | .. 09 43 |
| 367                        | Bangarapet—Marikuppam Pass-enger.    | Bangarapet   | .. 10 33   | Marikuppam   | .. 11 10 |
| 368                        | Bangarapet—Marikuppam Mixed .        | Marikuppam   | .. 11 37   | Bangarapet   | .. 12 50 |
| 637/1216                   | Madras Beach—Conjeeveram pass-enger. | Madras Beach | .. 6—45    | Conjeeveram  | .. 9 45  |
| 1215/638                   | Conjeeveram—Madras Beach Pass-enger. | Conjeeveram  | .. 17 28   | Madras Beach | .. 20 20 |
| 1213                       | Conjeeveram—Chingleput Pass-enger.   | Conjeeveram  | .. 10 05   | Chingleput   | .. 11 05 |
| 1214                       | Chingleput—Conjeeveram Pass-enger.   | Chingleput   | .. 15 20   | Conjeeveram  | .. 16 40 |

### TRAINS EXTENDED :

| From |                                     | To                        | H. M.    | From           |          | To         | H. M.    |
|------|-------------------------------------|---------------------------|----------|----------------|----------|------------|----------|
| 505  | Jalarpet—Calicut Passenger.         | Calicut to Cannanore      | .. 17 00 | Cannanore      | .. 12 20 | Jalarpet   | .. 12 20 |
| 506  | Calicut—Jalarpet Passenger.         | Cannanore to Calicut      | .. 14 05 | Cannanore      | .. 10 05 | Jalarpet   | .. 10 05 |
| 512  | Shoranur—Coimbatore Passenger.      | Calicut to Shoranur       | .. 05 55 | Calicut        | .. 13 50 | Coimbatore | .. 13 50 |
| 579  | Cochin Harbour—Chalakudi Passenger. | Chalakudi to Shoranur     | .. 17 30 | Cochin Harbour | .. 22 35 | Shoranur   | .. 22 35 |
| 573  | Kodumudi—Erode Local.               | Karur to Kodumudi         | .. 7 30  | Karur          | .. 9 40  | Erode      | .. 9 40  |
| 574  | Erode—Kodumudi Local.               | Kodumudi to Trichinopoly. | .. 7 20  | Trichinopoly   | .. 12 55 | Erode      | .. 12 55 |

TRAINS EXTENDED—(contd.)

|      | From                              | To                          | H.             | M.       | H.            | M.       |
|------|-----------------------------------|-----------------------------|----------------|----------|---------------|----------|
| 544  | Erode-Kodumudi Local.             | Kodumudi to Karur ..        | Erode ..       | .. 17 40 | Karur ..      | .. 19 40 |
| 1159 | Pakala-Katpadi Passenger          | Renigunta to Pakala ..      | Renigunta      | .. 4 00  | Katpadi       | .. 9 40  |
| 1160 | Katpadi-Pakala Passenger.         | Pakala to Renigunta ..      | Katpadi        | .. 17 15 | Renigunta     | .. 22 40 |
| 1178 | Bangalore-Chikballapur Passenger. | Chikballapur to Chintamani. | Bangalore City | .. 17 40 | Chintamani    | .. 22 25 |
| 1175 | Banagarapet-Chintamani Passenger. | Chintamani to Chikballapur. | Banagarapet    | .. 16 20 | Chikballapur  | .. 20 36 |
| 617  | Madras-Villupuram Passenger.      | Villupuram to Cuddalore.    | Madras Egmore  | .. 15 55 | Cuddalore     | .. 22 55 |
| 618  | Villupuram-Madras Passenger.      | Cuddalore to Villupuram.    | Cuddalore      | .. 4 05  | Madras Egmore | .. 11 35 |

CHANGES IN TIMINGS:

|      |                                 | H. | M.       | H.             | M.       |
|------|---------------------------------|----|----------|----------------|----------|
| 514  | Mangalore-Madras Express        | .. | .. 8 45  | Madras Central | .. 7 10  |
| 513  | Madras-Mangalore Express        | .. | .. 19 50 | Mangalore      | .. 17 35 |
| 325  | Trichinopoly-Bangalore Express  | .. | .. 21 05 | Bangalore City | .. 8 55  |
| 546  | Mettupalaiyam-Madras Express    | .. | .. 17 35 | Madras Central | .. 6 35  |
| 44   | Madras-Howrah Mail              | .. | .. 20 00 | Howrah         | .. 10 50 |
| 43   | Howrah-Madras Central           | .. | .. 16 30 | Madras Central | .. 7 20  |
| 320  | Bangalore-Madras Passenger      | .. | .. 15 30 | Madras Central | .. 5 00  |
| 443  | Arkonam-Renigunta Passenger     | .. | .. 6 20  | Renigunta      | .. 8 15  |
| 1061 | Mysore-Bangalore Express        | .. | .. 7 00  | Bangalore      | .. 10 50 |
| 1023 | Mysore-Hubli Mail               | .. | .. 16 50 | Hubli          | .. 17 55 |
| 1064 | Bangalore-Mysore Passenger      | .. | .. 11 00 | Mysore         | .. 16 40 |
| 1026 | Bangalore-Masulipatam Passenger | .. | .. 9 40  | Masulipatam    | .. 11 20 |
| 1025 | Masulipatam-Bangalore Passenger | .. | .. 14 05 | Bangalore      | .. 18 10 |
| 1036 | Donakonda-Bezwada Passenger     | .. | .. 16 30 | Bezwada        | .. 21 40 |
| 1042 | Guntur-Bezwada Express          | .. | .. 11 25 | Bezwada        | .. 12 25 |
| 1158 | Katpadi-Gudur Passenger         | .. | .. 00 50 | Gudur          | .. 10 30 |
| 619  | Madras-Tinnevely Express        | .. | .. 19 30 | Tinnevely      | .. 11 00 |
| 611  | Madras-Shencottah Passenger     | .. | .. 8 05  | Shencottah     | .. 12 45 |
| 609  | Madras-Trivandrum Passenger     | .. | .. 20 40 | Trivandrum     | .. 5 50  |
| 703  | Trichinopoly-Madura Passenger   | .. | .. 17 35 | Madura         | .. 23 10 |
| 707  | Madura-Tinnevely Passenger      | .. | .. 18 40 | Tinnevely      | .. 00 35 |

STOPS INTRODUCED:

|                       | TRAIN NO. AND DESCRIPTION.        | STATION.                                                                                                 |
|-----------------------|-----------------------------------|----------------------------------------------------------------------------------------------------------|
| 561 }<br>& }<br>562 } | Madras-Cochin Expresses           | .. .. Irinjalakuda.                                                                                      |
| 510                   | Mangalore-Trichinopoly Express    | .. .. Charvattur, Trikarpur, Uttukuli and Virarakkiyam.                                                  |
| 509                   | Trichinopoly-Mangalore Express    | .. .. Jiyapuram, Virarakkiyan and Jegannath Temple Gate.                                                 |
| 325                   | Trichinopoly-Bangalore Express    | .. .. Malur.                                                                                             |
| 316                   | Bangalore-Madras Passenger        | .. .. Avadi, Ambattur, Villivakkam, Perambur and Basin Bridge.                                           |
| 320                   | ” ” ”                             | .. .. Mosur, Tiruvelangadu, Manur, Kadambattur, Avadi, Ambattur, Villivakkam, Perambur and Basin Bridge. |
| 536                   | Mangalore-Cannanore Passenger     | .. .. Kalnad.                                                                                            |
| 570                   | Shoranur-Cochin Harbour Passenger | .. .. Nellore.                                                                                           |
| 595                   | Trichinopoly-Erode Passenger      | .. .. Puliur.                                                                                            |
| 592                   | Karur-Trichinopoly Passenger      | .. .. Puliur.                                                                                            |
| 425                   | Madras-Raichur Passenger          | .. .. Korattur, Ambattur, Pattabiram, Tinnanur, and Sevvapet Road.                                       |
| 442                   | Renigunta-Madras Passenger        | .. .. Sevvapet Road, Tinnanur, and Avadi.                                                                |
| 141 }<br>& }<br>142 } | Madras-Puri Passengers            | .. .. Sitampet Halt.                                                                                     |

## STOPS INTRODUCED—(contd.)

| TRAIN NO. & DESCRIPTION. |                                          | STATION.                      |
|--------------------------|------------------------------------------|-------------------------------|
| 461                      | Cocanada-Narasapur Passenger .. ..       | Velpuru Halt.                 |
| 469                      | Narasapur-Nidadavolu Passenger .. ..     |                               |
| 468                      | Rajahmundry-Narasapur Passenger .. ..    |                               |
| 261<br>&<br>262          | Masulipatam-Kurnool Expresses .. ..      | Chilakalapudi.                |
| 1049<br>&<br>1050        | Bezwada-Masulipatam Expresses .. ..      |                               |
| 1034                     | Narasaraopet-Masulipatam Passenger .. .. |                               |
| 1154                     | Katpadi-Gudur Passenger .. ..            | Peyanapalli.                  |
| 609                      | Madras-Trivandrum Passenger .. ..        | Bhagavathipuram and Mayyanad. |
| 611                      | Madras-Shencottah Passenger .. ..        | Ilavelangal                   |
| 612                      | Shencottah-Madras Passenger .. ..        | Tirumayiladi Halt.            |
| 708                      | Tinnevelly-Madura Passenger .. ..        | Pasumalai.                    |
| 764                      | Trivandrum-Tinnevelly Passenger .. ..    | Mayyanad.                     |
| 626                      | Karaikudi-Mayavaram Passenger .. ..      | Nedumbalam.                   |
| 642                      | Conjeeveram-Madras Passenger .. ..       | Perungalattur Halt.           |

## STOPS CUT OUT:

| TRAIN NO. & DESCRIPTION. |                                    | STATION.                                                                                                          |
|--------------------------|------------------------------------|-------------------------------------------------------------------------------------------------------------------|
| 316                      | Bangalore-Madras Passenger .. ..   | Tiruvelangadu.                                                                                                    |
| 561<br>&<br>562          | Madras-Cochin Expresses .. ..      | Wallajah Road and Mailpatti.                                                                                      |
| 12                       | Madras-Bombay Express .. ..        | Puttur and Rayalcheruvu.                                                                                          |
| 11                       | Bombay-Madras Express. .. ..       | Kosgi, Kuppal, Rayalcheruvu, Puttur, Nagari and Trivellore.                                                       |
| 442                      | Renigunta-Madras Passenger .. ..   | Villivakkam and Perambur.                                                                                         |
| 1151                     | Gudur-Villupuram Passenger .. ..   | Peyanapalli.                                                                                                      |
| 618                      | Cuddalore-Madras Passenger .. ..   | Perungalattur Halt.                                                                                               |
| 773<br>&<br>774          | Dindigul-Olavakkot Passenger .. .. | Muthalamada, Minakshipuram, Anaimalai Road, Gomangalam, Pulankinar, Maivadi Road, Kanakkanpatti and Reddipalayam. |

## THROUGH SERVICE CARRIAGES INTRODUCED:

| Departure From      | Arrival at          | Trains to which attached. | Class of accommodation. |
|---------------------|---------------------|---------------------------|-------------------------|
| Dharmavaram .. ..   | Renigunta .. ..     | .. 1146 and 1160 .. ..    | Third.                  |
| Renigunta .. ..     | Dharmavaram .. ..   | .. 1159 and 1145 .. ..    | Third.                  |
| Bhimavaram .. ..    | Kurnool Town .. ..  | .. 1199 and 261 .. ..     | Third.                  |
| Kurnool Town .. ..  | Bhimavaram .. ..    | .. 262 and 1194 .. ..     | Third.                  |
| Madras Egmore .. .. | Salem .. ..         | .. 603 and 814 .. ..      | Third.                  |
| Salem .. ..         | Madras Egmore .. .. | .. 897 and 604 .. ..      | Third.                  |

## TRAINS CANCELLED:

| TRAIN NO. AND DESCRIPTION. |                        | Station Departure.      |          | Station Arrival. |          |
|----------------------------|------------------------|-------------------------|----------|------------------|----------|
|                            |                        | H.                      | M.       | H.               | M.       |
| 503                        | Parcel Passenger .. .. | .. Calicut .. ..        | .. 8 55  | Cannanore .. ..  | .. 12 30 |
| 504                        | .. ..                  | .. Cannanore .. ..      | .. 13 00 | Calicut .. ..    | .. 16 45 |
| 518                        | Passenger .. ..        | .. Calicut .. ..        | .. 21 23 | Shoranur .. ..   | .. 00 40 |
| 571                        | .. ..                  | .. Chalakkudi .. ..     | .. 21 00 | Shoranur .. ..   | .. 23 40 |
| H. 107                     | Local .. ..            | .. Madras Central .. .. | .. 18 22 | Rayapuram .. ..  | .. 18 41 |
| 1146                       | Passenger .. ..        | .. Pakala .. ..         | .. 20 25 | Renigunta .. ..  | .. 22 40 |
| 1145                       | .. ..                  | .. Renigunta .. ..      | .. 03 00 | Pakala .. ..     | .. 05 40 |
| 637                        | .. ..                  | .. Tambaram .. ..       | .. 13 14 | Chingleput .. .. | .. 14 07 |
| 638                        | .. ..                  | .. Chingleput .. ..     | .. 20 45 | Tambaram .. ..   | .. 21 50 |

MADRAS,

27th September, 1954.

M. C. SIVASANKARAN,

Chief Operating Superintendent.