

1379

THE
RAILWAY ACCOUNTANT

*A Monthly Journal devoted to
Railway Accounts, Audit & Finance*

Published on the 15th of every month
11 JUN 1956

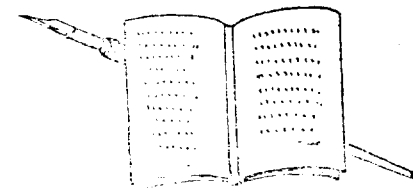
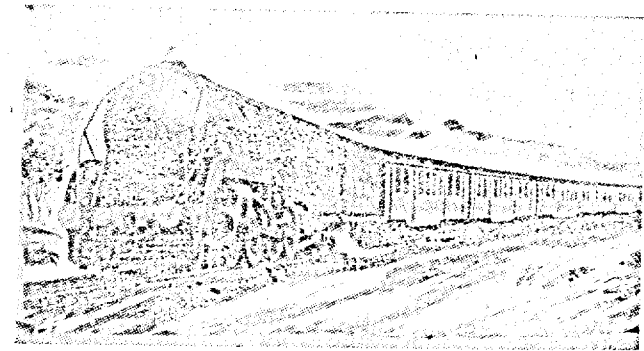
Vol. III No. 2

MAY 1956

MADRAS

Re. ONE

1379
2-56



Edited & Published by:

L. V. GOPALAN, B.A., B.L.

Retd. A. A. O., M. S. M. Ry.

14, Balakrishna Road,

Mylapore, Madras-4

3L
X 415:8F-2, N54
N56-3-2
194395

Payable in Advance : Annual Rs. Ten. Half-yearly Rs. Five.
or Groups of Twelve* Subscribers Annual Rs. 96.
or Libraries, Institutes, etc. : „ Rs. 9.

* Four only for Examination Candidates. (Rs. 32)

EDITORIAL NOTICE

Contributions are invited to this Journal on matters pertaining to Accountancy, more particularly of Railways. Every such contribution must be signed as a guarantee of good faith, even if not intended for publication. They may be in the form of Notes or short paras or fuller articles.

Manuscripts and photographs, if any, sent therewith, if not accepted for publication, will be returned only if the sender so desires and encloses the usual stamped and self-addressed envelope.

All contributions should be addressed to the undersigned so as to reach him not later than the 30th of a month for inclusion in the next month's Journal, which is published on the 15th of every month.

The Managing Editor does not hold himself responsible for the accuracy of the news supplied by correspondents or for opinions expressed by Contributors.

Remittances may be made by M.O.s., Indian Postal Orders or Cheques. Remittance by cheque on a Mofussil Bank should include Bank's Clearance charges, usually annas ten.

All communications, contributions, subscriptions, advertisements etc., should be addressed to

The Managing Editor,
"The Railway Accountant"
14, Balakrishna Road, Mylapore,
MADRAS-4.

CONTENTS

	PAGE
EDITORIAL :	
TRAINED PERSONNEL	37
APPENDIX II-A EXAMINATION 1956	38
CONTRIBUTIONS :	
RAILWAY BUDGET	39
COMPARISON BETWEEN RAILWAYS IN INDIA AND ABROAD	41
JOB COSTING IN RLY. WORKSHOPS	45
RESEARCH IN ACCOUNTING	48
INDIAN RLYS. UNDER THE SECOND FIVE YEAR PLAN	49
ESTIMATES COMMITTEE REPORT	51
SUBJECTS OF MOMENT	52
RAILWAYS IN PARLIAMENT	54
NEWS, NOTES & COMMENTS	55
STUDENTS' CORNER	62
PERSONNEL	64
REVIEWS	65
C. R. B's MESSAGE	67

ACKNOWLEDGMENTS

The following Journals and Magazines have been received since the last issue

Northern Railway Magazine—April 1956
Western Railway Magazine—April 1956
Chartered Accountant—April 1956
Southrailnews—April 1956
Railcoach—April 1956
Indian Railway Gazette—May 1956
Accountants' Journal, New Zealand—Mar. '56
Central Railway Magazine—April 1956
Central Railway Newsletter—1956
Indian Railways—April 1956

Australian Accountant—March 1956
Careers & Courses—May 1956
Wednesday Review—W. E. 2-5-1956
Railway Herald—W. E. 9-5-1956
Monthly Railway Statistics
(Rly. Board)—
Educational Review—April 1956
North-Eastern Railway Magazine—1956
Current Events—May 1956



THE RAILWAY ACCOUNTANT

(A Monthly Journal devoted to Railway Accounts, Audit and Finance)

14, BALAKRISHNA ROAD, MADRAS-4.

Vol. III

MAY 1956

No. 2

Trained Personnel

The Railway Board have felt the need for training new recruits to the Accounts Department of the Railways in order to equip them with sufficient basic knowledge of Departmental Rules and Procedure to enable them to render useful service to the Administration. They have accordingly issued orders in April 1955—over a year ago—prescribing some details of the courses of training to be undertaken by each Railway. The Course covers, besides Departmental rules, Elements of Book-keeping and Practice in Precise & Drafting. The orders envisage an alround knowledge of the instructor who is to undertake this work of training. Tests are also prescribed periodically to ascertain the extent to which the students have utilised the instructions.

The theory, as far as it goes, is sound, but there are bound to be snags at various stages. First of all, non-availability of suitable staff for taking up this instruction work is itself a great handicap. We might find a few capable men who possess an alround knowledge, but their capacity to instruct might be wanting. There might again be people who may be good teachers, but whose knowledge may not be sufficient to undertake this work. It is a combination of thorough knowledge and capacity to instruct that is required. Furthermore, the instructor should be a good psychologist. He should be able to appreciate the deficiencies of the student, and tackle them in an adequate manner, so that the student can eventually be made a good asset. It is certainly very necessary to see that every recruit who is passed through the training course is made a valuable asset, since the administration is spending a lot of money on acquiring the asset, in the shape of salaries etc., to the Instructor and to the recruits themselves. There are also several other aspects that will have to be considered in this connection. A suitable outline of the various topics in which the candidate is trained should be available to him at least for refreshing himself. The student should be encouraged to *listen* to the instructions in the class very carefully and to prepare his own notes. He should be made to write out every week a report of what he has learnt and submit the same to the Instructor for check-up. Such a course would have the definite advantage of making the candidate take an interest in learning; while at the same time it will enable the instructor to find out to what extent the candidate requires pulling up, if need be. In fact, such a self-examination by the student, supervised by the Instructor, will be helpful to the student and to the Administration.

Another aspect that would have to be considered is the methods of procedure adopted on other Railways and to pool experiences for the greatest benefit of all the staff. Of course, relative intelligence of the staff in the various places will play a big part in such discussion of experiences; but nevertheless, such a pooling of experience has decided favourable advantages.

Yet another aspect which may also be considered in this connection is the possibility of adopting available resources from outside active service people, so that a further element of efficiency may be introduced in this scheme of training. An outsider certainly feels that it would be to his advantage to turn out as efficient a staff as possible and would, therefore, endeavour to do his level best in the training allotted to him. Such an incentive might not always be present when instructors are selected from among the regular staff of the Administration. This aspect requires much more consideration than what can be given to it in this small article; and if the idea finds favour with the authorities, further consideration might be taken up by them at high level.

In regard to capacity for training, the experiences of recognised private instructors might be exploited to favourable advantage. The fact that they have been in the line and have proved their capacity in the direction of training is itself sufficient justification for consideration of their being utilised in this scheme of departmental training.

We shall revert to this subject in greater detail sometime later.

Appendix II-A Examination 1956

Several of the papers set for the above have been the subject of appeals by Examinees; and our own views are given below :

Book-Keeping : The questions set went out of the prescribed portions and nearly five of them were from Chapters XIII to XV & XVII. Since the candidate had to answer five against the balance of four, many candidates were greatly disappointed. We feel that there is urgent necessity for the Board to conduct a re-examination in Book-keeping.

Precis Writing & Drafting : In view of the general educational qualifications of the examinees, this paper also seems to be a little above the standard. At any rate, the language of the paper may have been easier. The Question on Drafting may have been worded in simpler language, without the use of words like 'commissariat arrangements', etc.

General Rules & Procedure : Some questions require lengthy answers, e.g., 2, 7, 9, 11, etc. Some limitation might have been fixed in each question, so as to reduce the time required for answering.

Goods (Optional) : The use of an uncommon term like 'Onward Paid' in a Balance Sheet upset the candidates considerably. If it was a printing mistake, the Examiner has to take note of this in valuing the papers.

We thus feel more than ever the need for a careful scrutiny of the Examination papers by a suitable Supervisory Board before they are finalised for printing.

APPENDIX III-A* EXAMINATION : The results of the above Examination, held in December 1955, have, we regret to note, not been published by the Rly. Board, as we go to the Press on the 10th May.

Ed., R. A.

Railway Budget

(BY K. V. IYER, Retired C. A. A. ex-M. S. M. Railway)

Frequently has the demand been made in the Houses of Legislature that the accounts of commercial concerns run by the Government should be kept on commercial lines and that Balance Sheets and Profit and Loss accounts should be periodically prepared and presented.

As every one who has anything to do with commercial accounting knows, the first essential, apart from its form and framework, is a correct appreciation of the distinction between capital expenditure and revenue expenditure. Briefly stated, the former comprises all expenditure on all initial works and assets and additions thereto and the latter all expenditure incurred on maintaining and running and achieving its objective. Further, as a charge against revenue an allowance is authorised under the Income Tax Rules based on the estimated lives of the several classes or categories of assets, the total of such allowances being shown under the head Depreciation Fund on the Liabilities side of the Balance Sheet or as a deduction under Assets as prescribed in the new Companies' Act. Such provision is intended for replacing the original asset when the need arises. And no Income Tax Officer will allow an extra item of charge against revenue in working out the net profit of a concern.

The above distinction is ignored to a considerable extent in Railway accounting. For instance, it has been the practice to charge minor items of expenditure of a capital nature to revenue under the heading New Minor Works and the limit for such works used to be the same both on the Railways and in the P. W. Department, viz: Rs. 200 several decades ago. This limit has slowly gone up and whereas it now stands at Rs. 2,500 for instance in the Madras Irrigation Department, it stands at Rs. 25,000 on Rail-

ways, a limit unconscionably large, even after making allowance for the rise in prices.

As regards the allowance for depreciation on Railways i.e., for credit to the Depreciation Fund, the sum total based on the several classes of assets was found to average, some years ago, one-sixtieth of the total capital expenditure and on a total of Rs. 800 crores, the allowance would be about Rs. 13 crores. In the Convention Resolution of 1949, the contribution was fixed at a minimum of Rs. 15 crores. This was slowly raised in the following years and for the year ending March 1955, it was placed at Rs. 30 crores. Though the Convention Resolution of 1954 fixed the figure at Rs. 35 crores, the Revised Estimate for 1955-'56 makes a provision of Rs. 45 crores, a figure justified only in the context of the Second Five Year Plan.

Another debit to revenue is by credit to a Development Fund to be utilised on expenditure on passenger amenities, labour welfare, railway projects, necessary but unremunerative, improvements to goods sheds etc., all of which are of a capital nature but not capable of adding directly to the revenues of the Railways. Compare this practice on the Railways with what has been introduced in the State Budgets for 1956-'57, vide Madras and Bombay Budgets in accordance with the instructions of the Government of India and the blessing of the Auditor-General, that works that satisfy the definition of capital expenditure "may be debited to Capital instead of to revenue since they leave behind assets of a lasting nature".

In the diverse ways described above, the net earnings of the Railways are attenuated and a plea is set up for the enhancement of rates and fares. For

example, the net receipts of the Railways according to the Revised Estimates for 1955-56, before making allowance for Depreciation is Rs. 90.74 crores which as Dr. Mukherji pointed out in the debate on the Budget works out to more than a 10 per cent return as against Rs. 36.16 crores payable to General Revenues as dividend or interest. The corresponding figures for 1956-57 are Rs. 107.66 and 39.67 crores respectively.

When five years ago, the Indian Railway system was divided into six zones the mileage under direct State management came to be more than twice as much as when the Railways were partly under State management and partly under Company management. There arose the need for strengthening the Railway Board and instead of this being done, the appointment of the Chief Commissioner of Railways was abolished and the Member in charge of Engineering was designated Chairman and called upon to take the extra duties. The view was at the time expressed by me that "it appears to be open to serious doubt whether the abolition of the appointment is a wise step which will be justified by the course of events." This observation has been amply justified. The step was perhaps taken at the time to get over a temporary hitch in the manner of cutting the Gordian knot. Wiser counsel has now prevailed and on the advice of the Estimates Committee it has now been decided to strengthen the Board by the appointment of four additional Officers above the rank of the present Directors, one of whom will be in charge of Civil Engineering and another of Mechanical Engineering and so on. This manner of strengthening does not appear to go far enough. Considering the outlay which is contemplated under the Second Five Year Plan it appears appropriate that the Officers in charge of Civil Engineering and of Mechanical Engineering should both be full Members of the Board. It may be

recollected that for several years, there was a full Member of the Board in charge of Mechanical Engineering.

It is stated that the working of the narrow gauge lines in the plains is under review and it may be possible to formulate a long term policy spread over 10 to 15 years for their rehabilitation or conversion to the gauge of the contiguous railway system. Its earlier consummation is desirable, the time limit suggested by the Railway Minister being not only modest but safe as compared with his previous prognostication of the conversion of all metre gauge lines into broad gauge.

When the zonalisation was carried out the Officers, then serving on the Railways owned by the Indian States which were taken over, were also taken over. From the commencement, a grievance of many of them has been that their position *vis a vis* their confereres in the Government service was not properly fixed nor their rates of pay suitably determined. The Railway Minister has stated that at long last the problem is nearing a solution. As it is essential for the satisfactory working of the railways that the loyalty and the willing co-operation of the Officers no less than that of the staff should be secured, the solution must be such as will meet the legitimate claims of the Officers, have retrospective effect to the extent necessary and wash out the feeling of grievance.

In the Railway Minister's thoughts, the objective of reducing class distinctions pops out now and again like King Charles's head. In announcing the intention of the Government to abolish the existing third class and to rename it second class, he has expressed his trust that "the people travelling in the present second class would welcome closer contact with those travelling in the present third class. He has admitted elsewhere in his speech that there is no prospect of the present over-crowding in the third

class being ameliorated and if on the top of this congestion, he has in mind the introduction of return tickets at a fare and a third, it must apparently be in furtherance of his policy of promoting closer contact.

In accordance with an earlier pronouncement, it is stated in the Budget speech that it is proposed to introduce a vestibule fully air-conditioned fast train service which would have only two classes between Delhi on the one hand and Bombay, Madras and Howrah on the other and that to start with, the service will be weekly or bi-weekly. This is apparently to meet the needs of the members of the Central Legislature. If the fare for the lower class be fixed considerably lower than that for the higher in this train service, the scramble for the lower class tickets will be heavy

and one should not be surprised to hear of illicit trading in them as used to be the complaint in the War years when the numbers of tickets to be issued to the public was arbitrarily fixed for each train.

It is also proposed to introduce as an experimental measure a special service for the quick transport of consignments in wagon loads or in smalls. The consignments will be carried in a guaranteed time on the payment of a small percentage on the normal freight. It is further stated that the extra charge will be refunded if the guarantee is not fulfilled and the consignment is not carried within the guaranteed time. In such circumstances it would be fair not only to refund the extra charge but also allow a rebate on the normal freight.

Comparison Between Railways in India and Abroad

[The following paper on the subject was written by Sri L. A. Natesan, Economic Adviser, Ministry of Railways, Government of India, in connection with the Railway Week 1955. The statistical information contained therein would be of very great assistance in the study of railway travel in India and abroad.

Ed., R. A.]

The Indian Railway system is the largest in Asia and the fourth largest in the world. It is also the world's second largest nationalised railway undertaking. Despite this leading position, India has much leeway to make up. What is the route mileage per 1,000 square miles and per 100,000 of population in India? How do travelling habits in India compare with those in foreign countries? Answers to this and other similar questions are provided in this article.

With a total route mileage of 34,705, the Indian Railways form the largest rail transport undertaking in Asia, and the fourth largest railway system in the world.

With only some 550 miles of narrow gauge lines worked by private companies, the system owned and operated

directly by Government is the second largest among the nationalized railways in the world the first being the U.S.S.R. Railways. Among the railway systems in Asia the Indian Railways are also the largest, the Chinese and Japanese Railways following as the second and third in point of the route mileage.

The following table brings out a comparison of the railway system of India with certain other foreign railways:

Route Mileage of Indian and some Foreign Railways

India	34,705
Japan	12,456
China (Appro.)	19,000
Burma	1,787
Pakistan	7,082
U. K.	19,151
Canada	41,158
U. S. A.	2,24,816
South Africa (1953-4)	13,413
France	25,600
Australia (1953-4)	26,633

The comparatively leading position occupied by the Indian Railways should not obscure the fact that considering the area of the country and its population, the extent of railway development is low.

LOW RAILWAY DEVELOPMENT

A glance at the railway map of the world suffices to indicate the extent of rail transport in the country and of the scope for further development in this regard. This is brought out even more clearly by a comparison with some of the advanced countries of the world. Expressed in relation to the area of the

country, India has only 27 route miles per 1,000 sq. miles, as compared with 74 in U. S. A., 204 in the United Kingdom, 12 in Canada, 120 in France and 87 in Japan.

Yet another measure of judging the adequacy of the transport system is to express it in relation to the population of the country. The route mileage in India is only 9 per 100,000 of population, while the corresponding figures are 138 for U. S. A., 37 for U. K., 272 for Canada, 60 for France and 14 for Japan.

In making a comparison of this kind allowance should, however, be made for the variations in the density of population from country to country, the vastness of the territory served and the extent of industrialization, the availability of alternative means of transport, etc.

HIGH PASSENGER USAGE

Considering the low ratio of mileage, the transportation work done by the Indian Railways, as measured by the passengers carried, passenger miles, freight tons moved and freight ton miles effected, does not, however, suffer by a comparison with the railways of other countries, as may be seen from the figures for 1954-55 presented in the following table:

(In Thousands)

	Passengers carried	Passenger miles	Tons carried	Ton miles
India ..	1,300,224	38,649,312	115,117	27,018,637
U. K. ..	991,193	20,712,000	283,498	22,089,487
Canada ..	27,388	2,753,951	133,544	56,550,048
U. S. A. ..	439,356	29,283,008	2,297,996	549,258,800
France ..	500,300	16,509,801	165,528	25,404,036
Japan ..	3,546,995	51,919,012	147,152	24,717,872
S. Africa ..	275,039	Not available	62,445	15,234,600

An examination of the figures in the above table would show that the only railway to record a higher figure under passenger traffic is the Japanese National Railway. The lower figures of

U. S. A. and Canada are to be ascribed to the fact that the automobile accounts for the bulk of the passenger transportation in these countries.

The position in respect of freight transportation is somewhat different. The low figures of the tonnage carried on the Indian Railways as compared with the other railways, except those in South Africa, is indicative of the lag in the industrial development of the country.

PER CAPITA RAIL TRANSPORT

The extent of improvement that one may look for in rail transport, both passenger and freight, in this country in the future may be indicated by a com-

parison with the statistics of certain other countries of the world.

From the figures summarized in the table below, it would be seen that the rail journey per inhabitant in India was 103 miles in a year, as against 408 in the U. K., 599 in Japan, 385 in France, and 180 and 181 in U. S. A. and Canada respectively. On the goods side Indian Railways handled per capita only 72 ton miles, against the high figure of 3,722 and 3,382 in Canada and U. S. A. respectively. The corresponding figures for U. K., France, Japan and South Africa are 435, 593, 285 and 1,158.

	Per Capita (1954-55)		Per Capita (1954-55)	
	Passengers carried	Passenger miles	Tons carried	Ton miles
India ..	3.5	103	0.307	72
U. S. A. ..	2.6	180	14.149	3,382
U. K. ..	19.5	408	5.582	435
Canada ..	1.8	181	8.789	3,722
Japan* ..	40.9	599	1.697	285
France ..	11.7	385	3.887	593
South Africa* ..	20.9	Not available	4.748	1,158

* Relates to 1953-54

A study of these figures clearly indicates the leeway that has to be made up and the scope for further development.

TRAVEL HABIT

Another point worth considering here is the proportion of the per capita income spent on rail travel. The following table presents for the year 1953-54 a compari-

son of the per capita national income, per capita expenditure on rail passenger travel and the proportion which the latter bears to the former. For easier comparison, the respective national currencies have been converted into their equivalent Indian rupee value at the prevailing official rates of exchange.

Countries	Per capita national income	Per capita expenditure on rail travel	% of col. (3) to col. (2)
	Rs.	Rs.	
Australia ..	4,373	49	1.1
Canada ..	6,238	27	0.4
France ..	3,323	40	1.2
India ..	284	3	1.1
Italy ..	1,421	15	1.1
Japan ..	910	18	2.0
South Africa* ..	1,293	16	1.2
U. K. ..	3,880	30	0.8
U. S. A. ..	9,100	25	0.3

* 1952-3.

From an examination of the above figures it is quite clear that the propensity to spend on rail travel of an average person in India is not any less than that of his counterpart in other countries. The proportion spent on rail travel in India, namely 1.1 per cent of the per capita national income, compares quite favourably with that in most of the other countries, the only country to record a higher figure being Japan. If we take into account the low figure of per capita national income in India, the intensity of the desire for travel in India should be deemed to be much more than is reflected by the proportion spent on rail travel. This again should be sufficient to indicate the scope for further increases in the expenditure on passenger travel with a rise in the national income.

PER CAPITA EMPLOYEE OUTPUT

Another interesting basis of comparison is the employee ratio in regard to

transportation output. There is no suitable common unit in which one may express the transportation handled in respect of passengers and goods. But for purposes of a general comparison, the number of passengers, passenger miles, tons and ton miles may be expressed as averages per employee.

The output per employee of rail transportation thus expressed for Indian Railways and for certain foreign railways for 1954-55 may be seen in the Table below. The averages show that with the exception of Japan, the output per worker, as measured by the number of passengers carried per employee and passenger miles per employee on the Indian Railways, compares quite favourably with the ratios of the foreign railways. The same claim cannot be made in respect of goods traffic and the position here is that the Indian figure is the lowest of all the countries both in respect of the average tonnage and ton miles.

Volume of Transportation work done per Employee in India and certain Foreign Railways (1954-55)

	Passengers carried per employee	Passenger miles per employee	Tons carried per employee	Ton miles per employee
India ..	1,342	39,882	119	27,880
U. S. A. ..	412	27,506	2,158	515,878
U. K. ..	1,717	35,885	491	38,271
Canada—National Rly. ..	150	12,373	667	276,435
Pacific Rly. ..	109	14,726	623	271,824
Japan* ..	7,938	116,192	329	55,317
France ..	1,290	42,566	429	65,498
S. Africa* ..	1,409	N. A.	320	78,040

N. A. Not available

* 1953-54.

LOWEST CAPITAL INVESTMENT RATIO

It should, however, be noted here that the productivity of a worker is also determined by the extent of capital equipment provided to aid him in his work. This is generally brought out by the average investment made in an industry per employee. The more elabo-

rate and technically more efficient the tool, the greater the efficiency of the worker and his production per man-hour.

The ratio of capital investment affords an important clue to the index of productivity of labour and of the standard of the technique in the industry. Disparities in the employee averages of capital investment may be seen from the follow-

ing table for 1954-55. It should be added that these figures are likely to be affected by past financial policies, over-capitalization, reorganization, writing-off of dead investment, etc., so that only a

broad and general comparison can be made of these statistics. But the averages do convey an idea as to one reason at least why the output in terms of freight traffic moved per employee is so low.

Country	Capital-at-charge per employee in rupees
India ..	9,008
U. K. ..	35,007
U. S. A. ..	145,575
Canada—National Rly. ..	111,702
Pacific Rly. ..	95,429
S. Africa (1953-4) ..	24,110

The figure of capital-at-charge per employee is the lowest on the Indian Railways. Railway operation by its very nature is capital-intensive rather than labour-intensive. The figures appear

to suggest that the Indian Railways may at the present stage of development profit substantially from a rise in capital investment per employee.

Job Costing in Railway Workshops

BY S. NATARAJAN, *Accounts Officer, Southern Railway*

A large number of components, fittings etc. required in connection with the repairs to Locomotives, Carriages and Wagons are manufactured in Railway Workshops and kept at debit of Capital Stores Suspense 9500. These are issued to the shops as and when required on Issue Tickets. For the purpose of effective control over the manufacture of such articles, a system of costing called 'Job Costing' is in vogue in most of the Indian Railway Workshops. It is called 'Job Costing' since the costs for each work order issued for the manufacture of such articles, are recorded separately and analysed under the various operations involved in the job and its essential feature is the estimating in advance of the time that should be spent and the materials that should be used and the systematic comparison of the results of *Actual Performance* with such Estimates. This system of costing enables the

Railway to find out whether the employees yield full service and whether waste is prevented or at least minimised.

2. When a new standard part is to be manufactured for stock purposes, the drawing as finally approved would be received in the Production Office. The Planner and Rate fixer working under the supervision of the Production Engineer should adopt the following procedure:—

(1) whether any alterations to the design are required in order to cheapen the cost of production;

(2) the section and length of materials required for making one part should be recorded;

(3) the details of various operations and types of materials on which parts are to be

made, should be set out, estimated time for each operation being fixed on the best data either available or obtained for the purpose ;

(4) the jigs, fixture or special tools required should be decided on ; and

(5) the number of parts to be manufactured should be decided.

3. All orders for newly designed parts, that have not previously been stocked, should emanate from the Progress Office. When a part to be manufactured is a Stock item, the Stores Officer catering to the needs of the Workshops is responsible for arranging for recoupment as soon as the Stock reaches the fixed minimum, allowed to fall without a recoupment order. Generally it covers the period (procurement cover) between the date of recoupment order and the date of expected supply. This is done with a view to ensure a continuous supply of stores to the consuming Departments and thereby avoid hold up of Works arising from Stock collapse. Maximum represents the lowest quantity that can be recouped at a time after providing that Stores are never less than the prescribed minimum. Maximum and Minimum limits for items manufactured in Railway Workshops are fixed in consultation with the Works Manager of the Shops concerned, taking into consideration the time taken by the Workshops to complete any recoupment orders placed on them.

4. The document which shows the various operations involved in the manufacture of an item, the standard time set for each such operation, the machines that should be used, for each such operation, the particulars of jigs, tools etc., required for this purpose is known as "Operation Sheet" in the Cost Accounting Terminology. By a constant and continuous analysis of the several phases of the job, it should be possible to improve on the existing standards and such improvements are always incorporated in the Operation Sheet.

5. When there are a number of operations, a useful plan is to issue an Operation Code in

order to avoid the writing on each occasion of the details of each operation. An index letter or number for each operation is used and each letter stands for the particular operation indicated in the operation card : for example the alphabet 'D' stands for Drilling, "F" stands for Forging and so on. These Code words are incorporated in the Operation Sheet in the order of sequence of operations involved in the manufacture of an article.

6. On receipt from the Stores Department of an order or requisition for manufacture of stores, the Progress Office will immediately refer to the Operation Sheet, and place orders direct on the Shops for the manufacture of those items which have been manufactured previously. Where the item has not been manufactured before, the necessary examination should be made and the procedure ordering for drawings and the "Operation Sheet" should be adopted.

7. The Progress Office deals generally with three kinds of job Orders which are referred to as

- (1) Part or P Orders.
- (2) Group or G Orders.
- (3) Repair or R Orders.

(1) *Part Orders* : Work Orders under this P series are issued when the items to be manufactured and stocked as single parts either for issue as such or as components for G Orders. For example, injector cones are made on Part Orders and placed in stock and issued either to replace worn-out cones or for fitting into injectors assembled on assembly order (G orders.)

(2) *G Orders* are issued for each item requiring the assembling of fittings for completed parts and the actual cost charged to stores.

(3) *R Orders* : All worn out fittings that are worth repairing should be repaired on R orders. The cost of R Orders should finally be checked with the cost of similar new fittings made on P or G orders with a view to find out

whether the repaired fittings do not cost more than similar new fittings.

8. *Operation Time Sheet and Job Time Sheet* : Separate Operation Time Sheets will be issued by the Progress Office for each operation on machine by one operator while separate Job Time Sheets will be issued for hand operators and for machines that require several operations.

9. *Booking of Time* : In an efficient costing system, the time spent on each operation is the foundation upon which the costing is built. It is most important that these Time Records should be accurate and for this purpose time recorders are invaluable. On completion of each operation, the Time Sheets should be correctly filled in and forwarded to the Machine Shop Progress Office for making up the "Gantt" Boards, usually maintained there for regulating the load on individual machines. After this is done, the Time Sheet should be forwarded to the Progress Office. The completed operation is recorded on the key copy of the Progress sheet in the Progress Office. When all the operations are completed, a comparison of the actual time for each operation should be made with that set in for each such operation and any variations should be investigated with a view to the revision of the standard, if necessary.

10. *Materials* : Under the costing system, the Foreman of the shop who commences the first operation will draw the materials required for the manufacture of the products and he cannot draw more quantity than what is specified in the progress sheet.

11. *Inspection* : When the last operation of a part is completed, the Machine Shop Progress Office should despatch the finished parts accompanied by the last Operation Sheet to the Inspection Department. After inspection, the Final Time Sheet should be signed by the Chief Inspector and forwarded to the Progress Office. The finished products should be sent to Stores accompanied by 'materials supplied to Stores' form.

It will be noted from the above that the control over materials and labour for the costing orders is such as there cannot be any room for waste.

12. *Cost Accounts Records—Cost Sheet* : The Cost Sheet is a document on which is assembled, the detailed cost (Labour, Stores and Oncost (overhead) being shown separately.) It covers the whole field or record of productive activity. A separate Cost Sheet is maintained for each Work Order. From the Issue Notes received with the daily Summaries from Stores Accounts Office, the items of Stores supplied should be posted in the Cost Sheet against corresponding items noted thereon by the Progress Office.

13. *Direct Labour Charges* should be posted from the Time Sheets. If an Order is not completed within the month, the posting relating to that month should be noted on the reverse of the Cost Sheet in respect of labour and oncost. Oncost charges are worked out as pre-determined percentages on direct labour.

14. On receipt of the last Operation Time Sheet for an order, the cost of labour should be worked out by the Progress Office and forwarded to the Cost Office. This would be a signal to the Accounts Office of the completion of the job. The cost of direct labour intimated by the Progress Office should be compared with that recorded on the Cost Sheet and all discrepancies set right before working out the final cost. The total cost of the Job would represent the (1) Direct Labour (2) Direct Material and (3) Works Oncost.

15. *Reconciliation of Cost Sheets with Financial Accounts* : As the Financial Accounts and the Cost Accounts are based on the same total expenditure, it is necessary to reconcile the final results shown by the two accounting systems. In the Workshop General Register, the total debits on account of Labour, Material and Oncost booked in a month will be recorded under the Caption, P, G or R Order, called the Main or Control Work Order. The total debits (Labour, Material and Oncost)

booked in a month under each series of the Costing Orders should be collected under a Main Work Order bearing the same Caption viz. P, G or R Order, as the case may be, in the Cost Sheets. The totals of these two sets of records should be reconciled before advising the Final Cost of the completed Jobs to the Works Manager through his "Cost Card." The Cost Card will show the particulars of the cost of manufacture of the same articles at different periods under Labour, Stores and Oncost separately, the quantity manufactured on each occasion and the unit cost with particulars of the number of wasters on each manufacture. The Cost Card will be posted from the particulars available in the Cost Sheet. This Card would enable the Works Manager to see if there is any improvement as successive orders pass through the Workshops. This Card would also be used for fixing the pre-determined flat rates for Workshop manufactured items for Stores Stock.

16. In accordance with the practice on the Indian Government Railways, flat rates are fixed every half year by the Mechanical Dept. for Workshop manufactured items governed by the above Job Costing system. Therefore the book average rate or the Ledger Rate will be the same as the Price Lists rates in force from

time to time. With the half-yearly revision of rates wherever necessary, revaluation of balances in Stock will be made and the differences arising from such revaluation will be adjusted to Stock Adjustment Account Part III under a separate heading titled "Adjustments on account of revision of rates for Workshop Manufactured items." The total amount thus collected under this Head each half-year will be cleared finally by debit or *Minus* debit to the heads "Under or Over Charges," Repairs and Maintenance in Working Expenses Abstracts B, C or H, as the case may be. The general rule against writing up of the value of Stores purchased and kept in stock does not apply to items of Stores manufactured in Workshops.

17. The materials manufactured in Workshops on the Costing Orders referred to above are also priced at flat rates in force as per the Price Lists in force from time to time. The difference between the flat rates at which the materials are returned to Stock and the actual cost of manufacture on Job Orders remaining at debit or credit of the Workshop Manufacture Suspense Accounts will be cleared monthly or periodically to the Final Heads of Account to which the differences on account of revision of flat rates are adjusted from the Stock Adjustment Account—Vide para 16.

Research in Accounting

Accountancy is never a static subject, but a dynamic one. As circumstances change, the accounting methods also must be remodelled. The object of accountancy is primarily to help the management of any Industry or enterprise or institution to furnish such undertaking with such advice as would enable it to appraise the situation accurately at any time and thus enable it always to keep on the path of progress. Accounting knowledge, therefore, requires to be replenished from time to time, just as any other wasting asset. For this

purpose, therefore, research in accounting should be a regular feature, methods would always be essential and it should be a regular feature rather than sporadic.

With the expansion schemes of Railways in India, as in the other Departments of Government, it is evident that the need for research in Accountancy is all the more emphasised. What with the urgency of the works and with the manifold varieties of objectives of expenditure, the accountant should follow up and endeavour to assist the Executive as quickly

and as correctly as possible. Both the Executive and the Financial Adviser are integral parts of an undertaking and unless they work hand in hand, the maximum useful result cannot be obtained.

Research has been well provided for on the operation side and as is evident from the proceedings of the Parliament recently, provision has been made for continuing such research to a much greater and greater extent, though there has been a criticism that still much more remains to be done than what has been done. It is thus obvious that, as in other fields of research the extent of research in Accounting methods and Financial aspects must also be developed. It is rather an uneasy feature that the Financial Adviser is almost always regarded as an obstacle to the smooth movement of the Executive. But far from it, it is possibly the absence of the correct approach to the subject and more so, the absence of mutual understanding of each other's view-points, that give rise to this apparent anomalous position.

There is thus need for the formation of a Coordinating Sub-Committee, including Executives and the Financial Advisers, so that they can deal with day-to-day problems in their various aspects and arrive at methods by which the two apparently opposition elements can be brought closer together and thus help in the common weal of efficiency and economical management of any undertaking.

In view of the heavy outlay on Railway developments under the 2nd Five Year Plan in India, this is a very opportune time for bringing about this very happy compromise between the Executive and the Accountants in a manner by which neither need yield his position but yet both can cooperate. Research, therefore, in the various methods of work suited to the local conditions should necessarily infuse confidence into the minds of the enthusiastic executives and it is earnestly hoped that very soon a time will come when *esprit de corps* will prevail supreme.

(Contributed)

Indian Railways under the Second Five Year Plan

Mr. J. K. Galbraith, Professor of Economics of the Harvard University, has given his impressions of India's economic Plans in a Report. In this connection, he has commented upon the proposed huge Foreign investment of Rs. 425 crores for the development of Indian Railways. In the context of Indian economy, three aspects on Railway Investment have to be borne in mind according to him: First, the general nature and reliability of estimates on investment requirements in this industry; second, whether the Indian Railways should plan to accommodate all traffic they are offered or whether there are investment economies for the nation in the transfer of some of the business to other carriers; thirdly, whether investment has been planned and reviewed with a

view to effecting maximum economy in capital outlays for the task to be performed.

As in every country, he feels, Indian Railways have also an inextinguishable hunger for Capital. In the running of a Railway, capital and labour or even capital and good management are substitutes. Indian Railways had a long period of capital starvation during the depression and war years. There is, however, a considerable range on any system, within which management and organisation can be substituted for investment and the traffic handled with considerable expedition. It is, therefore, important that this substitution be carried out as far as humanly possible. The reason for increase in passenger traffic in India between 1938-39 and 1954-55 is obviously the

relatively low prices of Railway travel, as compared with other modes of transport. To cope with the increased passenger traffic, the Indian Railways have so far allowed overcrowding, but propose, under the 2nd Five Year Plan, to provide a 15% increase in passenger train services, in addition to the extensive replacement of existing coaches and locos.

Since travel can be the most urgent, and also the most frivolous, of expenditure, it is obvious that India cannot offer to give excessive support to cheap travel.

Among the numerous suggestions for discouraging passenger travel, Mr. Galbraith has suggested the following :

1. Reduction or abandoning of all concessional fares and excursions to promote travel.
2. Passenger train schedules to be reviewed from the standpoint of minimising equipment usage, e.g. preferring more coach miles to more passenger convenience, when increase in passenger fares can be avoided thereby.
3. Fare schedule to be increased with concessions for categories of needy travel, such as travel occasioned by reasons of health, family tragedy, livelihood, pilgrimage etc.

Attention should also be given whether some of the rail passenger traffic cannot be shifted to other carriers at lower investment costs, e.g., short distance traffic to parallel road routes, short-haul goods movement to roads. It is thus necessary to have telescopic rate structure with high rates for short distances.

Mr. Galbraith also suggests examination of the Railway Investment Policy from the following points of view :—

Whether labour can be substituted for investment in the performance of the perspective transport task even if at a higher cost. Secondly, whether there are alternative types of investment, which would be far more effective to economise total investment outlay, e.g. yard improvements which would speed up handling and afford effective equalisation, of rolling stock, would be a good investment ; but not those which would merely reduce labour cost.

Lastly, whether the investment is economising in regard to imported, as compared with domestically produced, capital supplies.

The next few years being those of special stringency in India and thereafter steel, electrical equipments, heavy engineering products and the like being available from Indian sources, there is a great need for examining heavy investment on Railways immediately, with particular bearing on the Foreign balance and whether the investment should provide for the long pull or the short pull.

[The above is extracted from an article in *The Hindu* of the 24th April 1956.

The suggestions deserve very careful consideration, as they represent perspective fit to be handled in the financial situation now in India. It is hoped that the Expert Committee of American Engineers, who are now touring India, will bear in mind the view-points of Mr. Galbraith also, when drafting their Report. Whatever the Experts from Foreign Railways may say, it is obvious that Indian Intelligentsia should also apply their minds carefully to this vast problem of investment with a view to improvements in various directions and scrutinise carefully both the short term and the long term policies in their various aspects and come to a conclusion in which the future Citizens of India will be able to accept the verdict to be given now as the soundest investment to the Indian economy.

It may be mentioned here that "The Hindu" has Editorially commented on Mr. Galbraith's views from the historical standpoint. While admitting that all practical economies may be adopted, it is pointed out that the Indian passenger or transport-user may not easily reconcile himself to inconveniences merely because he is not charged for additional conveniences. It is further pointed out that the alternative methods of transport referred to by the Economist are still not existent in India and that private enterprise in this direction has been very limited owing to excessive taxation and the ever present threat of nationalisation. It is clear, therefore, that the circumstances in India are not very helpful for the favourable acceptance of the Economist's approach to the expansion of Indian Railways by curtailing further capital investment.

Editor, R. A.]

Estimates Committee Report On the Ministry of Railways for 1955-'56

Ticketless Travel :

Some of the suggestions of the Committee to eradicate ticketless travel were extension of magisterial checks to States where they do not exist at present ; extension of propaganda against ticketless travelling and institution of awards to the honest ticket checking staff.

Leakage in Revenue :

Misdeclaration and under-weighment were two important items involving considerable leakage in Railway Revenues. The Committee recommended that the Railways must maintain statistics to show the extent of misdeclaration and under-weighment existing on the Railways and the extent of the loss incurred thereon and take suitable action in the light of these statistics.

Revision of Railway Freight Structure :

The Committee's suggestions were : (1) the freight structure should be such as to ensure financial stability of the Railways ; (2) subject to the above, it should be such as to give some consideration to the cottage and newly developing small scale industries ; (3) it should also give some consideration to the export and import traffic.

This should also take into account movement of traffic with a view to avoiding undue congestion at major Ports.

Railway Rates Tribunal :

In order to accelerate disposal of cases, a suitable simplified procedure may also be evolved and the Headquarters of the Tribunal may also be located at some central place (other than Madras) easily accessible to all.

Rate Registers :

The Committee suggested introduction of Rate Registers soon after the Government took a final decision on the recommendations of the Railway Freight Structure Enquiry Committee. It was also suggested that the Railway rates should adequately cover costs of providing special types of wagons. The ques-

tion of revising the present minimum weight condition should be examined afresh with a view to securing maximum utilisation of the increased capacity of the wagons.

Air-Conditioned Class :

It should be investigated to what extent air conditioned class or first class was being substituted by other classes.

Compensation Claims :

The machinery for the settlement of claims needed to be geared up further. Though the value of claims paid during the year had shown progressive decrease and though the average time taken in the settlement of claims had also shown progressive reduction from 72 days in 51-52 to 61 days in 54-55, there was still a case for further improvement. Some of the suggestions made by the Committee for reducing compensation claims were :

- (1) permitting owners to put their own locks on full wagon-load consignments ;
- (2) proper handling of goods ;
- (3) introduction of mechanised handling devices at big stations ;
- (4) improvements in the existing stock of wagons ;
- (5) prevention of transit thefts ; and
- (6) quick and safe transit of goods.

Tourism :

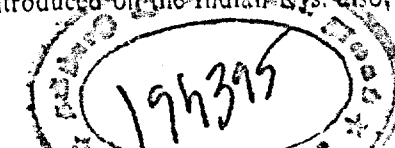
The Committee felt that there should be more liberal provision of 3rd Class Tourist cars and tourist special trains than hitherto.

Passenger Concession :

It was suggested that the question of introduction of concession similar to the family concession system prevalent on the French Railways might be considered by the Railway Ministry.

Fraudulent Use of Blank Card Tickets :

Owing to the frequency of such fraudulent use it was suggested that the system of blank card tickets prevalent on the Soviet Railways must be introduced on the Indian Rys. also.



Subjects of Moment

Promotion of Class IV Staff in lower grades to higher grades

The Railway Board have held the view that academic qualifications that stand prescribed for direct recruitment should not be made applicable for promotion; and that while certain minimum standard of literacy is essential, this need not mean the possession of certain academic qualifications which an individual cannot conveniently obtain after having entered service, but can be achieved by checking up that they possess the requisite standard of literacy by making them sit for a written qualifying examination. There should, however, be no attempt to grade the relative merit of the candidates. Everyone, who qualified in this test, and thereby becomes eligible for promotion, should be promoted in the order of seniority.

Reckoning of Officiating pay for the purpose of special contribution to P. F./Gratuity

In reckoning Officiating pay for the purpose of special contribution to P. F./Gratuity at full rates after two years' continuous officiating service, the Railway Board have ordered that it can include four months' leave with allowances, but would not include any leave beyond that period.

(R. B. No. F (E) 56/PF-8/4 dated 11-4-1956.)

Recruitment for Class IV Staff

Railways may notify to the Employment Exchange all vacancies that arise but candidates supplied by such Exchanges should not be shown any preference for employment.

(R. B. No. E56 RC1/19/3 dated 11-4-1956.)

Inclusion of T. A. Claims in regular Salary Bills

The proposal to include T. A. Claims in salary Bills has been negatived by the Railway Board with the result that the existing practice

under which T. A. Claims are received and checked separately will continue.

(R. B. No. 54AC 11/21/7 dated 6-4-1956.)

A Railway Officer for Lok Sabha Secretariat

The President has sanctioned the appointment of Sri A. S. Rikhi, Secretary to the General Manager, Northern Railway, as Deputy Secretary, Lok Sabha Secretariat, for a period of one year on certain specific terms and conditions. He will deal with questions on Railway matters.

(R. B. No. E55 FO 2/36/2 dated the 30th March 56.)

Filling of Non-Selection Posts

Non-selection posts will be filled by the promotion of the senior-most suitable employee, the suitability whether of an individual or a group of employees being determined by the authority competent to fill the posts on the basis of the record and/or departmental tests, if necessary.

(R. B. No. E56 PM1/12/3 dated 22-3-1956.)

Control of Railway Training Schools

Each of the major Training Schools on every Railway should be placed under the supervision of a senior scale Officer under the administrative control of one of the Dy. General Managers and not attached to any specified Department. A small committee of selected Heads of Departments should function as the *Control Body* for the training School and such a body should be set up on each Railway. The Senior Dy. General Manager should be the Chairman of this Committee.

(R. B. No. E56TR1/6/3 dated 21-3-1956.)

Settlement of P. F. Dues

Welfare Inspectors should contact each employee well in advance of his retirement in

order to ensure that each one of them has submitted his declaration regarding settlement of P. F. dues. A concerted and intensive drive should be conducted to make the staff conscious of the necessity of these declarations.

(R. B. No. E55 PF1/58/3 dated 16-4-1956.)

Powers to refund or remit wagon registration fees

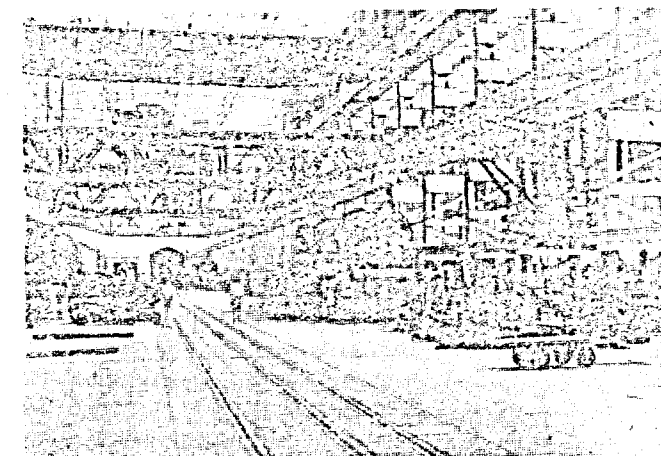
G. Ms of Indian Railways are authorised to refund or remit wagon registration fees, otherwise than in accordance with the relevant rules, upto a limit of Rs. 10,000/- in each case in special circumstances, on merits of individual cases.

The powers to grant refunds or remission can be delegated to the subordinate officers subject to suitable monetary limits, but not to an officer below the rank of a senior scale officer. Also the rules regarding Accounts concurrence will apply as in the cases of remission or refund of wharfage and demurrage.

(R. B. No. 2907—TC/55 dated 11-1-56.)

Re : Statement of misclassifications (Annexure to Appropriation Accounts.)

The Railway Board have decided that items of misclassification between detailed heads of accounts, falling under the same sub-head of grant, should also be included in the statement of misclassifications.



A general view of one of the Assembly Shops at C. L. W., Chittaranjan.

THE EDUCATIONAL REVIEW

(Established 1895)

Every School, College & Library Should Subscribe

Annual Subscription Rs. 5/- only

Hon. Editor: Sri A. N. PARASURAM, M.A.

Assistant Editor: Sri M. C. KRISHNAN

Publisher: Sri M. R. SAMPATKUMARAN, M.A.

16, Sunkuwar Street, Triplicane, MADRAS 5.

Railways in Parliament

Electric Coaches for India

Mr. O. V. Alagesan, Dy. Minister for Railways, disclosed in the Lok Sabha on the 20th April 1956 that a Japanese Firm had offered to manufacture multiple units of electric coaches, in partnership with an Indian firm in Calcutta, and that as these coaches would not be ready for sometime, some multiple coaches would be imported from Japan for use on the Calcutta Railways, when they were electrified.

Diesel Engines

Mr. Alagesan further stated that the question of manufacturing Diesel Engines in the Chittaranjan Loco Works is under the consideration of the Government.

Implementation of Estimates Committee's Recommendations

On a directive by the Speaker of the Lok Sabha, Mr. Alagesan agreed to place on the Table of the Lok Sabha, a statement from time to time as to which of the recommendations made by the Estimates Committee had been implemented.

Air-conditioned Trains

Mr. Alagesan stated that three fully air-conditioned trains were under construction and it was proposed to run these trains from Oct. 1956.

Overcrowding of Suburban trains

Mr. Alagesan stated that the Report of the Committee which went into the question of overcrowding of suburban trains in Calcutta, Bombay and Madras, was submitted to the Government in the 2nd week of April 1956.

This Report was placed on the table of the Lok Sabha on the 2nd May 1956. The chief recommendations therein are :

(1) Railway Administrations having larger concentration of staff might, with a view to setting an example, examine the implications of introducing staggering in working hours in their own offices and the effect of this step on the traffic.

(2) Creation of space for standing passengers : About half the space should be taken up by seats and the balance made available for standing, except on short runs on the Kurla-Mankhurd branch of the Bombay suburban system and the Santragachi-Shalimar branch of the Calcutta suburban system, where only standing room should be provided.

(3) The number of classes on the steam-operated sections should be reduced from three to two as on the electrified sections.

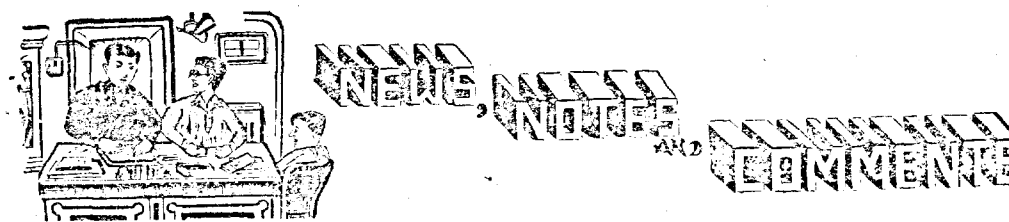
(4) All ladies' compartments should be abolished and only a certain number of seats should be reserved for ladies.

(5) Lavatories in steam-worked suburban railways should be removed or their number should be kept down to an absolute minimum of one or two per coach.

(6) Engines should be provided at either end of the train facing in opposite directions so that the train could be driven in whichever direction it was required to be moved. A number of such trains should be introduced to ply backwards and forwards within the area of excessive overcrowding.

Taking over of B.P.L. Railway

Mr. Alagesan told Mr. Tushar Chatterjee in the Lok Sabha that the Central Government did not propose to take over the Bengal Provincial Railway of West Bengal, which closed down for traffic on the 28th March 1956. Alternative transport arrangements would be considered by the West Bengal Government.



Calcutta—Darjeeling Railway Line

West Bengal had requested the East Pakistan Government to open a Railway Passenger Train Service from Calcutta to Darjeeling through the East Pakistan territory, as it was much shorter than the present service via India. It is learnt that Pakistan rejected the request.

employees to put in greater efficiency and work with whole-hearted devotion.

The occasion was made use of by the Railway administration to distribute certain prizes in appreciation of the initiative taken by some Members of the Staff.

Survey of a 150-mile Railway Line in Rajasthan

The Railway Board has sanctioned a Traffic and Reconnaissance Engineering Survey for a B. G. or alternatively M. G. Line between Dungarpur and Ratlam via, Banswada - a distance of about 150 miles. The Survey has to be carried out by the Western Railway. This proposed line is to benefit the undeveloped 'adivasi' tracks of Rajasthan, besides passing through regions rich in minerals and natural resources.

Fraud by Misdeclaration

We cull the following information from one of the recent issues of the Indian Railway Gazette :

A consignment of eight cases was described as containing medicines, while booking it on the old E. B. Railway. In the course of its transit at the destination station, from the train to the Parcels Office, one of the cases accidentally dropped to the ground and broke open exhibiting only bricks. Thereupon, a close watch was arranged to be kept for consignments from the same firm subsequently. When, a further consignment was received a few days later, described again as medicines, the Police broke open a case and discovered

Efficiency on Railways

Presiding over the Railway Week's Celebrations organised by the Social Services League of the Southern Railway, Sri S. K. Mukerjee, Chief Commercial Superintendent, Southern Railway, appealed to the Railway Staff to work devotedly and with greater efficiency.

Mr. Mukerjee stated that though the total mileage of American Railways was six times that of Indian Railways, the Indian Railways carried more than thrice the number of passengers than the American Railways last year. The obvious reason for this was that while in America, the bulk of the passengers freely used road and planes for their transport, in a poor country like India, it was not possible to provide such amenities. Mr. Mukerjee further added that the purpose of the celebrations was to focus attention of the public on the importance of the Railways and that the general public can enjoy the real benefit only if the employees worked with greater devotion and helped the authorities in the successful implementation of the 2nd Five Year Plan. They should also remember that large scale industrialisation of the country can be achieved only through sound and efficient system of administration and therefore exhorted the

again bricks. A case was then registered against the firm, which was subsequently convicted.

The object of such action on the part of the firm was obviously to blame the Railways for substituting bricks for medicines and then obtain damages therefor from the Railway. Such cases have been heard of rarely but none the less they are indicative of unconscionable fraud committed by Consignors, and require deterrent action.

Wagon Erection Plant at Vizag

The construction of a wagon erection plant designed to assemble 750 BG wagons every month is nearing completion at Vizagapatam. This is located inside the Port area - about one and a half miles from the main docks. - and the plant is expected to go into production very shortly. The South Eastern Railway has set up the plant and provided the requisite yard and permanent structures like gantries. The Contractors (a Calcutta firm) who have been given the work of assembling the wagons are supplying compressors, mobile cranes and other machinery. The wagons (about 8000) both covered and open, are being imported in a semi-knocked down condition from Japan, U. S. A., U. K., Australia and Poland, against the Railway's own procurement programme as well as under International Technical Cooperation Schemes.

Manufacture of Loco Components for Indian Railways

While laying the Foundation Stone of the Indian Locomotive Component Works at Manduadih four miles from Banaras, on the 23rd April 1956, President Rajendra Prasad said that though Indian Railways were in existence for over a hundred years, India was all along importing not only complete Locos, but even components worth crores of rupees, from abroad. Under the plans now well on, schemes were implemented to manufacture

locos, as well as parts, to cope with the increasing passenger and goods traffic.

Closure of B. P. L. Railway

It is understood that the West Bengal Government has asked the B. P. L. Railway to voluntarily liquidate owing to the serious losses that the Railway has been incurring for a very long period. This Railway covers an area of 400 sq. miles in the Hooghli & Burdwan Districts. To make up for this loss in Service to the Public, it is learnt that the Government of W. Bengal has been considering the improvement of roads in the area, so as to run Bus Services in substitution.

Celebration of Railway Week - 10-4-56 to 16-4-1956

In order to educate the travelling public, *en bloc*, the Railway devised several slogans inviting them "to help Railways to serve you better." These dealt with subjects like ticketless travel, growing misuse of the emergency alarm chain, advantages of queuing up; need for greater cleanliness and sanitation in Stations and trains etc. Several social programmes calculated to provide opportunities for closer contact among all classes of Railwaymen were also organised by the several Railway Administrations.

On the 16th April, the concluding day, the Railway Minister, Shri Lal Bahadur Shastri, stated, at the New Delhi Station Opening Programme, that the purpose of celebrating the week was to create a new enthusiasm and a new spirit amongst the Railwaymen who have been working under great strain because of the complicated and strenuous nature of their duties.

He continued: "It would, I am sure, create a sense of privilege and affinity on the part of the Railwaymen to be associated with a great organisation to which they belonged. I, therefore, hope and trust that the Officers and everyone else will join hands to make the week

a success. This is a golden opportunity of a free meeting between the workers and the Officers. When they gather together, mutual regard and a comradeship for each other would be developed, so that there is always the element of goodwill between them in their day to day activities."

In respect of the impressive and commodious New Delhi Station opened by the President, the Minister stated that there were many special features which the public would appreciate. The difference in the matter of amenities between the different classes has been reduced to the minimum in respect of waiting halls etc., and the dormitory type of retiring rooms would be a great boon to the people, visiting Delhi; the charges being very reasonable for the conveniences provided.

The President took this opportunity of presenting Certificates of Merit to ten Railway men - one from each of the Zonal Railways, Chittaranjan Loco Works and the Integral Coach Factory and the Railway Boards' Office - who have been selected for their outstanding work in the various Departments of the Railways.

The Chairman, Shri G. Pande, stated "The important objectives of these celebrations are to focus public attention on Railway problems as they affect Railway users and to enlist public cooperation in their solution, intensify campaign among Railwaymen for rendering better service to the public and to inculcate *esprit de corps* among the Railway staff. This is a week of rededication for Railway Men. It is an effort towards improved public relations and better behaviour towards the public."

them was usefully spent and that there was no shortfall in expenditure. He continued: "The first and perhaps the most important thing is to fight and resist delays at each and every point. There should be a sense of urgency in us and a keen desire to play one's own part of the work at the earliest whether it be on the open line or in the Office. These delays cut at the very root of our efficiency and a new spirit is, therefore, to be shown in tackling both big and small things at a faster pace. If there is slackness, it ends in dissatisfaction and leads sometimes, to corruption as well. While emphasising the necessity for discipline, he condemned strikes as improper and indefensible, particularly when they related to trivial matters. After dealing with the responsibilities of Railways under the Second Five Year Plan, he stated: "During the current Financial year—1956-57, we have budgeted for a record expenditure of 193 crores under Works, Machinery and rolling stock programme etc., out of which Rolling stock alone accounts for 88 crores, new lines for 19 crores, track renewals for 57 crores and machinery and plant for five crores." He hoped that they would be left in peace to carry on in order to discharge these heavy responsibilities and expressed his faith and trust that everyone of the Railwaymen would go ahead in all earnestness with the task allotted to him and that they would show a real and burning desire to work devotedly for the Railways so that they may fulfil their vital role in the around economic development of the country.

Ways & Means to carry More Traffic on Indian Railways

The Central Government of India have made arrangements with ten American Surveying Engineers to tour the Indian Railways for studying and recommending ways and means of increasing transport of traffic on the Indian Railways. This team arrived at Madras from Calcutta on the 19th April 1956 for a two-day visit. Two top ranking officials of the Rail-

In his Radio Broadcast on the 15th April 1956, Shri Lal Bahadur Shastri stated that the Railway Week should be utilised for organising among the Railway men competitions for better output of work. He called upon the Railways to ensure that every pie allotted to

way Board accompanied this team. The specialists visited the Madras Harbour and discussed with the Port authorities schemes for the expansion of Railway facilities at the Harbour and plans for its development. They also visited the Southern Railway Loco Works, Carriage Works, the Integral Coach Factory and the Marshalling Yard at Tondiarpet.

The specialists are to suggest steps by which more traffic can be carried by Railways, such as doubling of tracks, adopting of better signalling methods, increasing the workshop capacity etc. They will also find out means of proper coordination between Rail and sea traffic. Their preliminary report is due to be submitted to the Government of India in about three months, after which detailed survey will be undertaken under the direction of the Ministry of Railways. The Team's Headquarters are at Secunderabad Dn. and it is headed by Mr. Caral Holm Quist.

After inspecting yard facilities at Vijiawada on the 21st April, the team left for Secunderabad on the 22nd April '56.

* * *

Hindi for Official Documents

A very important step in the use of Hindi for Official documents has been taken by the Railway Board by publishing in Hindi two volumes of the Annual Administration Report for 54-55, Vol. II containing Works, Machinery and Rolling Stock programme for 56-57 and the popular Pamphlet "Indian Railways—54-55". These documents consist largely of tabular statements and statistics and cover 1500 pages of printed matter. With the publication of these volumes, the entire budget literature of the Ministry of Railways presented to the Parliament has now been covered by Hindi.

* * *

Quick Transit Service

Detailed procedure has been laid down for giving effect to the Quick Transit Service of goods both in wagon loads and in smalls with

effect from 1—4—1956 between Madras-Wadi Bunder, Madras-Shalimar and Madras-Delhi.

This is in pursuance of the Railway Board's prior proposal referred to in our previous issue.

Transit time to destination has been fixed and nominated loading has also been introduced. An extra fee, known as Quick Transit Charges, "Q.T.C." of Re. 0-0-6 per rupee on the total freight subject to a minimum of Re. 0-4-0 per consignment, is also leviable. A separate series of Invoices is issued for such bookings which will contain a stamp showing "delivery on or before....." This Q.T.S. invoice may be either paid or 'To Pay', according to whether the consignment is itself booked 'paid' or 'To Pay'. Name and full postal address of the sender has to be obtained on the Forwarding Note and reproduced on the Invoice and the R/R. These Q.T.S. Invoices will also be numbered separately. Separate delivery books are to be maintained for Q.T.S. Refunds of such Q.T.Cs. will be effected to consignees in the case of 'To Pay' consignments and to the Consignors in case of paid consignments, in case where the consignment has not been made available for delivery on or before the specified date. A special procedure has been prescribed for such refunds in case of paid consignments.

A periodical ten-day report of all such Q.T.S. consignments has to be submitted by destination station to the C.C.S., C.O.S., and the District or Divisional Traffic Superintendent.

* * *

Self-Sufficiency in Railway Equipment

The Railway Equipment Committee, (under the chairmanship of Shri G. B. Kotak,) recently met and finalised its report for submission to the Ministry of Railways.

The members of this Committee were Shris Amar Nath Agarwal, M.P., G. R. Damodaran, M.P., L. P. Misra, D. M. Sen, Muraji J.

Vaidya, K. Ramachandran, P. C. Kapoor, and Dr. B. D. Kalelkar.

The terms of reference to this Committee were published at page 300, Vol. I of this journal.

The Committee held over 20 meetings, and toured important centres throughout the country. In an effort to locate new production capacity, members of the Committee visited a number of factories, workshops and other production units in different parts of the country.

In the course of its deliberations, the Committee held discussions with representatives of several manufacturing firms, chamber of commerce and other commercial organisations, Government departments etc.

* * *

Decimal Coinage

The Government of India have decided to introduce the decimal system of coinage with effect from the 1st of April 1957. Details of this coinage have already been published on page 187 of the RAILWAY ACCOUNTANT. (September 1955)

* * *

Ticketless Travel

In the Report of the Estimates Committee on the Ministry of Railways for 1955-56, placed before the Lok Sabha on 30—4—1956, it has been stated that loss of earnings due to ticketless travel estimated at about three crores of rupees per year is a very conservative estimate and requires proper steps to eradicate such travel. The report states: "Apart from the monetary loss involved the fact that a large section of our people prefer to travel without tickets is an indication of inadequate civic sense. The Committee, therefore, feel that the Railways should take proper action to remedy ticketless travelling not only to increase their revenues, but also as a part of social education of the masses. It is not enough merely to take punitive action against the defaulters. It is also necessary to create conditions in which ticketless travelling would be

extremely difficult for anyone to indulge in. Civic sense should be inculcated at school by the educational authorities in the State which may be approached for this purpose by the Railway Ministry."

Arrangements for "way laying" trains and check of tickets by specially deputed staff are being widely tried and the remedial effect of such measures would require sometime to be evaluated.

* * *

Manufacture of Rly. Equipments

It is reported that a Railway Signalling and Tele-communication manufacture equipment and instruments will be opened at Podanur, sometime this year, in order to obtain a saving of about two lakhs annually for the Administration. This workshop will employ about 500 skilled artisans who would be readily available at that place owing to its being located close to numerous industrial and engineering establishments. Buildings and other facilities also exist at this place, as a large size workshop was located there prior to the opening of the Golden Rock Workshop.

* * *

Godavari Railway Station

A 1080' loop line has been laid at this station which has become a crossing-station from the 27th April 1955. Completion of this work just before the beginning of the 'Pushkaram' festival creates ample conveniences for the administration.

* * *

"Dry Charged" Battery

A new "dry charged" battery, made by Dunlop Rubber Australia Limited, is now available to Australian motorists. It is sold sealed and inert, and in under five minutes can be fully charged, ready for use. The battery has no acid in it until it is sold to the motorist. The acid required is contained in sealed unbreakable plythene bottles which have a special pouring spout. The vent plug seal is broken and the acid poured in to activate the battery.

Within minutes, it is fully charged and ready for the motor vehicle.

[Wednesday Review.]

New Building Technique

It is understood that Australia has recently developed a building technique by providing a concrete cavity panel, the cavity being adjusted to either 1½" or 5" as the case may be. It is anticipated that by adoption of this technique, which consists of having panels of 36" long and 15½" high, placed one on top of another and joined by steel rods, walls can be quickly constructed and that an average sized house can be finished in seven days. It is also claimed that this block can withstand pressure of 50 tons and that the building would be cheaper by 20%.

In view of the very stringent economy that is expected to be exercised in the use of available funds in the Second Five Year Plan and in view of the very numerous structures that are expected to be constructed to meet the various types of needs and also possibly with a view to provide for cooler buildings, which would be available by providing internal cavity, the above development in Australia may be probed further by Indian Engineers and used wherever necessary, particularly in the construction of small tenements for Class IV staff, with low roofs.

In tropical places, where great variations of temperature are noticed between seasons, this type of construction may also be found very useful.

Medical Cars

Information is to hand that the Central Railway has put on line a prototype of an accident-relief Medical Car for the BG Section. Designed by the Mechanical and Medical Departments of that Railway, this is the first of its kind in India. The car has its own operation theatre, furnished with the latest medical equipments to deal with major emergency surgery. The car provides stretcher arrangements for eighteen lying persons. The opera-

tion room has been designed to withstand vibration and shocks while the train is in



Interior of the new B. G. Medical Car showing the operation theatre in the background and the ward compartment in the foreground.

motion, so that operations may be carried on safely, even when the train is in motion. The car has its own sterilising equipment, a kitchen, hot and cold water flowing, and refrigerator. It is an ideal mobile hospital where even major operations can be carried out.

Members of the Railway's St. John Ambulance will also accompany the medical car in case of need, in addition to the normal complement of medical and nursing staff, who will all be potential blood-donors, in case of need.

Since, till now, in case of accidents only first aid could be given to those injured and the passengers had to be taken to the nearest Railway or Government Hospital for major operations or surgery, the introduction of the above medical car would obviate the delay which was inevitable and also provide greater accident relief to the passengers.

The Democratic Method

Prime Minister Nehru recently defined the democratic method as "a habit of the Mind, a way of doing things, a way of tolerance, a way of co-existence in the national sphere, also extended to the international sphere."

In his address to the annual conference of the All India Manufacturers' Organisation, Mr. Nehru said "Co-existence is the essential consequence of the democratic outlook. The person who rejects the idea of co-existence

rejects basically the democratic outlook. You cannot live in compartments, democratic in the house and not outside in the city or the country and *vice versa*. Many of us are very democratic in our politics and hopelessly undemocratic and reactionary in our domestic sphere."

Automatic Ticket Printing Machines

The use of the automatic ticket printing machines at busy stations (particularly suburban stations) is being extended on all the Indian Railways. It is understood that the experiments conducted with the machines have been found generally satisfactory and, although this will not result in any reduction in manpower by way of saving in Booking Clerks etc., there would be quicker issue of tickets with the aid of the machines, and to this extent it is both a labour-saving device and a passenger amenity. The booking clerks will have some spare time to attend to accounting and other work. The advantages of the use of these machines are:

(1) Large stocks of printed tickets need not be maintained, since each ticket is printed at the time of issue by the machine.

(2) The cost of paper tape tickets issued by the machines is cheaper than card tickets.

(3) The handing over and taking over of tickets by Booking Clerks becomes easy with the machines as there is no stock of printed tickets to be verified and taken over.

(4) The frauds arising out of issue of tickets *out of series*, will not arise under the machine system. Further, the date and hour of issue are printed on the paper tape tickets, thus minimising the possibility of re-sale of tickets.

(5) Where fares are revised, printed tickets with the old fares would become obsolete and there would thus be a wastage. On the other hand, if machines are used, there is no such question as there are no stocks of printed tickets at all. The only thing that would be necessary is to substitute new plates with new fares in the machines, taking out the old plates.

The use of the machines is not, however, without certain disadvantages. For instance, if there is a break-down in the machine, the issue of tickets will come to a stand-still, and to overcome this, some stocks of card tickets will also have to be maintained. For half tickets also, there is no provision in the machines, and so printed tickets will have to be used.

It has, however, to be remembered that these machines cannot be used in substitution for *all* printed tickets. These can be used for a limited number of stations to which tickets are in large demand. For other stations, particularly long distance stations, the regular card tickets should continue.

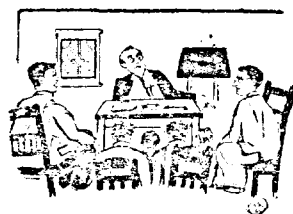
In most cases, the financial justification for the change over to the machines is rather feeble and it is presumably on this ground that the Railway Board have decided that the cost of these machines should be charged to Development Fund (1) - Amenities for Railway users.

Recruitment to Railway Services

Blindness in one eye is no longer a bar to recruitment to non-gazetted clerical cadre on the Indian Railways. The Medical Officer who examines such cases has been directed to take into consideration the possible effect of blindness in one eye on the soundness of his or her eyesight in the course of time.

Abolition of 2nd Class on Railways

As a first step towards the abolition of 2nd Class on the Indian Railways, such accommodation will be withdrawn from the 1st July 1956 from some of the smaller branch lines. Additional 3rd class accommodation will be provided instead to the extent possible. The coaches thus saved will be utilised to increase 2nd class accommodation on some of the remaining lines where there is need and where second class accommodation will continue for the time being.



STUDENTS' CORNER

(The following article appearing in the January 1956 Issue of the Accountants' Journal, New Zealand, will be read with interest by prospective Railway Accountants in India.

—Mg. Editor)

On Training to be an Accountant

W. S. GILKISON, F.P.A.N.Z.

ACCOUNTANTS are often considered to be born, not made. But however completely we are equipped by nature, there is room for a great deal of training and development if we are to justify our fullest promise. The most capable of accountants is obviously the one who combines natural ability with skilful training; conversely a thorough training may convert a very mediocre student into an accountant of substantially more than average ability.

There are two main elements of this accountancy training, and for best results they must be thoroughly and completely merged. One is *study and examinations*, the other is the learning of *practical accounting* in all its aspects.

Study and examinations, we agree, are of very great importance. These may be followed through at University, technical school, or other night schools; or may be taken purely by correspondence. The former has the possible disadvantage of involving time attending lectures, loss of time travelling to and from such lectures and so on, and the positive advantage of personal contact and association with many others who are doing similar work. The correspondence student does all his work at home, and unless he has a colleague with whom he can discuss things, he is on his own. The student in every case will have to decide for himself how he is affected by these various advantages and disadvantages and will make up

his mind how he is going to set about doing his work.

Practical accounting is education of a different class. Just as it might be possible to do the whole of the accountancy course and examinations, and pass them with fairly high marks, without knowing anything about accountancy; so it could be possible to spend many years in the office of a public accountant or working with a registered accountant in industry, without really grasping what was going on. The importance is that the one be complementary to the other. Under the wise guidance of a qualified man who both knows his subject and also can appreciate the limitations of the student mind, the accounting trainee can reap the full benefit from both his study and his practical accounting work and can develop his own accounting understanding.

Now what are the attributes of the young man (or, of course the young lady) who aspires to be an accountant? What sacrifices and self-denials are to be made? And what is the degree of self discipline which should be imposed? The last is perhaps the most important. The student who can discipline himself effectively will find he can also apply himself with concentration and understanding to all the problems that he encounters, both in theory and in practice. But perhaps we should consider in a little more detail some of the things which he should be specially bearing in mind.

Conduct

It has been said that the accounting student should be 'clean in person & quiet in dress' and this sums up his approach to many things. In most cases whether he is an audit clerk, an accounting assistant or a junior, he tends to be

a representative of his company or firm. Whether he aspires to professional life or a senior industrial appointment, he must remember that he is the accountant in embryo and he should act accordingly. This does not mean that he never has any fun, whether social, sporting or in his business life. But it does mean that he keeps a proper sense of proportion and keeps his eyes directed on the horizon ahead.

Expression

He must train himself in his methods of expression, both by word of mouth and the written record. It is no use his having brilliant ideas or a clear accounting understanding if he cannot express these to his hearers or readers. A course in elementary public speaking would be a great adjunct to any would-be accountant; not that he necessarily aspires to be an outstanding orator, but simply so that he can do himself justice when on his feet. Similarly practice and experience in report writing will stand him in good stead whatever the future has to offer. As part of this, and as part of his own self-discipline, he should take whatever action may be necessary to improve his own writing. Many accountants, many accounting students (and this certainly includes many examination candidates) certainly let themselves down by the standard of illegibility of their own records. We cannot all be model writers, but at least let us be able to be interpreted, otherwise our priceless gems may completely fail to impress our readers.

Logical presentation

As a logical follow-up from this is the necessity for neatness and logical presentation. A neat worker is usually a neat thinker, and a neat thinker will automatically adopt a logical form of presentation. Whether or not such

presentation comes naturally, it is worthwhile taking great care to develop whatever ability we have and to be ever improving our method of presentation.

Concentration

The next major attribute of the accountant in training is thoroughness and concentration. This is important for his study and examination work, it is no less important in his practical work. A student who has learned to concentrate will find that learning is easy, and that he will readily do himself justice in his examinations. Similarly, the accounting trainee who is thorough and can concentrate on the job in hand, instead of having his mind wandering to a dozen other topics, will find that he does the job effectively and expeditiously, to the satisfaction of both himself and his employer.

Salary

A sordid matter perhaps, but an important one, is that of salary. The student who is ambitious, who aims to make real progress in the profession, is usually also the one who can see beyond the specious claims of immediate remuneration. It is good business on his part to sacrifice present income in order to invest in himself and to ensure greater satisfactions in his later career. The nature of those later satisfactions need not concern us at present—they may be in money or in his profession or to mankind. If in money, we may assume that the student has considered all the vexed questions of income tax and death duty and has decided that there is real net ultimate benefit to be won. The employer naturally is more disposed to help the student who shows clearly by his actions and his attitude that he is interested in achieving ability rather than in collecting a high immediate salary.

A moralist, addressing a youthful audience, thundered:

"Remember my young friends, when temptation comes your way, you must resist it—resist it!"

"I'd like to", said one of the listeners regretfully, "but I'm always afraid it may never come again."

Railway Board :

Sri R. E. Desa, Joint Director, Civil Engineering, Railway Board, reverted to the Northern Railway from the 20th March 1956.

Sri B. G. Ganguli, Dy. General Manager, Chittaranjan Loco Works assumed charge as Officiating Jt. Director, Civil Engineering, Railway Board, with effect from the same date.

Sri S. S. Vasist, Railway Adviser, has been appointed as the Chairman of the Standing Committee to keep in touch with New Developments in Railway Working.

Northern Railway :

Sri Sunder Lal, A. A. O. Northern Railway, is appointed to officiate as Divisional Accounts Officer in senior scale, Northern Railway, with effect from the 28th February 1956.

Central Railway :

Sri B. Natarajan, A.C.S., Junior Scale, will return from leave on 20th July 1956 and will officiate as Divisional Commercial Superintendent, Senior Scale.

N. E. Railway :

Sri S. K. Guha, Officiating Dy. Chief Commercial Superintendent to be promoted to officiate as Regional Superintendent in the intermediate administrative grade, with effect from 6-3-1956.

Western Rly. :

Shri D. R. Sanjana, Junior Accountant, Western Railway has been confirmed as A.P.O. from 26-8-55.

Shri A. C. Koppar, Offg. Asst. Regional Accounts Officer, Ajmer, is transferred and posted to work against the temporary post of

Senior Accounts Officer (Planning), Churchgate, with effect from 21-12-55.

Shri Kapurchand, Offg. Asst. Accounts Officer (G), Ajmer, is transferred and posted as Asst. Regional Accounts Officer, Ajmer, with effect from 10-12-55.

Shri N. C. Sen, Offg. Asst. Accounts Officer, on return from 13 day's leave on average pay, is reposted as Offg. Asst. Accounts Officer (Adm. & PF) with effect from 2-1-56.

Southern Railway :

Sri B. G. Balakrishnan, A.A.O., is promoted to officiate as S.A.O., w. c. f. 14-8-55.

Sri G. F. Penn Anthony, assumed charge as Dy. C.A.O. (G) from 1-4-56 on return from leave.

Sri T. N. Kuriakose, Offg. Dy. C.A.O. (G), reverted as S.A.O./W, PER, from 1-4-56.

Statutory Audit :

On return from leave, Shri S. L. Brahmachary A.A.S., has been posted as Deputy Chief Auditor in the Office of the Chief Auditor, Western Railway, Bombay with effect from the 20th February 1956.

Shri S. Ramadurai, an officiating Assistant Audit Officer in the Office of the Chief Auditor, Eastern Railway, Calcutta has been granted refused leave on average pay for 3 months and 24 days preparatory to retirement with effect from the 25th February 1956.

Shri K. C. Pal, a member of the S.R.A.S. of the Calcutta Circle of the Railway Audit Department has been appointed to officiate as an Assistant Audit Officer in the office of the Chief Auditor, Eastern Railway, Calcutta with effect from the 25th February 1956 until further orders.

Half the failures in life come from pulling one's horse when he is leaping.—Thomas Hood.

To see what is right and not to do it, is want of courage.—Confucius.

Reviews

"THE INDIAN RAILWAYS" A monthly Magazine published by the Railway Board, New Delhi—April 1956.

We welcome the first issue of this publication which has been published to synchronise with the celebration of the Railway Week 1956. The main object of this Magazine, as expressed by the Editor is to present to the public "an objective picture of the activities and problems of the Indian Railways, thereby widening the scope for mutual understanding between the General Public and the Indian Railways, which is a state-owned undertaking." In the words of the Chairman of the Railway Board, "the Magazine of this nature should fulfil the long felt need for a publication, which can make an authentic account of the manifold activities of the Indian Railways easily available to the public and also draw attention to their many problems in the solution of some of which, wide a measure of public understanding and sympathy can go a long way..."

The Magazine contains a number of important articles, specially prepared for the celebration of the Railway Week this year; and, in addition, some matters of current interest like the ECAFE Railway Sub-Committee's deliberations are also included.

The Magazine is printed on costly Art Paper with numerous illustrations so as to be very attractive to the public, whose patronage is solicited by the Editor.

The due date of publication of the future issues of this Magazine has nowhere been stated. Possibly, it may be about the 15th of every month.

In the Editor's Note on page 5, a Statement has been made that "unless specifically indicated to the contrary, nothing published in this Magazine should be assumed to have any official authority". Obviously, this statement applies to articles or material furnished by

individuals and not to material supplied by the Railway Board.

The Magazine starts with the Blessings and Good Wishes of top-ranking Officers, President downwards, and is bound, therefore, to have a progressive career of usefulness.

* * *

Ours is a family

We have received from the Railway Board a pamphlet under the caption "OURS IS A FAMILY". This pamphlet is more or less in the form of a personal communication from the Chairman of the Railway Board to all the one million Railwaymen and signed by him. An attempt has been made therein to describe the achievements of the Railwaymen during the first Plan period to emulate their efforts to greater success in the second Five Year Plan. Apart from several interesting illustrated statistics which the pamphlet contains, there are two features which particularly appeal to us as relating to heart searching of "The Railwayman". These we have published elsewhere in this issue and we trust that they will receive due attention from everyone concerned.

Ed., R.A.

* * *

PREM'S Law relating to Government Servants by Dualat Ram Prem, Senior Advocate, Supreme Court, New Delhi, published by Arora Law House, Ajmeri Gate Extension, New Delhi—(Pages 232). Price Rs. 16/-.

This valuable publication deals with the ramifications of law relating to Government Servants. The procedure of recruitment to the Civil Service in Britain, U.S.A., and Canada has also been briefly detailed. Case Law has been quoted abundantly and, what is more, even Government of India's decisions contained in official orders, memoranda, etc. issued by the different Ministries have also been quoted verbatim. A separate Chapter has been devoted to the legal position of Railway Servants and

this should be of interest to Railway Employees generally. It is pointed out by the Author that Rule 148 (3) and Rule 1702 of the Indian Railway Establishment Code are ultra vires the Constitution as they militate against Article 311 of the Constitution, quoting reference to *Faqir Chand v. S. Chakravarti* 1954-C. 566 and *Union of India v. Someswar Banerjee* 1954-C. 399. Presumably the Railway Board will issue necessary correction slips to the Code to conform to the provisions of the Constitution, as pointed out by the Courts. Extracts from Chapter XVII of the Establishment Code containing the Discipline and Appeal Rules relating to Railway Servants, and some paras of Chapter XX of the same Code have been given in the Appendices F,

G & H. The later amendments do not, however, appear to have been incorporated (for instance, Para 1709 of the Establishment Code has been revised, Para 1721-A has been newly introduced etc.).

There are some printing mistakes which, it is hoped will be corrected in the next revision of the book. For instance in page 19 "justifiable" should read "justiciable". In pages 22-23 the portion "citizens have the right to protection..." have been repeated. In page 35 the word "lien" in the penultimate line should read 'lieu'. The get-up of the book is good. The book should prove useful not only to Government Servants, Trade Unions etc., but also to Lawyers who have to deal with such cases. "X"

(Brought forward from page 67)

The Chairman has further set a daily exercise to every Railwayman on the assumption that within him are hidden reserves of energy, intelligence and capability which should be brought into the open:

"Do this Exercise Daily :

When you go to bed at night, ask yourself this simple question and answer it to yourself with all the frankness of which you are capable :

Could I have done my work better today? Have I done enough?

If your candid, honest-to-God answer is 'yes'; well — you have done your duty by your conscience and by your Family, the Family of Indian Railwaymen.

If, even faintly, your inner voice tells you that you *could* have done better — well, it is a good sign. It means that you are honest. Tomorrow you will DO BETTER.

Do not give the railways your second best. Give them your VERY BEST.

A country is prosperous only if its people are prosperous. A better India will mean a better *you* — and *your* children. Therefore, help the Second Plan to succeed, by helping the railways to fulfil their allotted role".

C. R. B's Message to Indian Railwaymen

Improving Efficiency in Work

The Chairman, Railway Board, has given the following 'musts' to every Railwayman for achieving greatest success in the Second Five Year Plan :



Get to your place of work five minutes before the official starting time — and START WORKING when it is starting time.



The time for gossip and idle talk, if you must indulge in it, is outside the official working hours. During working hours, give the railways your *honest best*.



The efficiency of individual workers adds upto the efficiency of a whole system. If your working conditions interfere with your efficiency, politely bring this fact to the notice of your superiors.



If you have any new ideas whether in your own sphere of work or outside it, please come forward and tell your superiors.

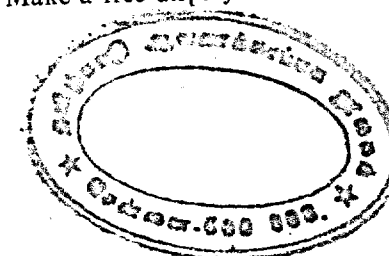


The equipment or the raw materials with which you work are public property. Please take good care of it as you would take care of your personal property. AVOID WASTE.



If your work involves dealings with the public, treat the public as a good shop-keeper treats his customers. COURTESY begets courtesy. It costs no money. Make a free display of it.

(Continued on page 66)



Books Published by and available with L. V. Gopalan
14, Balakrishna Road, Madras - 4.

Very few copies of the following are available:

APPENDIX III EXAMINATION

Compulsory Subjects: i.e., Book-keeping and General Rules and Procedure-Questions & Answers from 1950 to '54: Rs. 10/-. Questions and Answers for 1955 will be ready by the beginning of July.

Receipts Accounts: Questions & Answers from 1947 to 49 and 52 to 54: Rs. 15/-. Questions and Answers for 55 will be ready by August.

Books & Budget: Questions & Answers—1947 to 49 and 52 to 54: Rs. 5/4. Questions & Answers for 55 expected to be ready by August.

General Expenditure: Questions & Answers—1947 to 54: Rs. 7/4. Questions and Answers for 55 expected to be ready by September.

Questions—All Subjects

1954: Rs. 1—4—0.

1955: Rs. 1—4—0.

Railway Statistics: No. 297: very useful for Accounts and Traffic Departments Rs. 3—8—0.

GENERAL BOOKS

Precis Writing and Drafting—Graduated exercises—about 15 in each with Answers: Rs. 3—8—0.

Precis & Draft: Questions & Answers, SRAS—between 1940 and 1948: No. 80: Rs. 1—8—0.

Book-keeping—SRAS—Questions and Answers—1930 to 36: Rs. 2—8—0.
Questions only—1940 to 48: Rs. 1—8—0.

Principles of Accounting and Auditing: No. 98: Rs. 2—0—0.

Station Balance Sheet: No. 71: Rs. 1—8—0.

Station Inspection Manual: No. 72: Rs. 1—0—0.

Railway Frauds and Losses: No. 69-R: Rs. 1—8—0.

S. R. A. S. Parts I and II

Question papers available for a number of years: details on application.

APPENDIX II-A EXAMINATION

Books available under various categories. Details on application.

CAREERS & COURSES

(All-India Educational Monthly)

A compact review of the News, Short Biographies of Men in News, Advances in Science, Topics on Literature, Economics, Politics, History, Psychology, Art, Intelligence Tests, General Knowledge including Everyday Science, A Career For You, Book Reviews etc.

Write for a specimen copy enclosing a Re. 1 stamp

Subscription Rates:

Annual Rs. 9/- Single Copy Re. 1/-

For particulars re: publicity write to:

94, BAIRD ROAD, P.B. 319, NEW DELHI

*To Keep Abreast
of World Affairs*

**Read
Current
Events**

A Monthly Review of
NATIONAL &
INTERNATIONAL EVENTS

Useful for all
COMPETITIVE EXAMS.

Single Copy As. -/12/-
Yearly Rs. 9/-

The Manager
CURRENT EVENTS
FEROZEPUR CANTT. (P.B.)

Enrolment of Subscribers

Subscribers are requested to enrol more subscribers for the Journal and thus extend the scope of its usefulness to a much greater extent. Subscribers are also requested to prevent the use of Journals by *non-subscribers*, as this would mean depriving the Management of its legitimate revenue.

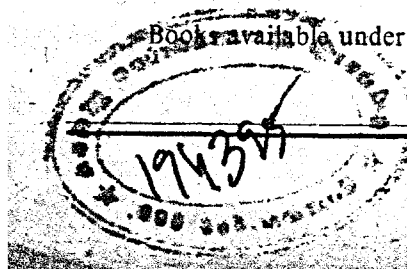
Old Volumes

A few bound copies of "The Railway Accountant" Volume I from May 54 to March 55 are available at Rs. 12/- per volume (inclusive of postage) to be sent in advance with the order. Stray copies of other issues from July 54 onwards are also available at Rs. 1—2—0 (inclusive of ordinary postage) to be sent in advance with the order: 8 annas should be added to the remittance if the copies are to be sent by registered post.

Copies of Volume II—April 1955 to March 1956—(Separate issues) are available at the same rate of Rs. 1—2—0 per issue. They can also be supplied as a bound volume at Rs. 12—8—0 per volume (inclusive of ordinary postage).

Note to Subscribers

Each subscriber has been allotted a fresh number to be quoted in future correspondence, if any. The month by which subscription expires is noted on the address-slip as usual.



2c
16

SOUTHERN RAILWAY

GODAVARI PUSHKARAM FESTIVAL

From 1-5-1956 to 2-6-1956

PUSHKARAM BATHING DAYS: From 22-5-1956 to 2-6-1956

As a facility to intending passengers to the Pushkaram Festival, return tickets at two single journey fares for second and third classes will be issued to Rajahmundry, Godavari and Kovvur, from all stations on this Railway situated within a distance of 500 miles from these stations.

The return tickets will not, however, be issued from Godavari to Kovvur and vice versa.

Also the return tickets for travel by Mail and Express trains on the Bezwada-Vizagapatam section will not be issued from Stations on the following sections. Only ordinary return tickets will be issued :

- | | |
|-------------------------------------|---------------------------|
| 1. Vizagapatam — Bezwada | (both stations inclusive) |
| 2. Masulipatam — Gudivada — Pezwada | („ „) |
| 3. Bhimavaram — Gudivada | („ „) |
| 4. Nidadavolu — Narasapur | („ „) |
| 5. Samalkot — Cocanada Port | („ „) |
| 6. Bezwada — Guntur | („ „) |

2. THESE RETURN TICKETS WILL BE ISSUED FROM 25-4-1956 to 2-6-1956 (BOTH DAYS INCLUSIVE) AND WILL BE AVAILABLE FOR COMPLETION OF RETURN JOURNEY AS INDICATED BELOW :

		Date of availability for completion of return journey by the midnight of —
(i) In respect of traffic of destinations upto 50 miles.	Second Day	following the date of issue or the date of commencement of the outward journey in the case of tickets issued in advance.
(ii) In respect of traffic of destinations 51 to 150 miles.	Third Day	following the date of issue or the date of commencement of the outward journey in the case of tickets issued in advance.
(iii) „ 151 to 250 miles	Fourth Day	„ „
(iv) „ 251 to 350 miles	Fifth Day	„ „
(v) „ 351 to 500 miles	Sixth Day	„ „

3. Children above 3 and under 12 years of age will be charged half the above fares.
4. Advance booking and reservation on these return tickets is permissible in the same way as for ordinary single journey tickets, but in no case the outward journey should be commenced after the midnight of 2-6-1956.
5. Break of journey will NOT be permitted on these return tickets.
6. No extension of the period of availability on these tickets will be granted.
7. For details, ask the Station Master concerned.

This festival occurs once in twelve years — Have Holy Bath in the Godavari.

Madras.

CHIEF COMMERCIAL SUPERINTENDENT.