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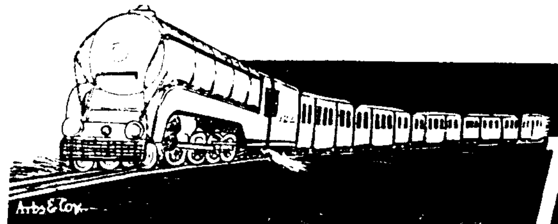
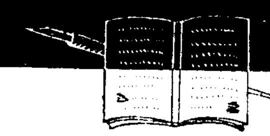


The RAILWAY ACCOUNTANT



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(With Budget Supplement)

CONTENTS

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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 28th 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.Os., 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

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I, L. V. Gopalan, hereby declare that the particulars given above are true to the best of my knowledge and belief.

Dated, 25—3—57.

L. V. GOPALAN,
Signature of Publisher.

Anniversary Messages

SRI A. K. CHANDA,
Comptroller & Auditor General of India.

I am glad to know that "The Railway Accountant" magazine will be celebrating its fourth anniversary next month.

This journal has done valuable work in presenting the viewpoints of both the Administration and the service personnel. I trust the journal will continue to fulfil its useful role in the years to come.

On this occasion, I send my felicitations and good wishes to the journal and its management.

New Delhi,
19th March, 1957.

SRI P. C. MUKERJEE
Chairman Railway Board.

I am glad that the "Railway Accountant" which started publication three years ago has proved very useful not only on the Railways but also among the general public, especially to students of Accountancy. It is also a matter of interest to note that although primarily devoted to matters affecting finance in general, the Journal is also publishing articles of technical and general interest concerning railways.

I wish the Journal every success.

New Delhi.
1st April 1957.

SRI S. S. GORE,

F. A. & C. A. O., Central Railway.

The "Railway Accountant" has been both instructive and informative for all those associated with Railway Accounts. I am more than certain that it will continue to do useful work and spread knowledge so essential for all those dealing with Railway Accounts.

Bombay,
14—3—1957.

SRI M. V. SESHADRI,

F. A. & C. A. O., Western Railway.

I am glad to learn that the RAILWAY ACCOUNTANT is entering its fourth year of publication. During this period, it has undoubtedly rendered great service in dissemination of knowledge to the Accounts staff and those interested in Accounts matters. The interesting articles by Contributors and the excerpts from the different magazines give food for thought to the Subscribers. The Railway Board's orders issued from time to time are made readily available for future reference. All these go to make the Journal a valuable asset to the Accounts Staff of the Indian Rlys.

On the occasion of the Anniversary Number, I wish the Journal all success.

Bombay,
28th March 1957.

SRI K. SRIKANTIAH,

Retired Deputy Chief Accounts Officer, Railways.

It is a matter of common knowledge that periodicals dealing with the technique, progress and achievements of Commerce, Industry and Science are available in plenty but we rarely come across a few journals presenting the peculiar problems and progressive changes connected with the Railway Accounts and Finance in India. I could recall the vicissitudes of a couple of magazines in this line started years ago in Madras and Calcutta under able guidance, floundering after sometime for want of sufficient encouragement.

There is a galaxy of brilliant I. R. A. S. and I. A. A. S. officers, retired and in Service, who are quite competent to conduct a Journal dealing with the various technical and commercial aspects of Railway Accounting in conformity with modern trends in India and outside. In view of the vast expansion and re-organization of the Railways in India under the Five Year Plan, the scope for a full and frank discussion of the numerous problems confronting the administration under the new democratic set-up is immense, and a Journal of the type of "The Railway Accountant" serves a very useful purpose in this regard inviting the co-operation and support of all officers and employees of the Railways.

It is very gratifying to find that my old and esteemed friend, Sri L. V. Gopalan, has taken upon himself since 1954 the onerous and highly commendable task of editing the monthly Journal "The Railway Accountant". The progress and achievements of this venture within a short spell of three years is noteworthy and deserves encouragement as the Journal is doing a distinctly useful service to the Railway Staff. I wish the Journal every success on the occasion of its Anniversary.

Bangalore,
27—3—'57.

The RAILWAY Accountant

14, BALAKRISHNA ROAD, MADRAS-4

EDITED & PUBLISHED BY L. V. GOPALAN, B.A., B.L.

A MONTHLY JOURNAL DEVOTED TO RAILWAY ACCOUNTS, AUDIT & FINANCE.

Vol. IV APRIL 1957 No. 1

Retrospect & Prospect

We are now entering the fourth year and the number of messages that has been received from various officers of the Government of India and the Railway Department have emboldened us to venture further and further in the achievement of the objects that we set before us while we inaugurated this Journal three years ago. We are very thankful to the various Railway Administrations and to the various authorities who have been kind enough to extend their help to us from time to time to the extent that they considered they could possibly do within the available limitations. We are particularly thankful that this Journal has been receiving close attention from several Officers in authority and our thanks are due to them for thus encouraging us. We are at the same time really proud that we have been able to do our bit and in a way in which there is no possibility of any criticism from those to whom the Journal is intended. We have had occasions when certain actions have had to be criticised; and to our own knowledge, we have done this with temperance; and we are sure that the authorities whom they concerned would also have felt likewise and that we have given impartial views.

There are one or two special features to which we would like to draw some attention on this occasion. The Examinations conducted by the Railway Board for the Accounts Department, both for the Lower Grade and for the Higher Supervisory Grade have not been a source of comfort to either the examiners or the examinees; and perhaps, much less to the Railway Officers who have had to deal with the candidates who are turned out as a result of such examinations for undertaking responsible positions in the Offices. Examination by itself is not the final test of a man's capacity. Apart from the question of the candidate possessing adequate knowledge to answer the questions set for him on the particular occasion, it is also necessary to ascertain to what extent the candidate is really possessing sufficient allround knowledge of the subject. Examination, after all, can only touch the fringe of a topic and the answers given under limited conditions cannot be considered to be sufficiently indicative of the capacity of such candidates. There are various difficulties in this matter: he may have got nervous or he may not be capable of expressing himself suitably; or the particular portion may have escaped his study; or the particular type of question may not be one for which he has equipped himself with sufficient knowledge by looking at matters merely in the Codes, but also in the Orders or other places wherefrom he could have collected the necessary material therefor. It is not given to everyone to have access to valuable material available in the various reports published by the Railway Administration: for example, the Estimates Committee Report, the Corruption Enquiry Committee Report, the Administration Report, the Appropriation

Accounts and the Audit Report thereon and so on and so forth. Hence, apart from the answers which are valued, there should also be some other means of finding out the capacity of the candidate. Being a person who has been in the service of the Railway and who has actually been doing important and responsible work in his office, for a long period, it is certain that he should have acquired, knowingly or unknowingly, a lot of experience which should be of help to him in his later career. The best way to test the amount of such experience would be not through an examination, but through a *viva-voce* test where the deficiencies in the answers given by the candidate in his examination could be analysed and further evidence obtained as to whether he is really wanting in the necessary equipment or whether the deficiency noticed in the answer paper is due to other causes. We propose to deal with this matter some time later in greater detail but we have already referred to the necessity for having a supplementary viva voce examination for particularly those candidates who have failed to satisfy the Examining Board in a few cases and who stand on the margin for declaration of success. In their cases, this supplementary test would be really helpful and the Department also would be able to get the best staff possible.

We have come across many complaints from Officers who have to run the show, that the so-called passed candidates given to them for conduct of supervisory duty in their Offices have not come up to their expectations and that the Officers themselves have had to undertake a lot of instructional work and also initial work in their day to day conduct of duties. This is not a position which can be accepted with complacency. It is very essential that with the very fast implementation of the Second Plan Projects, the Divisionalisation of Railways, the changes contemplated to be brought about in the simplification of Accounts, the economy proposed to be effected by various means in Stores purchases etc. etc., a lot of initiative and intelligence would be required on the part not only of the Lower Grade Staff, but also of the Supervisory Staff who have to control such work. It is not right that such work should engage the greater portion of the Officer's time. Not only would such action take away interest and the initiative of the Staff, whose duty it is to regulate, but it would also detract from the work of the Officers who have to devote their time and attention to many other things like policy, organisation, etc.

We would take this opportunity of referring briefly to a few items of interest which we have dealt with in the past and which happen also to be topics of current interest. The Prize Schemes for efficiency in service were recommended by us in the April 56 issue of this Journal but what we had in mind is that the schemes should foster initiative and should encourage good work apart from the necessary condemnation of bad work. It is only by such contrast that the award of prizes would really bring out the best results.

We also pointed out the necessity for adequate arrangements for training of the Accounts Staff in order to use them to the best advantage in the ever-increasing responsible positions consequent upon the Second Plan Projects, etc. There is no doubt that the Railway Board has under serious consideration this aspect; but the details and the practical side of execution require a lot more of scrutiny than at present.

In order to enhance the usefulness of this Journal, several requisites were found to be necessary and these were categorically represented recently to the Railway Minister and to the Financial Commissioner for Railways. Action was, and perhaps is still being, taken thereon; and we hope that as a result thereof, we shall be enabled to come out in the near future with an expanded Journal and a more attractive one too.

We have also been trying to stabilise the conduct of this Journal by forming an Advisory Board and also by establishing a corporate body to carry on the publication duties. We hope to see these desires fulfilled satisfactorily in the near future.

The supply of information from time to time through the Press Information Bureau has not been adequate enough for the purpose of this Journal. In fact, several published reports which are not priced, but which, nevertheless, are important from the public point of view, are still to be supplied to us by the Administration from time to time. Further, every Railway can co-operate with us by an automatic despatch of news in matters like superior personnel, specially transfers and promotions: important discussions or decisions or debatable points, etc. The scope of such information can be readily gauged by the material we have published so far in past Journals. Our object is to develop such work to a much greater extent.

We are also anxious that news items covering important conferences of Divisional Officers, General Managers, F. A. & C. A. O. s etc., may also be supplied to us to the extent of publishable information. In fact, if the important items in the agenda therefor are communicated to us, we shall be in a position to request the authorities as to the particular points upon which we may be able to call for further details.

These are only some instances of the directions in which co-operation is solicited for the development of the objects of this Journal. We hope that we shall have such co-operation in plenty and that we shall be able to give a better account of ourselves before the close of this year.

The Railway Budget 1957-58

The Budget presented by the Railway Minister to the Parliament on the 19th March 1957 was purely a formal one and intended to give material to the Members of Parliament as to the *probable* expenditure in the coming year so that Votes-on-Account could be granted by the Parliament on such data. This procedure was found necessary in view of the fact that a new Parliament was coming into existence very shortly, and it was for them to frame the Budget which they had to work.

The Minister foreshadowed an overhaul of the goods freight structure and the consequent revision of the 'Receipts Budget'. The Minister's speech introducing the White Paper was also a matter-of fact one and not intended to give room for any great comment or criticism by Members. He pointed out the need for vigilance and care in the handling of the anticipated increase in Railway Transport during the Second Five Year Plan, particularly, in view of the limited funds available for the originally contemplated expansion plan.

'The discussion in Parliament on this tentative Budget, has been summarised in the section 'Railways in Parliament'.

The Railway Minister's speech introducing the White Paper and Press Summary of the White Paper itself are reproduced in the Budget Supplement to this Issue.

Funds for Capital Works

(BY SRI K. V. IYER, *Retd. C.A.A., M. & S. M. Rly.*)

During recent years has grown up a tendency to mix the provision of funds for captital works with the funds required for revenue expenditure and it cannot be said that the mixing up is not deliberate and tending to confuse the public.

The latest instance is the proposal by the Madras Port Trust to raise port dues which it levies by about one-third with the result, according to the newspaper report, that the annual income of the Trust will amount to Rs. 2 crores. The surplus income will be *diverted* to financing projects for increasing the facilities at the port. Thus extra revenue to the extent of about Rs. fifty lakhs will be raised for use on capital works.

When works like administrative offices, jails etc are constructed, no revenue is expected and the question of keeping separate Capital and Revenue accounts does not arise. Irrigation works, Railways, Ports etc are intended to earn revenue and in these cases, such accounts are required to be maintained. The benefit of such works endure for years and it has been the recognised practice to provide funds required for them by means of loans, the interest thereon, maintenance charges, and depreciation being taken into working expenses and charged against revenue earned. To fix the rates of charges at very high levels in order to secure a large surplus is unfair in principle and an injustice to the traffic of the time.

Apart from this aspect of equity, large surpluses tend to extravagance in working, and wasteful expenditure, attracts cupidity of labour and tempts them to demand increases in wages etc, with the result that the actual surplus gets greatly reduced.

It is fair to add that the Madras Port Trust cannot claim credit for this revolution in practice; it is but following in the footsteps of the Indian Railways where it is common knowledge that rates have been raised in order to earn large surpluses and such surpluses have been utilised to supplement funds available from loans to implement the Five Year Plans of capital expenditure.

There is a point of detail relating to Railways which may be touched upon here. Whereas the Convention Resolution of 1949 required that the Railways should pay a dividend to General Revenues at 4 per cent per annum "on the capital invested out of general revenues in the railway undertaking," the Resolution of 1954 prescribes the same rate of 4 per cent calculated "on the capital at charge" subject to certain minor adjustments. It is not clear whether this means a change in practice and the point is of considerable importance in the present conditions when huge surpluses are being earned and laid out on the railway undertaking. The phraseology of the earlier Resolution is the correct one and I trust is being followed, for there is no reason why General Revenues should receive a dividend on capital outlay incurred from revenue surpluses.

Inflation and High Prices.

The Reserve Bank statement for the week ended 22nd March 1957 shows that notes in circulation have declined by Rs. 6.92 crores to Rs. 1517.79 Crores. All along, there had been an upward surge, though gradual, in the amount of notes in circulation. The small fall for the week ended 22nd March 1957 should, therefore, for one thing, be a welcome feature in that, prima facie, the inflation resulting from the increase in note circulation has been retarded to some extent, howsoever little it may be.

Taken by itself, however, notes in circulation of the order of over Rs. 1500 crores cannot be looked upon with complacency, allowing all margins for the requirements of the Second Five Year Plan and general bulging of industrial and commercial activities including those of the undertakings of the Indian Government in the matter of launching large projects, commercial and otherwise.

The following table shows the resources as estimated by the Government for the Second Five Year Plan amounting to Rs. 4800 crores :—

		In crores of rupees
(1)	Surplus from current Revenue at existing levels of taxation (i.e., prevailing at the beginning of the first year of the Plan viz, 1956-57).	350
(2)	Additional taxation.	450
(3)	Borrowings from the public including Small Savings Campaign etc.	1200
(4)	Railway contribution.	150
(5)	Provident Funds and other Deposits.	250
(6)	Foreign lines, credits etc.	800
(7)	Deficit financing.	1200
(8)	Gap to be covered by new resources.	400
	Total.	4800

It will be seen from the above that out of the Plan expenditure of Rs. 4800 crores, deficit financing and gap to be covered take up Rs. 1200 crores and Rs. 400 crores respectively, or Rs. 1600 crores in all. In other words, one-third of the total Plan expenditure is to be covered mainly by deficit financing, as the gap of Rs. 400 croress will also have to be covered by deficit financing if new resources could not be fouud. This gives an average of over Rs. 300 crores per year for deficit financing and to this extent, there is likely to be inflation with its concomitant of rise in prices. This rise in prices, however, could, to a very large extent, be avoided if production in the various spheres also increases at least *protanto*. This increase in production should be largely in necessities of life such as food, clothing and other consumer goods so that the pinch of the spiral of high prices may not be felt by the wage-earners—in fact by all classes of people. The rise in prices of foodstuffs has already shown its gorgeous head, and round about the price of foodstuffs generally swings the prices of other commodities, as also wages. All conceivable steps should, therefore, be taken by the Government of India, even from now on to arrest the prices and bring them to a level at which it stood at the beginning of this Plan period i. e., in April 1956. Unless this is done, the operation of the Plan would present almost insuperable difficulties and near misery all round.

Adoption of Decimal Coinage

With effect from the 1st of April 1957, India has switched over to the Decimal Coinage system. On this occasion, Prime Minister Jawaharlal Nehru has issued the following message :

"On the 1st of April of this year 1957, a silent, but far reaching, resolution is going to begin in India. This is the introduction of the decimal and Metric system in our coinage. This will no doubt be followed by the extension of this system later to weights and measures. For the present, however, we are introducing this system in the coinage only.

Many people will ask why this change should be made in a well established system and in something which affects the daily life and habits of all sections of the people. The question is relevant and deserves a full answer. No such change should be made unless it is obviously to the advantage of the nation and the people.

"I am convinced, however, that the change was not only necessary, but essential, and any delay in it would have come in the way of our future progress. I have no doubt that some time or other, this change would have become unavoidable. The later we made it, the more difficult it would have become.

"Everything old is not necessarily bad, just as everything new is not necessarily good. But in a changing world, something that was good in the past may not fit in in present conditions. We have, therefore, to adapt, ourselves to this changing world. The world to day is one of science, technology and industry in their innumerable aspects. A cumbrous system of coinage and weights and measures is wasteful of time, and energy and delays work. As our social life becomes more advanced and complex, these petty delays and waste mount up and add to a great deal. Therefore, it has become necessary to make this change now rather than at a later stage.

"It is well known, I hope that in adopting the decimal and Metric system, we are not adopting something alien to India. Indeed, we are going back to something, which was originally the product of Indian genius. India gave to the world long ago the great discovery of zero and numerals, and later the beginnings of what subsequently came to be known as the Metric system saw light through Indian genius. So we go back to our own.

"Some of my colleagues have explained fully in speech and writing the significance of this change and the details of how the change is going to be made. Some inconvenience might well be caused, to begin with, because of this change-over, as long established habits come in our way. But every effort has been made to avoid this inconvenience and to have a period of three years when both the old and the new coins will circulate side by side and be considered as legal tender. Thus any real inconvenience will be avoided and very soon the great convenience of this new system will, I am sure, be appreciated all over India. I seek the co-operation of our people in making this a success. I am sure this will be forth coming.

"It has been explained already that no one will suffer any loss by this change and indeed there may well be some gain, apart from the gain in using better and more expeditious methods.

"I commend, therefore, the new coinage based on the decimal and Metric system to our people".

* * *

In the wake of this change many complications have set in since the two systems of coinage are in force side by side. Until the old system of annas and pies is completely wiped out and we deal only with Naya Paisa scheme, there are bound to be difficulties and discontent.

The public are not slow to utilise vantage positions by this change ; and while Government Departments like the Posts and Telegraphs, have tried to increase their rates here and there and similarly while business firms and newspapers have also announced revised, enhanced rates in the new coinage, there are snags in the conversion table which are being taken advantage of by people. Of course, this can be only a temporary phase as it is obvious that the old coins when remitted are likely to be kept back and not re-issued for circulation.

Apart from the need to master the conversion table, every person who has to deal with initial transactions is bound to feel a lot of difficulty particularly during rush hours of work. Such will be the case in connection with the booking of passengers at Railway stations. The fact that adequate new coins in small denominations are not still put in circulation will be a factor which will accentuate difficulties. Necessity, therefore, to deal in two denominations for sometime is not only inconvenient but also unhealthy.

In one of the Railway Circulars, it has been stated that the total amount due for each transaction may be paid wholly either in rupees and annas or in rupees and Naye Paise *or partly in the old coinage and partly in the new coinage*. This last provision is certainly not advisable, as the option of such tender is left to the passengers or the constituents. Consequently, the return of any change left over after charging for the service, may also be made by the Railway in one or the other coinage *or in both* as convenient.

In the actual working out of the details, there are bound to be several anamolies for at least some time ; e.g., a platform ticket costs one anna or six naye paise, but when a person purchases sixteen tickets at one time, what he would have to pay (viz., Re. 1/- of the old coinage) he is even now called upon to pay. There will be some hitch and it is quite likely that the transaction may be split up in such a way as to give the purchaser an advantage and the Railway a loss.

So far as Railways are concerned, the structure of rates like the maximum and minimum has got to be fixed up by Parliament in the new denominations for each type of service, and based upon these the fixation of activising rates will also have to be carried out. Since a big question of the Railway Freight Structure Enquiry Committee is still not completed and the report has to be received, scrutinised and implemented, there will be time lag possibly for some months. All these are bound to place the actual worker at the initial stages viz., the Booking Clerk, the Goods Clerk or the Parcels Clerk at great disadvantage. It would hove been certainly better if the whole arrangement had been so pivoted as to work together simultaneously.

* * *

In an article on the new Decimal Coins by Mr. R. K. Kaul, Asst. Director General of Posts and Telegraphs Department, it has been stated that the inland rate of postage for letters, book packets, newspapers and parcels can be fixed by Government subject to the ceiling prescribed in the first schedule of the Indian Post Office Act. Since it was necessary to revise these rates in round figures in terms of Naye Paise which in some cases resulted in the existing ceiling being exceeded, the Minister of Communications moved a Bill to amend the Indian Post Office Act and President's assent was received thereto in Sep. 56. The Government, therefore, in determining the rates chargeable for posts and telegraphs service, adopted as a guiding factor that the revised rates should be as near to the existing rate as possible and at the same time easy for calculation.

The changes in the Accounting system of the Posts and Telegraphs organisation have meant largely internal rearrangement in the process of control and modification of certain procedures. Still, however, the general public will also be affected in several of their important monetary transactions. The old annas and pies stamps have been assigned new values in terms of the decimal coinage and they are sold and accepted from 1st April for these new values. This is a very important aspect and the stamps themselves have not been re-embossed with the new values.

Money orders will have to be drawn in terms of rupees and Naye Paise and an individual may, if required, remit a sum as small as a Naya Paisa.

Interest on Savings Bank balance will be calculated in terms of Naye Paise and, whereas in the past, amounts of less than half an anna used to be ignored, calculations will now be made more exactly and fractions of less than a Naya Paisa will be ignored.

Indian Postal Orders, reply coupons, health seals, and Revenue Stamps will be sold at prices fixed in Naye Paise or for the exact converted value. Bearing charges recoverable from addressees of insufficiently paid articles will also be specified in terms of the new coinage. In respect of telephone calls, however, the existing denominations of coins i.e., two annas, will continue to be used until the boxes are changed.

* * *

The Stamps issued on the 1st of April are in two series, one for ordinary use and the other for use on "Service." There are eleven designs for the former and all the new stamps bear the common design, viz., an outline map of India printed on multiple star water mark paper by photogravure process; but each denomination will be distinguished by a different colour. The denominations of the new stamps are : one Naya Paisa, 2 Naye Paise, 3 Naye Paise, 5 Naye Paise, 6 Naye Paise, 10 Naye Paise, 13 Naye Paise, 20 Naye Paise, 25 Naye Paise and 50 Naye Paise and 75 Naye Paise.

The 'Service' series will be however issued in nine denominations bearing a design identical to the existing series. The stamps are for 1 Naya Paisa, 2, 3, 5, 6, 13, 20, 25, and 50 Naye Paise.

* * *

We suggested at page 354 of the March 57 issue of "The Railway Accountant" that there should be only the new denomination of coins which should be presented by the public for services at Railway Stations and elsewhere.

"The Hindu", in its editorial on the new coins, in the issue dated 4th April, has voiced the same idea by requiring the old coinage to be withdrawn practically competely from circulation within a short time not exceeding six months, so that the existing difficulties and discontent of the public may be allayed to a very great extent.

The advantages for the Decimal System when fully introduced are now being viewed with suspicion, as the simultaneous rise in prices for various necessaries of life consequent upon the co-existence of the old and the new coinages has contributed to this misgiving to a very great extent. This view cannot be ignored by Government and it would even be advisable for them to see that some sort of stabilising measure is brought into effect to prevent soaring of prices.

Vigilance Staff on Railways

A special department was recently created on all Railways to detect and to take action on cases of corruption. It is thus obvious that the staff employed on such duties should be absolutely above board and themselves not corrupt in any sense of the term. They should be highly intelligent and have a thorough analytical mind free from bias of any sort. In fact, it should be a specialised department for a special set of staff.

This Department does not, however, seem to be coming up to expectations, and complaints are frequently noticed against the work of the Vigilance Staff on several of the Railways. A common feature seems to be that a notion has some how crept into their brains that their existence depends upon the number of cases that they can show to their credit. Such a notion obviously often-times works in the wrong direction and may not even stop short of *making up* absence of evidence. Complaints are also received of the non-observance of the correct legal procedure in collecting and letting in evidence. In short, the principle that a person cannot be both the Prosecutor and the Judge is some times over looked with the consequence that the dispensation of justice is not ensured.

A conteporary of ours has been repeatedly publishing cases of such defaults on some of the North Indian Railways. It is not known how far these Reports have attracted the attention of higher departmental authorities with a view to defects being set right.

In a very old case (which is still alive), a charge of attempted bribery was levelled against an employee under doubtful circumstance, where it appeared that the charging Officer (Gazetted) worked on a pre-determined idea of booking the employee and created suitable circumstances for the same. The employee's appeals in this case to higher and higher authorities at every stage did not give him the necessary redress nor was any action taken to establish the charge against him legally. The procedure adopted by the Department shows several flaws of a sufficiently serious nature; and these have obviously not been scrutinised by the authorities who dealt with the Appeal.

The authorities should review every case that has to be dealt with by them in the ordinary course of business and see that defective procedure does not mar the effectiveness of the purpose for which the Department was created. It is quite possible that innocent people may be punished for want of their ability to pursue their case adequately, while cases of actual corruption may not be satisfactorily investigated and thus the guilty allowed to go scotfree.

In this connection, I would also like to refer to a case of alleged loss of cash at a Goods Shed in Ajmar reported in these columns some months ago. I am not aware of the final stages of disposal of the said case.

Incidentally, another slightly allied case came to my notice recently. In this case, it was learnt that a Travelling Ticket Examiner was charge-sheeted for not showing any excess fares when working on a section during a period when intensive *preventive* measures had been taken by the Administration to stop ticketless passengers from entering trains. It is learnt that the bold stand taken by the T. T. E., however, resulted in the charge-sheet being withdrawn later.

While it is obvious that the Vigilance Department is a necessary adjunct to every Railway, particularly now when morality is at a low ebb, it should not be forgotten at the same time that the effectiveness of the Department and its usefulness in preventing recurrences would be enhanced only by the staff adopting accepted rules and procedures and in a way in which their action would not be subject to legal criticism.

The Railway Budget

BY SRI S. A. VANESWAR, (*Retired Accountant-General.*)

Financially, the Railway Budget presents a bright future of achievements and anticipations for the Railways in India. After paying the prescribed Dividend to General Revenues, the new surplus is expected to be 26·56 crores in 1956-57 and 21·43 crores in 1957-58, to be credited to the Development Fund. This is indeed welcome in view of the heavy development schemes under the Second Five Year Plan. As there is a heavy programme of 218 crores in 1957-58, the Railway Fund will have to be supplemented by Government. It is earnestly hoped that the international Bank will give adequate financial help in time for implementation of the Railway programme without any time-lag. The First Five Year Plan was successfully carried out except for some arrears of track-renewal. The Second Five Year Plan is of course, much bigger and more ambitious than the First-construction of new Railway Lines and provision of locomotives, rolling stock and equipment are envisaged in the Second Plan on a large scale. These are connected with the growth of Steel industry which will have to be fed by coal, iron and ore transported by Railways, not to speak of the transport requirement caused by increased production of food stuff and manufactures under the Second plan. Bottlenecks in Railway transport and breakdowns will have to be avoided in the interests of Railway as well as General finance in these crucial years of national-building schemes. To cope with increased traffic on all sides, operational efficiency will have to keep pace *Paripassu* with increased locomotives, Rolling Stock and equipment. The internal co-operation of the Railway employees and of the public as passengers and as customers is essential to the success of the Railway programme. May the new financial year add a bright and inspiring chapter to the record of achievements and progress of which India can be legitimately proud.

There has been an appreciable increase in Passenger and Goods traffic which is expected to be kept up in the coming year. As a corollary, working expenses also have gone up and will rise with the increase in earnings. Cost accounts will have to be properly maintained and operation-ratio kept at the point of optimum efficiency combined with economy, as in a big commercial undertaking.

The problems of overcrowding and ticketless travellers will remain with us for some years more. It is good to have problems to stimulate thought and activity; else, it might breed placid complacency and stagnation.

It is gratifiying that almost all the recommendations of the catering committee have been implemented. Departmental Catering has been newly introduced on certain Railways and extended further on others. Besides improving the quality of food which will be appreciated, departmental catering will have an indirect, salutary effect in raising the standard of contract catering as a potential competitive factor. The desired result will thus be achieved all round. Departmental catering is expensive and will have to be controlled in regard to expenditure so that it may work at least on "no proft-no loss" basis for some time. It is proposed to exhibit profit or loss on departmental catering under a few detailed heads in the accounts for the information of Parliament and the public. Its earnings go under sundry traffic earnings.

Stores Purchase Committee Recommendations

Note.—The Committee was appointed in 1953 & the Report (published in March 1955) was placed before Lok Sabha on 28—7—1955. Important suggestions therein were reproduced at pages 140 to 142 of the August 1955 issue of the RAILWAY ACCOUNTANT.

* * *

The Government of India have since accepted a majority of recommendations and taken necessary steps to implement them.

According to a Press Note issued by the Ministry of Works, Housing and Supply, among the important recommendations which have been accepted by the Government are:

(1) The Central Purchase Organisation (CPO) should not only continue but should be expanded with the progressive transfer of procurement of specialised stores at present purchased by departments themselves, as and when the organisation becomes effectively equipped to handle large purchases.

(2) The CPO should not be burdened with purchases where the advantages of central purchasing are not not significant or where small quantities have to be bought.

Government have also accepted the majority of the recommendations made by the committee for ensuring expeditious payment to suppliers with a view to resolving the difficulties which trade and industry encounter on account of too rigid a procedure, and for simplifying and streamlining the purchase procedure to avoid delay in supplies and consequential delay in payment of suppliers' bills.

Government hope that with the implementation of these recommendations there would be substantial improvement in the working of the Central Purchase Organisation not only in regard to service to indentors but also in mitigating the hardships faced by suppliers. Government realise that while with the implementation of these recommendations there has been some improvement in the working of the CPO, there is room for further improvement.

ADVISORY BODY

(3) Instead of a high-powered Purchase and Development Board to control and co-ordinate Government's purchase activity with particular reference to development of industries as recommended by the Stores Purchase Committee, advisory committee under the chairmanship of the Secretary of the Ministry of Works, Housing and Supply, composed of the Director General, Supplies and Disposal, the head of the development wing of the Ministry of Heavy Industries and representatives of the Ministries of Defence, Railways, Communications and Finance has been constituted. Representatives of other Ministries and indenting departments will be associated with the committee where necessary.

It has also been decided that this Committee will perform all the functions of the Purchase and Development Board detailed by the Stores Purchase Committee in its recommendation in an advisory capacity.

(4) The CPO should be more effective and responsive to the industrial and trading community.

To achieve this end, a non-official Purchase Advisory Coucuil has been formed under the chair manship of the Minister for Works, Housing and Supply with representatives of organisations of trade and industry, the main indenting departments, some States, and Parliament.

Economics of Railway Signalling

BY T. S. PARTHASARATHY (*Dy. Chief Optg. Supt., Coaching, Southern Railway*)

The following factors are usually taken into consideration when the nature of the signalling to be provided on a railway is to be decided.

(1) Importance of the railway concerned

(2) Length of single line sections

(3) Length of loops

(4) Frequency of train service

(5) Speed of trains

(6) Type or types of tractions used

(7) Costs the line will be able to support

ECONOMICS OF RAILWAY SIGNALLING

In the early days of railway signalling, little attention was paid to 'economics', as installations were made primarily for increased safety. At present, the safety of train operation is taken for granted and signalling is justified by the reduced operating expenses. The insurance value of automatic block signals, interlocking, Centralized Traffic Control and other signalling is recognized as having an economic value although it is not always included in reports dealing with the economics of signalling.

Railway signalling development has been continuous from the early days of automatic block signals and mechanical interlocking to the present time when refinement of apparatus and developments have made possible many new applications without sacrificing any of the basic principles. The development of power interlocking, remote control, automatic interlocking, Automatic Train Control, continuous cab signals, Centralized Traffic Control and car retarders has given impetus to railway signalling. These later developments have been designed for the promotion of transportation efficiency, increased safety and economy. It is logical that the additional cost of a proposed signal system over and above the basic requirements of safety should be justified by the saving in operating expenses or through the saving in capital costs because of the greater capacity and operating facility.

Economics of railway signalling involves the determination of financial and operating reasons for the expenditure. It may also involve a comparative analysis of the proposed signalling and alternative improvements so that it can be shown whether signalling is the most desirable solution for expediting train movements and increasing capacity.

Railway signalling offers a means of improving operating performances by providing facilities for the more intensive utilization of existing trackage, generally at a lower unit operating cost and a lower unit fixed cost than could be achieved by other types of improvements and therefore gives more increased capacity and facility of operation with a higher return on the investment. As traffic growth is normally at a slow-steady rate, it is generally more economical to provide for greater utilization of existing facilities than to provide larger sums for additional capacity which could not be utilized because the traffic would not be great enough for a number of years to to bring about a suitable saving on the additional capital expenditure.

Signal apparatus should be of such type that may be used to advantage even if changes are made in the original track layout. For example, if a single line section equipped with automatic block signals is later converted into a double line, the signal apparatus may be relocated to fit the new track arrangement. Practically every signal installation contains an assemblage of certain basic apparatus which is largely interchangeable with that of other signal installations on the railway and therefore signalling may be economically applied to a relatively temporary traffic situation as well as to a situation which promises to be more permanent.

A modern signal system will frequently provide the additional capacity needed to handle a seasonal peak traffic of relatively short duration in the most economical manner because the capacity required is furnished at the lowest possible capital investment. Such a system will not only reduce the investment required to handle this traffic expeditiously but will also bring about sufficiently improved operation during the periods of normal traffic throughout the balance of the year to make an attractive operating saving even at the periods of minimum traffic density. Modern signal systems do not require traffic at or near peak densities in order to justify the expenditure, although the rates of saving increase rapidly with increased traffic. The modern conception is to design the signalling to suit the traffic requirements.

METHODS FOR DETERMINING ECONOMICS OF SIGNALLING

The principal economic advantages of signalling systems and devices will result from expedited train movements, train stops and slow downs eliminated, locomotive and rolling stock saving due to expedited movement, personnel relieved for other duties and elimination of extra track facilities.

These factors generally produce savings in the cost of maintenance and operation which can be determined by comparing train operations on representative days under existing conditions with the improvement in the operations under the proposed signalling.

The general procedure in determining the estimated time saving. in train hours per day, of a proposed C. T. C. installation for example, is as follows :

(1) Select period in past performance which will approximate expected train density.

(2) Select consecutive test days of varying number of trains per day.

(3) Pick out 1, 3, 7, 15, or 30 days, depending upon the accuracy required and time available for the study.

(4) Chart the trains on a control chart to determine the actual total number of train hours required by all trains for the selected test days.

(5) Re-chart the same trains to show the probable performance in train hours with the new signalling.

(6) Translate the average daily saving to an annual basis to show the esimated saving per year.

(7) The procedure will vary on different types of signalling projects depending on the local conditions on each railway.

After determing the estimated train hours etc., saved by the proposed signalling, the results should be translated to a rupee basis.

SAVINGS

Expedited train movements. Include under this heading the train hours saving of goods trains based on normal time without crew wages, overtime wages and train mile saving.

Stops and Slow Downs Eliminated

Compute the savings in stops and slow-downs eliminated by the improved signalling for each train on the test days.

Train Stop Value

The value of a train stop eliminated is predicated upon and will vary according to the characteristics and inherent differences in various classes of locomotives, the resistance to traction met under various conditions, such as grade resistance, curvature (equated to grade resistance), tonnage of train including locomotive, braking distance, cost of fuel, wages and delay time resulting from the stop.

There are may intangibles which may or may not enter into the train stop value, such as wear and tear of brake equipment etc.,

The time lost is an important item in stopping and also in slowing down by increasing the train stop value, that is in cost, not work.

In some instances it may be essential to give consideration to the cost of regaining lost time where possible by running at higher speed and the inclusion of this in train stop value.

Economics of Automatic Block

The economy of train operation in an automatic block system results from a decreased number of operators and from providing facilities for several times the number of trains in the same track length with block protection and less delays.

The advantages are improved train operation, increased capacity and safety, eliminated delays especially during peak periods and reduction in block lengths.

Replacing Semaphores with Light Signals

(1) Reduced maintenance costs

(2) Reduced stores stock

(3) Light signals, being lower in height, have the advantage of being in line with the driver's vision and because of the lower height, it is possible to achieve reduced costs of poles and foundations.

(4) A saving of time per indication, as light signals are practically instantaneous.

Remote Control

Remote control is a term applied to a method of operating outlying signal applicances from a designated point. It is used to advantage where points are located some distance away from a station at an end of two main tracks, junctions, railway crossings at grade or at an entrance to a yard where an operator at a nearby station can control the position of the points and signals to allow trains to proceed without stopping or reducing speed below that specified in rules.

While outlying points may be operated manually by train crew, pointsmen or other designated employees, remote control gives the lowest annual cost of operation. The economic value of operating outlying points by remote control is dependent upon the cost of stopping and starting the trains that could pass over the controlled points without stopping. It becomes economically advantageous to remote-control an outlying point when the cost of stopping and starting the train or the staff cost saving is greater than the fixed and operating charges accruing from the installation. The time saved per train stop eliminated at an outlying point location will vary with the train, grade and other local conditions.

Wagon Retarders

The economies effected by the installation of wagon retarders depend upon the capacity of the yard, the number of wagons handled and the distribution of wagons throughont the day. The operating advantages are .

(1) Possibility of keeping a yard in operation under severe weather conditions (like heavy rain or intense heat which may temporally disable skidmen or staff who apply brakeshoes to retard the speed of wagons running down the hump).

(2) Increase in the capacity of the hump as all delays caused by skidmen in bringing wagons to a stand are eliminated.

(3) Reduces damage to equipment.

(4) Practically eliminates personal injury, and

(5) Economy by reduction of staff.

Improving Clerical Efficiency

A. K. ROY, *Accountant, D.A.O's Office, E. Rly., Asansol.*

[THIRD PART]

Emphasis on Accounts Department

The importance of improving clerical efficiency cannot be overemphasised as the offices are a part of the essential bureaucratic machinery and if they fail to function with due speed, accuracy and thoroughness—the accepted yardsticks of efficiency—the government fails to achieve its all-important objective. A democratic government does not employ any secret and omnipotent machinery to check waste and inaccuracies as its policies are open and above board. Nor does it favour inflicting crippling punishment for acts done in good faith. Therefore in order to prevent any irregular omission and commission the democratic Government has prescribed systematic checks both prior to and after any scheme or expenditure is decided upon. It is essential that the check in order to be thorough and impartial should be exercised by a group independent of those in charge of execution of the work (the Executive). Hence the evolution of the Audit and Accounts which remained as one Unit upto their separation in 1929 as it was felt that the Audit should function as an independent body.

A great responsibility rests on the Accounts as it has to function as an independent judge subject to prescribed rules of the propriety of a scheme or expenditure before it is decided upon. It is therefore essential that the Accounts People must be conversant with rules and that is the reason why so much emphasis has been laid upon success in examinations requiring almost encyclopaedic knowledge in the railway codes to determine eligibility for promotion.

The Accounts Department is also utilised as the "Watch dog of the Administration." Inspection of executive offices, Station Accounts and stores stock, witnessing of deliveries of good sold, auction sale and opening of tenders are instances to the point. It is therefore essential that Accounts men must be of great integrity of character who would not compromise their honesty with expediency.

The third responsibility is the compilation of accounts which is the sole guide to judge the productivity of the Railway undertaking. It is therefore essential that the accounts must be accurate and promptly prepared. No arrears must be allowed to accumulate.

Since the best academic talents of the country are available for recruitment in the Accounts Services—both in the rank and file—there is little room for improvement as regards the quality of the personnel. But after initial recruitment the staff generally specialise in the spheres in which they work and therefore the best method of selection in subsequent promotions will offer a scope for improvement of efficiency. Carlyle says, "Find in any country the ablest man that exists there; raise him to the supreme place ....you have a perfect government for that country; no ballot box, parliamentary eloquence, voting, constitution-building or other machinery whatsoever can improve it a whit." But Carlyle agrees," "ideals can never be completely embodied in practice" and the selection of the ablest man has always remained a problem.

In the Accounts Department, selection of able men for promotion is made through examinations which deal with both academic and practical sides of the Accounts work. So far, this method has been considered as the best, but neverthless certain academic opinions on this controversial issue are worth studying.

1. Somerset Maugham in one of his novels has made the hero express "doubts the about the utility of examination on subjects which had been crammed for the occasion." Real talent, the hero adds, lies in common sense (and character) possessing which one can face any situation in the best possible manner.

2. "Knowledge (and wealth) which do dot come to one's aid in times of need is useless." (Chanakya).

3. "Genius is ninety nine percent perspiration and one percent inspiration" (Edison).

4. Dr. Thring, a practical educationist of England, writing in 1885 in his characteristic emphatic manner, said: "If the whole nation was passed through a system of Chiness foot bandages in childhood, what would become of our workmen and soldiers? But schools do pass the whole nation through a course of bandaging and if the bandaging is wrong, the club—footed mind, with one perverted idea, like an excrescence, praised because it is unusual and artificial; becomes very possible. Supposing the due proportion between two great principles is lost, Intellect *versus* character, for example, and the intellect is fed at the expense of the body and feelings, the nation becomes all head and no body, like a dwarf, and its leaders do incalculable mischief by having their humanity thus stunted and distorted, with much power and little sympathy to make the power kindly. Or perchance, the failures lose all sympathy and gain little power, and become hollow headed animals the prize—winers big headed dwarfs, the neglected boys, hollow-headed animals with no intellectual skill, and yet bred-up to put faith in intellect and to fall a prey in consequence to every talker of words, till a plague of words possesses the land........"

5. Intellect is composed of "Observation, reasoning and memory" (C. P. Wren) but our examinations are a test of the third faculty more than the first two.

In its discharge of the first two responsibilities mentioned above, the Accounts Department functions as a consultative body and its opinions and findings are more or less recommendatory and not mandatory. As regards the auditing of bills passed for payment its celerity is largely ensured by the Payment of Wages Act and only in regard to the third responsibility, viz compilation of accounts and maintenance of the Railway's loan, deposit and transitional accounts under the Debt and Remittance heads does the real test of the efficiency of the Accounts Department come in. Provident Fund, Miscellaneous Advance and Deposits and Transfer Heads offer formidable scope for improvement.

Employment of sufficient clerical labour can no doubt arrest deterioration of any extent and improve matters in any sphere, but efficiency, if it is our Watchword, demands maximising the output per worker. The system of work should therefore be simplified and put on more rational basis parallel to Rationalisation in the Industries which are in for a streamlined method of production. The manual method of production has to be given a good-bye in the interest of efficiency and our survival especially when other countries are ahead with Automation—a method of press button control by the use of highly automatic machinery or process which largely eliminates human labour and detailed human control—and there is no reason why we cannot even now adopt mechanisation in which the machines are under the operative control of the human agency. In the sphere of accounts work this principle equally holds good: mechanisation is the need of the hour.

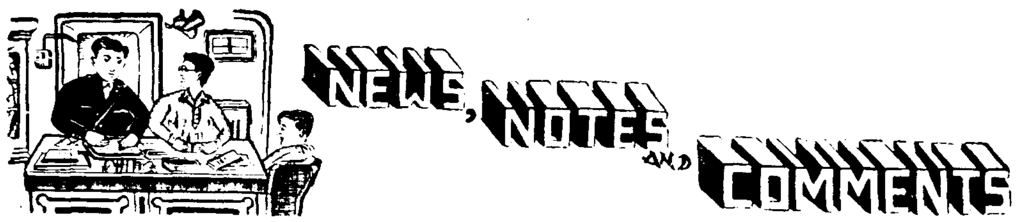
There is a limitation to the human mind in that it is liable to mistakes which may be unintentional, but of grave consequences. Think what would happen if the points were set by error for the loop line and signal lowered for a mail train to run through. Such risk has led to the invention of the fool proof mechanical device of interlocking: the through signals cannot be lowered unless the right points are set. Parallel fool—proof systems are necessary now when clerical work in respect of maintenance of the Railway's Debt and Remittances accounts has grown out of all proportions.

Unlike capital and revenue expenditure which are charged off to the final heads of account, for which no balances are required to be maintained for review and liquidation, the transactions booked under the Debt and Remittance heads are not final—they will have to be subsequently cleared by recovery or payment or adjusted to proper debtor's and creditor's accounts. They correspond to sundry debtors and creditors accounts and in-transit accounts of commercial book keeping and represent assets and liabilities of the Railway. The present system of these accounts is however based on a sound footing: the total is divisible into individual details (e.g. P.F. accounts, items of Misc. Advance) which are posted from vouchers (e.g P. I. Journals, pay orders) the totals of which are reconciled to ensure their accuracy with the summary of the accounts (general books) which are themselves posted from the summary of the vouchers (viz. cash abstracts). The theory is based on the simplest of geometric axioms: the whole is equal to sum of its parts. In practice it can be effective if this reconciliation is thorough.

At this stage the quantity of work and quality of clerical performance play their role. The detailed accounts by reason of their sheer number may go incorrect — the work being unwieldy. The reconciliation may not be thorough. Subsequent transactions may not be linked up with the proper items-even with sincere intention and labour. Only the mechanisation of accounting with its labour saving device and the adoption of the necessary fool proof basis for its operation and its speed of performance can arrest the present widespread deterioration in the maintenance of accounts under the Debt and Remittance heads.

Sir Arthur Dickinson, a British financial expert, who was consulted by the Government of India in 1925-26 for putting the system of Railway Accounting on a more sound basis (and who can perhaps be styled as the father of the Accounts Code), had advocated mechanisation of accounting. Pursuant to his recommendations, mechanised accounting of P.F. and items of stores stock began—the latter on an experimental basis at certain depots (Alambagh on the Ex. E. I. R.)-in 1927-28 and 1931-32 respectively. By the self-proving device of the machines, the maintenance of check-sheets for reconciliation of the monthly credits — the major part of the P. F. Works—was rendered unnecessary (Para 1332-A et seq). In stores accounting, the preparation of the daily reconciliation statement (Para 2550-S) was obviated and the daily class summary was automatically prepared.

But after a few years, the machines were discarded. Unfortunately this paradox was never properly appreciated and it was regarded as the natural consummation of a faulty system. Reversal to the old system did not mean any change in the basic system of stores accounting—it continued to be maintained in loose cards in serial order of price list numbers. But for P. F. accounting, the change was considerable—accounts again began to be maintained in groups corresponding to Pay Bill units instead of the serial order of account numbers, the impact of which is felt now. The reasons why the machine method—which evolved out of the most mature consider.



Allocation of cost of equipment Supplied to Ry Protection Force

It is understood that the Railway Board have decided that the cost of equipment (arms and other equipment) supplied to Ry. Protection Force should be charged to Revenue Office Contingencies of the Chief Security Officer's Department (Watch and Ward Department). This does not appear to fit in with the general rules of allocation regarding equipment to departments, under which the cost of furniture, equipment, etc., supplied to the several departments of the Railway is charged to Open Line Works Revenue, and not to Office Contingencies. In the interests of uniformity, it would appear more appropriate if the arms and equipment supplied to the Security Force are also charged to Open Line Works Revenue, and not to Office Contingencies.

* * *

Cost of Machinery

The cost of additional machinery, costing over Rs. 25000/-, is charged to Capital, irrespective of the question of any financial justification, in the same way as additional rolling stock. The question, however, arises whether such machinery, if provided as part of a scheme of remodelling of Loco Shed, Workshop, etc., should be treated as part of the Scheme for purposes of allocation, and charged to Development Fund (III) Operating Improvements, or whether the cost of the machinery should be segregated and charged to Capital (if over Rs. 25000), on the ground that if they were provided separately, they would be charged to Capital; and the fact that, for the sake of convenience, they are provided as part of the Scheme of Remodelling, should not affect the general underlying principle of allocation.

* * *

Reward for Operating Improvements

Readers will remember that some months ago, due to persistent and particular efforts of Sri K. B. Mathur, Member (Transportation), Railway Board, and Sri J. Dayal, Financial Commissioner (Railways), a striking improvement in the detentions to wagons was effected in the Moghalsarai Yard and monetary reward was also given to the yard staff at Moghalsarai, who were able to effect the improvement.

We are glad to learn that a similar operating achievement has been effected in Hubli Yard where the detentions to wagons have been considerably reduced and a reward has been sanctioned to the yard staff at Hubli. Great credit is due to Sri K. J. Chandy, Divisional Superintendent for this remarkable operating improvement.

It would be interesting if the Railway Board or the Railway Administrations publish figures showing the financial value of the operating improvements compared with the rewards sanctioned to the staff.

* * *

Steel Foundry at Chittaranjan

The Railway Board are inviting proposals for setting up a Steel Factory at Chittaranjan with the technical collaboration of a reputed foreign Steel Foundry so that the proposed steel foundry may form a complement to the existing Loco Works at Chittaranjan.

The selected firm should be responsible for training Indian Personnel in technical and managerial functions and should also provide competent key personnel in the initial stages.

Readers will possibly remember that a couple of years ago while inaugurating an Exhibition at Madras in the I. C. F. for self-sufficiency, the need for a specialised type of Steel for the Integral Coach was emphasised ; possibly in the wake of the announcement now made for Chittaranjan Workshop, another may also be expected in connection with the ICF requirements.

* * *

Responsibilities of Auditors

In his presidential address to the Madras Regional Council of the Institute of Chartered Accountants of India, Shri P. V. Rajamannar, Chief Justice of the Madras High Court, quoted from some English Judgment the scope and extent of responsibilities of Auditors : " It was no part of an auditor's duty to give advice, either to the Directors or Shareholders, as to what they ought to do and he had nothing to do with the prudence or imprudence of making loans with or without security. His business was to ascertain and state a true financial position of the Company at the time of the audit and his duty was confined to that. He was not bound to do more than exercise reasonable care and skill in making enquiries and investigation. He must be honest, that is, he must not certify what he does not believe to be true, and he must take reasonable care and skill before he believes that what he certifies is true." The Chief Justice pointed out that every company of some standing should make it a point to employ only qualified men which help several such young men who were now without remunerative employment and also at the same time make for business efficiency.

* * *

Meeting of Railway Statistical and Compilation Officers—April 1957

(By a Correspondent)

An event of great importance in the Railway Statistical world is the Annual Meeting of Statistical and Compilation Officers, held at New Delhi with the Financial Commissioner, Railways, the Member for Transport and the Economic Adviser addressing the Statistical Officers on the needs of the country and the Railways in regard to matters statistical and in regard to what had been done and what remained to be done.

Such an event was again inaugurated by the Board in New Delhi on the 2nd April 1957. The Financial Commissioner for Railways Shri Dayal, in addressing Officers, drew the importance of the figures of Advance Periodical Earnings compiled by Railways and wirelessed by them to the Board five days after the close of each period. He indicated how these figures were of use in budgeting and how therefore it is of the utmost importance that these fiures were sent out on time and compiled quite accurately with but a negligible degree of error. He stressed the importance of keeping down missing returns, getting figures written down correctly by stations and compiled accurately thereafter and the need for reconciling figures of these approximates into those of Accounts that get ready later.

The Meeting was next addressed by the Member for Transport Shri Mathur. He stressed the need for a progressive and dynamic approach for problems ; and not to be satisfied with " grandfather's " traditional methods. As an instance, he indicated how figures of ton-densities per sections were necessary though these were not available over a number of Railways still. He also indicated the need for figures such as wagon load according to commodities instead of being content with figures of average wagon load under heavy, light and coal only.

1000 Indian technicians in Iron and Steel Technology.

200 young Indian Engineering Graduates would go to the United States every year to learn American Steel techniques, Management practices, industrial relations and other related subjects, They would return to India after a year or more and take their places in the Indian Steel Industry.

The training project covering five years is a truly co-operative effort. Besides the Government of India and the Ford Foundation, the groups involved in the Iron and Steel Institute are the United Worker's Union, the Tata Iron and Steel Company, and the United States Government.

Mr. Mehta, the Indian Ambassador to the United States, stated on the occasion as under: "To-day in this country, there is a considerable amount of concern regarding certain policies of Military Aid to our neighbouring country. This does not mean that we, in any way, doubt the motives or objectives of the United States or that we think that it is, in any way, unfriendly. But we do feel concerned that such aid can be utilised for the purpose that the U.S. never intended.***On the future relationshop between the United States and India depend not only stability in this part of world, but also the peace of the world."

* * *

Note Counting Machine :

A new Paper Currency Counting Machine, whose "fingers" will be able to count Bank Notes at the rate of 16 per second, has been designed and manufactured by a British Firm. The bundle of notes is placed on a spring-loaded platform which authomatically brings the first note into contact with a suction point on one of the five hollow stems. The pressure of a switch starts this stem rotating, each note in turn being peeled off the pile by suction and sent to one side of the counting stems. A vaccum pump then causes suction to operate on each stem in turn and as each note is taken an electrical circuit energises a magnet in the counting mechanism and a new figure appears. A bundle of hundred notes can thus be counted in less than seven seconds.

* * *

Up-grading of class III Railway Employees Grades.

It is learnt that the General Council of the National Federation of Indian Railwaymen resolved at their three day session ending on the 28th March at Katihar that the recent concessions announced by the Union Railway Minister for Class III Railway employees was "wholly inadequate". The Session framed 23 demands on behalf of all Railwaymen among which were included :

(i) setting up of a new Wage Board ;

(ii) activising the one-man tribunal to adjudicate long standing disputes ;

(iii) revision of Dearness Allowance ;

(iv) exemption from professional tax for Railwaymen ;

(v) immediate withdrawal of "repressive disciplinary rules" ; and,

(vi) revision of special allowances for Railwaymen working in difficult terrains and climates.

*

Railway Engineer for U.S.A.

Sri R. Krishnamurthi, Chief Design Engineer (Loco), Central Standards Office for Railways, Chittaranjan, has been placed on deputation to U.S.A. for a period of about three weeks in connection with the inspection of the specifications and drawings prepared by an American Firm for supply of one hundred Diesel Locomotives ordered by the Railway Board from them. Sri Krishnamurthi left for the United States about the middle of March, 57.

Railway Week

Railways all over India will be celebrating the Railway Week this year from the 10th April to 16th April 1957. Every Railway has its own specialised programme for this period which is intended to be made an opportunity for getting into closer contact with the Railway Users, and also making the Railway Staff feel as members of a big family working in team spirit and with intent to infuse confidence in the travelling public about the safety measures adopted and proposed to be adopted in Railway Travelling.

Several articles have been received from the top-most Officers of Railways; but as these are not intended to be released before the 16th April, as many of them as possible will be included in future issues of "The Railway Accountant".

* * * *

Compensation Claims

Under the existing orders, claims for compensation for goods lost or damaged, valued at not more than Rs. 50/- in each case, are not debited to Foreign Railways even if it is indisputably established that the Foreign Railway is responsible for the loss or damage. This is with a view to eliminating inter-Railway adjustments for small amounts. But this should not be taken as relieving the Foreign Railway from its duty to locate the individual responsibility for the loss, and taking disciplinary action against the staff at fault. The Railway which settles the claims should in such cases specifically bring the full facts of the the case to the notice of the Foreign Railway concerned, even thongh no debit is raised against it to ensure that suitable action is taken to deal with the party at fault. If this is not done, it may lead to losses of this kind increasing, as the staff will be thinking that no action will be taken if the claim is settled by some other Railway (destination Railway for instance), and it is necessary that orders should be issued by the Railway Board in regard to this important matter.

The punishment meted out to staff should also be in consonance with the amount of the claim and gravity of the offence. Thus, where an employee was directly responsible by way of gross negligence, resulting in a claim being paid of about Rs, 10,000, a censure, or even a stoppage of increment for a year, may not be adequate. Where losses by thefts occur, these should be assiduously investigated, and the usual report of "undetectable" by the Police serves no purpose whatsoever.

Books Review

BOOK KEEPING (THEORY ONLY). Author not stated. Published by Kalpana Publishers, Trichy 3. Price Rs. 1.50. pages 64.

This book is published in the form of questions and answers and in the opinion of the publisher, is intended to meet the needs of the candidates appearing for Appendix II A and III A Examinations on the theory portion of Book Keeping.

Owing to the method adopted in dealing with the topics, a beginner is not likely to feel quite at home with the subject by a study of this Booklet only, as a continuous explanation would be required for him. It may, however, be used as a refresher. Further, no book on Book Keeping could be treated as complete without the prescribed forms for the initial records.

As far as Appendix III A Examinees are concerned, the information furnished seems to be inadequate.

It is, however, hoped that future editions of the Book, when published, would remedy these deficiencies. "V".

LOK SABHA:

Railway Men's Pay Scales

Mr. O. V. Alagesan, Dy. Minister for Railways, told Mr. A. K. Gopalan, in a written reply that Government did not purpose to make any further liberalisation of the new scales of pay announced recently for Railway Employees.

* * *

Railway Budget

Mr. K. Anandan Nambiar: Railway Workers should be allowed to choose their Union and Leaders through ballot box.

Mr. U.M. Trivedi: The upgrading scheme of the Railway Minister had not caused satisfaction to Station Masters and Asst. Station Masters. The de luxe air- conditioned trains were mostly running empty due to absence of sleeping accommodation of ordinary people.

Mr. R. L. Zangde: The Railway Administration must make some arrangements for imparting primary education to children of Railway employees working in out of the way places.

Mr. B. Ramachandra Reddy: Pleaded for new lines to be opened in South India and for the Southern Railway Zone being split up into more Zones.

Mr. Tulsidas Kilachand: Wanted the river, sea and road transport systems to be developed in order to fulfil the transport requirements of the country satisfactorily.

Mr. P. Subba Rao: Urged that uniform rates should be charged for food supply at Railway Stations throughout the Railway System in the country. He also urged speedy settlement of claims for property lost or damaged in transit.

Mr. T. B. Vittal Rao: Wanted a rail link between Ramagundam and Nizamabad.

Mr. K. Anandan Nambiar: Regrouping was not working satisfactorily and small unions should be set up in place of the present big Zones.

The Deputy Minister for Railways, *Mr. Shah Nawaz Khan*, said that the present financial position of the Railways did not admit of any new scheme for the extension of Railway facilities. He said that proper care was being exercised and would be exercised in the handling of parcels so that Railways should not have to pay much by way of compensation. The working of the regrouping scheme was being watched by the Efficiency Bureau and whenever need was felt for the formation of more Zones, it would be done. He hoped that Divisionalisation would improve matters.

Prof. D. C. Sharma: Railways should go into the wage structure and service conditions of its employees. He wanted a certain percentage of the total Railway Earnings to be set apart for labour welfare.

Mr. C. R. Narasimhan: Developments of Industries in Madras State and the former Sourashtra State had been hampered by the high cost of coal to be transported by Sea to these areas from Calcultta. He asked the Railway Administration to examine sympathetically

the demand of the President of the Coal Consumers Association of India for a subsidy for coal transported by Sea to South India and Sourashtra. He stressed the need for a Metre-gauge link between Salem and Bangalore.

Dr. C. H. V. Rama Rao: Railway Hospitals should be fully equipped to treat all kinds of diseases. The Railways should have their own T. B. Hospitals,

Mr. Shah Nawaz Khan: while replying to the debate, stated that the Railways had decided to cut down the concessions given to people going to Fairs with a view to reduce overcrowding on Railways to some extent. He said that Government were fully aware of the importance of Rail-Sea co-ordination; and he said that the Coal Consumers' representation would be considered by Government. Regarding Scheduled Castes' representation in the Railway Services, Mr. Shah Nawaz Khan stated that instructions had been issued by the Railway Service Commissions to make a special endeavour to recruit candidates from this community for Class III and IV services. The Government had also asked these Commissions not to insist on normal standards while recruiting candida'es from the Scheduled Castes.

* * *

Pension Scheme for Railway Staff

While winding up discussion on his interim Railway Budget, the Railway Minister, *Sri Jagjivan Ram* said that the pension scheme was only one of three or four alternative schemes, and that all these schemes would be placed before Railwaymen who would be free to opt any one of them. He said that existing Railway employees were free to continue under the present Provident Fund-cum-Gratuity scheme while future entrants could choose from alternative schemes. They could opt for a Pension-cum-Gratuity scheme or take half of the gratuity at the time of retirement and commute the other half as pension. He also announced that he would set up a Committee shortly to suggest avenues of promotion to Class IV Railway employees. He assured the House that representatives of labour would be associated with the proposed Committee.

The House then passed the Demands for Grants in the Interim Railway Budget and also the Appropriation (Railways) vote-on-account Bill covering the Interim Budget Expenditure. This Bill was prepared for over Rs. 346.72 crores and was intended to meet expenditure of the Railways for a part of the financial year 1957-58, pending sanction of the whole Budget by the New Parliament.

* * *

Villupuram Line Electrification

Electrification of the Tambaram-Villupuram section of the Southern Railway will be taken up in 1958-59, said Mr. Shah Nawaz Khan, in reply to Mr. T. B. Vittal Rao, and that this electrification would be completed in 1959-60, at an estimated cost of Rs. 3.68 crores provided all the necessary materials were available in time.

* * *

Imported Engines

Mr. Feroze Gandhi asked the Railway Minister whether it was fact that the newly imported Y. B. Engines, on examination had shown that their axles and the Journal boxes were defective in many cases and not according to specifications. The Minister replied: "No information".

Mr. Gandhi asked whether the Minister's attention had been drawn to the Auditor General's Report in which he had written about the defects about the axles and journal boxes and stated that the amount spent on their purchases had to be written off. The Minister stated that his attention had not been drawn to the Report.

RAJYA SABHA

Procurement of Steel

Mr. Shah Nawaz Khan said that no procedural difficulties would be allowed to stand in the way of effecting a substantial improvement in the procurement of Steel required by Railways. He said that at the instance of the Ministry of Heavy Industry, the Ministry of Railways had decided to take over procurement of Steel materials and an adequate organization to tackle this question was being set up out of the Ministry.

* * *

Maintenance of Bridges

Mr. Shah Nawaz Khan said that on the trunk routes, the Railway Bridges were being built to main line standard permitting axle loads of 22.5 tons on the Broad Gauge. and they were fit to carry the heaviest locomotives in the country. He also disclosed that the Central Standards Office was getting out a design for a BG Open Bogie wagon with higher capacity and the implications of running such wagons were under examination. The existing screw couplings were also being strengthened to ta ke the heavier loads andthe new designs were being studied further by the American team of surveying engineers. He stated further that it had been decided to reorganise Research Work and to place all work connected with Research, Design, and Standardisation under one organisation. For this purpose, the Central Standards Office for Railways and the Railway Testing and Research Centre were being merged into one organisation in the Research, Design and Standardisation Organisation. This new organisation would be headed by an Officer of the rank of General Manager and designated as Director General. He would be assisted by three Directors. He stated further that Railway Research Work would hereafter be controlled by the Central Board of Research comprising the following: The Chairman, Railway Board; Member, Engineering; two representatives to be nominated by the Council of Scientific and Industrial Research, and Director-General, Research, Design and Standardisation Organisation, as Secretary. The Scales of pay of Officers in these new posts were being revised in such a way that they would permit of the appointment of suitable persons from outside the Railways as well.

* * * *

Overcrowding

Mr. Shah Nawaz Khan assured the house that subject to the limitations of funds, the Ministry was trying to improve the situation in regard to overcrowding. The Ministry had already decided to cut down the concessions for local Melas and Fairs. Mr. Khan stated in regard to the recent distribution of posts, that such redistribution had already been visualised in the Budget Speech of Mr. Lal Bahadur Shastri in February, 1956, itself; and it was therefore, only a case of implementing an undertaking already given. Mr. Khan then justified the increase in staff in the III and IV categories by furnishing statistics of increase in traffic both passenger and goods and the implementation of the adjudicator's award etc., and also comparing the corresponding figures of American Railways which were highly mechanised.

* * * *

Mr. Govinda Reddy: The white Paper on Railways had drawn attention to a regrettable feature viz., the continuing shortage of certain essential materials and also that the opening of the Kottayam-Quilon section was delayed owing to this feature. He suggested further that wagons to be constructed hereafter should have a greater carring capacity and that new bridges also should be so constructed as to bear heavier loads.

Mr. H. N. Kunzru: The conditions under which Drivers and Guards worked over-time (though on payment) should be looked into in the interests of safety of passengers as, in the absence of certain facilities, he could not be expected to be fully refreshed even after the scheduled rest.

Mr. Kunzru pointed out that the existing Railway Research Controlling Committee was not of the character envisaged by the Enquiry Committee and that the Estimates Committee also had recommended that the Research

Organisation should consist of men engaged permanently in Research Work and that they should be given reasonable avenues of promotion.

Mr. Lal Chand Doshi: It would be better for the Railway Ministry to concentrate on existing lines, improve their efficiency and offer more Rolling Stock on them so that the increase in Expenditure would become comparatively less. He also suggested that overcrowding in trains should be strictly prohibited and that Government should stop providing concessions at uneconomical rates.

Mr. J. S. Bisht: Railway employees were acting like a "pressure group" trying to extract for themselves as much as possible from the Railway profits. But they should do their duty by the community.

Mr. K. L. Narasimhan: Investigation should be conducted into the properties of Railway Engineers. The Railway Corruption Enquiry Committee had pointed out that the engineers took a fixed percentage of gratification from the contractors,

Dr. Radha Kumudh Mookerji: The Ministry should appoint a Sub-Committee of experts to go into the subject of priorities. The first priority should be given to the development of backward areas in the country by opening new lines there. The Second priority should be for renewal of over-aged track and Rolling Stock.

Personnel

Sri T. C. Krishnan, officiating S. A. O. Workshops & Stores, Golden Rock, is retransferred to the I. A. & A. S. and posted as Deputy Chief Auditor, Southern Railway.

Sri K. R. Rabindranath. I. A, & A. S., Officer, is transferred on deputation to the Railway Accounts Department and posted as Officiating S. A. O. Workshops and Stores, Golden Rock.

Sri Majit Singh, Officer, I. A. & A. S., is transferred on deputation to the Railway Accounts Department and posted to S. E. Railway.

Sri A. M. Radhakrishnan, P. A. to F. A. & C. A. O., Southern Railway, is re-transferred to Engineering Department.

The post of A. A. O. Fuel Accounts has been surrendered with effect from 1—4—57.

Sri Sivanna is posted as J. A. O.. Goods, Southern Railway, Madras.

Sri Tyagarajan, officiating A. A. O., Goods, on relief by Sri K. Sivanna, is posted as officiating A. A. O., Coaching, Southern Railway, Trichy, to relieve Sri A. E. Aranha, officiating A. A. O., transferred to Madras Office.

Sri K. S. Rajagopalan, officiating A. A. O., is reverted as Senior Accountant, Class III, with effect from 25—3—57.

Shri A. M. Sahasrabudhe, A.P.O. (H.Q.) W. Rly., Bombay, was transferred to Railway Staff College, Baroda, as Instructor (Class II), Accounts.

Shri R. N. Chaudharie, Offg., Dy. C. M. E., W. Rly, is confirmed as Dy. C.M.E., from 4—9—1955.

Shri V. Kulandaivelu, Offg, D.T.S., Kotah, posted as Offg. Officer on Special Duty (Improvements), from 19—1—1957.

Shri M. G. Punoose, Offg. Divisional Operating Superintendant, Rajkot, posted as Offg. Divisional Traffic Supdt., Kotah.

Readers' Forum

[The following poser has been extracted from a contemporary paper. A possible solution is also appended. *Ed. R A.*]

Should Officiating Pay in a Higher Grade be lower than the Substantive Pay ?

Need for Removal of Anamoly

" Railway Board's letter No. (E) (S) 56/CPC/122 dated 28th August 1956 raised the pay scale of Rs. 55-130 to 60-130 w.e.f. 1st August 1956 for clerical staff and other categories. My substantive pay in the lower scale of Rs. 60-130 was raised from Rs. 93 to 98 as a Clerk Grade I. On the revision of the scale, however, my officiating pay in the scale of Rs. 80-160 continued to remain the same i.e., Rs. 95. The dates of increments in the various scales are as follows :

Substantive scale : Rs. 60-130 : 27th January and

Officiating scale : Rs. 80-160 : 27th June.

It would appear that I shall continue to draw less officiating pay, though shouldering greater responsibilities, till I cross the efficiency bar on 27th June 1962, when my pay reaches Rs. 128. I shall thus be placed under a grave handicap. At present I am drawing Rs. 95 as pay in Grade II plus Rs, 3/- as personal allowance, total Rs. 98 under FR31. This personal pay will be set off against future increments.

The point is what should be the officiating pay of the employee under such circumstances ? When he started officiating on Rs. 95/- in grade II that was his presumptive pay in that Grade II: Vide rule 2027-R II. However, since, his substantive pay has been refixed, owing to the revision of the scale, his presumptive officiating pay should be related to what substantive presumptive (accurate) pay he is drawing.

It would be seen that the way in which fixation of officiating pay is done on the Railwys is generally contrary to the provisiens of Rule 2017-R. II (F. R. 22) Clause (a). This clause refers to fixation of officiating pay an employee who holds lien on a permanent post. If the new post involves the assumption of duties or responsibilities of greater importance than those attaching to such permanent post, he will draw initial pay the stage of the time scale next above his substantive pay in respect of his old post.

In the case under discussion, the following criteria are fully satisfied :

(i) that his pay in the substantive post is Rs. 98/-.

(ii) that the new post in grade II (Scale 80—160) involves assumption of duties and responsibilities of greater importance than Grade I post substantively held by him.

(iii) his initial pay then should be in stage above his substantive pay of Rs. 98 i.e., at Rs, 100.

FR 31 needs modification or clarification. When an employee's presumptive pay in the substantive scale has been raised, his officiating pay should be fixed in relation to his substantive pay. In this case, the substantive pay has been raised to Rs. 98 owing to revision of the lower substantive grade scale the fixation of officiating pay should be at Rs. 100 w.e.f. 1st August 1956.

It would not be just that the employee should draw less pay in the officiating post though shouldering higher responsibilities than attaching to his substantive post. The Railway Board would do well to have this anamoly removed. Such an anamoly will also arise in connection with the upgrading of the posts in the general redistribution recently announced by the Minister for Railways; otherwise the scheme of upgrading would turn out to be a fraud."

Note: The questioner obviously requires that the officiating pay of an incumbent in a higher post should always be refixed by taking into account the increases in the substantive pay of the lower post. To be continuously operating like this would not only be incorrect, but also not feasible. In fact, Para 2027-RII (FR31) states " in case where the presumptive pay of the permanent post on which a Railway Servant holds a lien or would hold a lien, had his lien not been suspended, should at any time be greater than the presumptive pay of the post in which he officiates, he will draw the presumptive pay of the permanent post." The question, therefore, requires to be dealt with from the common sense point of view; as otherwise, the advancement in the higher post would more or less depend on the rate of pay in the substantive post than on the length of service in the higher post which should be the real criterion. The only remedial course in cases of hardship would appear to be to enable the benefit of higher fixation being got by a short break in service in the higher post, but only in the natural course of events; so that on his resumption of duty, his officiating pay in the higher post will be fixed on the basis of the then current pay he would be drawing in the substantive post : Vide R.B.'s Orders under FR 31 Appendix XXX—RII.

Ed., R. A.

* * *

Allocation of photostat machine

In accordance with para 934-G, the cost of calculating machines such as Comptometers. Remington Book-Keeping. Dalton Calculating machines and typewriters is debited " to Revenue, irrespective of the New Minor Works limit". Accordingly, the cost of such machines is being debited to Revenue office Contingencies of the department concerned. A question arises whether the cost of photostat (machines to take photo-copies of drawings, plans, documents etc,) should be allocated to Revenue Office Contingencies, treating these also as office appliances. There is another view that photostats should be treated as machinery (Workshop machinery etc) and charged to OLWR. The former view, namely to allocate the cost of photostats to Revenue Office Contingencies, appears to be correct and in consonance with para 934-G, it would be interesting to know the procedure on the different railways in this respect.

"*Q*".

OBITUARY

We learn, with deep regret the demise of **Sri D. Thangavelu Pillai,** Retired Paymaster & Cashier, M. & S. M. Rly. on 5th March 1957 at Madras, leaving behind his wife and relatives to mourn his loss.

He worked as Accountant in varicus sections & retired as Paymaster and Cashier.

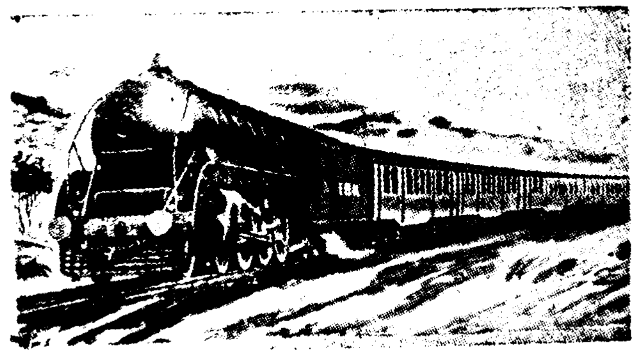
We convey our deep regret and condolences to the bereaved family.

Editor, R A.

THE RAILWAY ACCOUNTANT

April 1957

BUDGET SUPPLEMENT



RAILWAY BUDGET 1957-58

Railway Budget at a Glance

(Rupees in crores)

	Actuals 1955-56	Budget 1956-57	Revised Estimate 1956-57	Budget 1957-58
Gross Traffic Receipts	316·29	345·00	350·00	368·50
Working Expenses	213·22	224·30	229·34	244·16
Net Miscellaneous Expenditure	7·73	13·04	11·02	14·12
Appropriation to Depreciation Reserve Fund	45·00	45·00	45·00	45·00
Total	265·95	282·34	285·36	303·28
Net Railway Revenues	50·34	62·66	64·64	65·22
Dividend to General Revenues	36·12	39·67	37·69	43·79
Net Surplus	14·22	22·99	26·95	21·43

STUDENTS' CORNER

Loss due to delay in giving effect to enhanced rates

(Western Railway) Rs. 50,580

For the haulage of goods from one godown to another in the port area done by the ex-Saurashtra Railway. intra-port charges at fixed rates were recovered. On the integration of this Railway from the 1st April, 1950, the question whether the railway in the port area should be managed by the Saurashtra Government or the Government of India was considered. It was decided in March 1951, that the railway in the port area should be managed as a part of the Indian Government Railways. It was also decided by the Ministry of Railways in May 1951, that the intra-port charges then in force should be increased gradually in five equal instalments, the first increase to take effect immediately, the second in April. 1953, and subsequently at two yearly intervals thereafter, so as to raise these charges to the level of the standard terminal charges of a rupee per wagon capacity plus a siding charge of a rupee per wagon.

The Railway Administration did not, however, effect any increase in the rates until the 1st July, 1954, when the combined increase in respect of the first two instalments was introduced. The third instalment of increase was made effective from 1-4-1955. The delay in revising the charges has resulted in a loss of about Rs. 50,580. No disciplinary action has been taken by the Administration and the matter is under the consideration of the Railway Board.

(Audit Report—Railways 1956).

* * *

Decimal Coinage: Conversion Table

1 Naya Paisa	= 1/100th	Rupee	..1·92 pies
2 Naye Paise	= 1/50th	"	..3·84 "
5 "	" = 1/20th	"	..9·60 "
10 "	" = 1/10th	"	..1as. 7·2 pies.

Conversion to be made only when payment has to be made at the end of a transaction, or when change has to be given or taken.

You can make payments either in new coins or in old coins or by a combination of both according to the coins available with you.

Detailed Conversion Table published in inside wrapper of issue for January 1957.

ACKNOWLEDGMENTS

The following Journals and Magazines have been received since the last Issue :—

(E. Ry. Newsletter) Lifeline	1-4-'57	Chittaranjan	Mar. '57
Western Railway Magazine	Feb. '57	Australian Accountant	Feb. '57
Southrailnews	Mar. '57	Accountants' Journal, New Zealand	Feb. '57
Indian Railway Gazette	Apr. '57	Wednesday Review	W. E. 27-3-'57
Careers & Courses	Apr. '57	Railway Herald	W. E. 25-3-'57
Central Railway Magazine	Feb. '57	Educational Review	Mar. '57
Central Railway Newsletter	Mar. '57	Chartered Accountant	Mar. '57
Eastern Railway Magazine	Feb. '57		

INDEX

An index for the contents of Volume III of "The Railway Accountant," April 56 to March 57, has been sent along with this issue. Subscribers would do well to get their copies bound along with this Index for ready reference.

VOLUME III—BOUND

As was done in the past, some bound copies of Volume III from April 56 to March 57 of "The Railway Accountant" are available with the Managing Editor for sale at Rs. 12·50 plus postal registration charges. Those that require these bound copies have to place their orders early to avoid disappointment.

Some bound copies of Volumes I and II are still available at Rs. 12·00 and 12·50, respectively as announced from time to time in the past; registration exclusive.

STRAY COPIES

Some stray copies of the Journal for previous months are also available at Rs. 1·13 per copy plus Registration charges. These copies are not likely to be available after some time.

SPECIAL ANNIVERSARY NUMBER

Owing to the increase in the cost of paper and also of the matter and in the postal charges, the cost for an individual copy of this issue has been fixed at Rs. 1·25 ordinary postage inclusive. Regular subscribers would therefore be definitely benefited by renewing their subscriptions for the further period without delay.

ENLISTMENT OF NEW SUBSCRIBERS

In view of the admittedly helpful service that the Journal is rendering to all Railwaymen, more particularly to the Class III staff, it is hoped that subscribers would enlist more of their friends as regular subscribers as early as possible and thus enhance the representative nature of the Journal.

CORRESPONDENCE

Subscribers are reminded that it is essential for them to quote their Member's Roll Number with the indicative letter in all correspondence that they address to the Management. They are also requested to note that they should promptly renew their subscriptions before the expiry of their subscriptions as it is not possible always to guarantee issue of reminders individually in time.

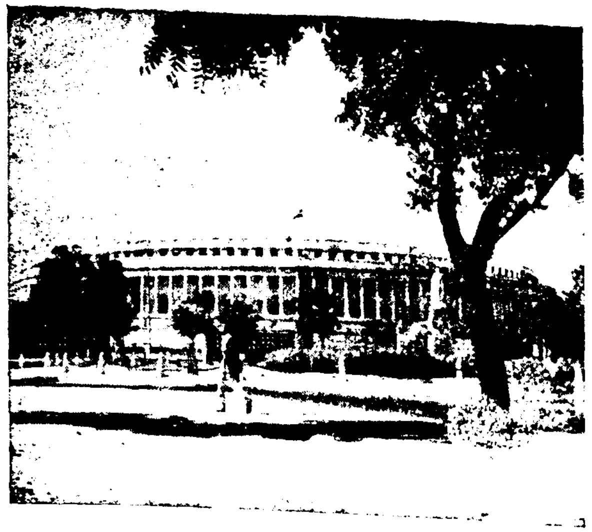
MISSING JOURNALS

Subscribers are once again assured that all precautions are regularly taken at this end to see to the correct despatch of their copies of the Journals on the due date. They should watch for its receipt at their end within a reasonable interval for transport. If their copies are not received within such time, they should immediately contact the Local Postal authorities and lodge a complaint with them sending due advice to the Management.

Whenever duplicate copies are required to recoup the missing copy, subscribers should in token of their bonafides, remit at least Rs. 0·50 *plus* ordinary postage charges, usually Rs. 0·13, (or Rs. 0·63) along with the requisition for such duplicate copies. As a test against incorrect complaints, Certificates of Posting are obtained at the time of posting in various cases and this should be helpful in preventing missings.

NEW SUBSCRIBERS WITH RETROSPECTIVE EFFECT

Some applications are being received for enrolment from an earlier month. In these cases, they will have to pay for the old copies required, at the individual copy rate of Rs. 1·13; or if they wish to subscribe for a period of 12 months, a surcharge at 13 Naye Paise per month for each copy of the arrear month will have to be added to the subscription.



Railway Minister's Speech

Shri Jagjivan Ram, Minister for Railways, while placing on the table of the Lok Sabha on the 19th March 1957 a White Paper on the Railway Budget 1957-58, spoke as under :

As the Hon'ble Members are aware, the voting of the Demands for Grants for the whole year 1957-58 is being left to the new Parliament which will shortly be inaugurated. I propose to ask this House only to vote such supplies as may be necessary for meeting the estimated expenditure for the first five months of the coming financial year. The annual financial statement gives, however, the estimates for the whole year, to facilitate the grant of supplies for the first five months. Following the precedent in 1952-53 a White Paper is being circulated with the budget documents, in which most of the subjects normally mentioned in the budget speech have been dealt with. It is, therefore, not necessary for me to deliver any long speech on this occasion and I propose to touch upon only a few important points bearing on the finances of the Railways and their operation and administration.

I shall first deal with the financial position of the Railways. In the year 1955-56, which is the latest year for which completed accounts are available, the actual surplus was Rs. 14·22 crores against Rs. 9·58 crores anticipated in the revised estimate. This improvement in the surplus was due to the receipts being Rs. 2·19 crores higher and the expenditure Rs. 2·45 crores lower than the anticipations in the revised budget. The additional surplus earned has been credited to the Development Fund.

In the current year, the revised estimates of gross traffic receipts have been placed at Rs. 5 crores more than the budget, this increase being primarily due to higher earnings from passenger traffic. Under working expenses, there is a net increase, compared to the budget of Rs. 5·04 crores, due chiefly to the increase in the statutory prices of coal and in building materials and labour rates etc., not anticipated at the time of the budget. This increase has partly been covered already by Supplementary Demands, voted by the House in the December Session, and as regards the balance, fresh

Supplementary Demands will shortly be presented by me for the consideration of the House. The dividend payable to general revenues is Rs. 1·98 crores less than the budget, and this, along with other minor variations, has resulted in an increase in the surplus of about Rs. 4 crores. It is proposed to credit this extra amount to the Development Fund.

Turning now to the estimates of the coming year, the total gross traffic receipts have been placed at Rs. 368·50 crores, on the basis of the present level of fares and freight, including the the 6¼ per cent supplementary charge on parcels and goods. In framing this estimate an increase of 3 per cent in passenger traffic and 5 per cent in goods traffic over the current year has been assumed in the light of the present trends and future anticipations. The working expenses are expected to increase over those of the current year, by Rs. 14·82 crores, of which Rs. 4·6 crores are due to the increased cost of operation reflecting the anticipated increase in passenger services and goods traffic, about Rs. 3·32 crores due to more repairs to rolling stock and the balance mainly on account of additional expenditure on staff, which includes a provision of Rs. 2·20 crores for the payments, with retrospective effect from 1st April 1956, arising from the readjustment of cadres for certain categories of staff, which was recently announced by me. Under miscellaneous expenditure, an increase of about Rs. 3 crores is expected, mainly on open line works chargeable to revenue. The dividend to general revenues is expected next year to be Rs. 43·8 crores, against Rs. 37·69 crores in the current year. The surplus will come to about Rs. 21·43 crores which is proposed to be credited entirely to the Development Fund.

I would like to tell the Hon'ble members that the earnings estimate taken in the financial statement for the next year is only tentative. As they are aware, the question of reviewing the freight structure of the Indian Railways was remitted in July 1955 to a high level committee which includes two Members of the House, and it is expected that they will finalise their recommendations and submit their report shortly. It is the intention of the Government to consider and implement the recommendations as far as practicable within the next financial year and this, as the Hon'ble Members will appreciate, may affect the earnings estimate which has now been incorporated in the budget for the next year. The extent to which the level of rates of different commodities will be modified by the recommendations of the Committee, and to what extent the earnings estimate will be affected thereby, cannot obviously be anticipated at present. It is hoped, however, that when the budget is presented again in the New House, it would be possible to give an indication of the recommendations of the Committee and the effect of the implementation of those recommendations.

Turning now to the works, rolling stock and machinery budget, the railways expect to spend Rs. 178 crores in the current year against Rs. 193 crores originally provided, or a shortfall of Rs. 15 crores. The shortfall on the works expenditure is of the order about Rs. 12 crores, which would have been much more but for the inclusion of certain new items in the revised estimate for the current year, such as the additional payments to TELCO in the current year amounting to about Rs. 3¾ crores, etc. This year has been one of constant anxiety due to acute shortage in the availability of essential materials like steel, cement, track materials, etc. The next year's budget for works, rolling stock and machinery has been fixed at Rs. 218 crores, which provides for all new lines and important line capacity works required for carrying the additional traffic connected with the increased production of steel and coal. The extent to which the works programme for next year can be carried out will again depend a great deal on the timely availability of critical materials in sufficient quantities. This is a vital question for railways, and the Railway Board, in conjunction with the other Ministries concerned, are considering measures for improving the procurement of rails, sleepers etc., and while certain steps have already been taken to economise on the use of steel, cement, etc., further investigations are going on in this direction as also on the use of alternatives, where possible and economical.

I would invite the attention of Hon'ble Members to the introductory note to the White Paper, which brings out in a concise manner the achievements of the Railways in the first Five-Year Plan and the progress already made in the implementations of the second Plan. The second Plan provides for the construction of about 842 miles of new lines at a cost of Rs. 66 crores, which would involve the construction of a number of bridges. In addition, there is a separate provision of Rs. 15 crores for the construction of new major bridges. There is also the provision of about Rs. 350 crores for rehabilitation, of which Rs. 118 crores are for rehabilitation of track and bridges. With this substantial provision in the Plan for rehabilitation of existing bridges and construction of new bridges, it is essential that in executing these works, the fullest advantage is taken of the latest achievements in the science of Hydrology. Indian railways have to their credit pioneer works in the field of hydraulic engineering specially in the branch of hydrology concerned with the determination of waterways, in the design of bridges and of river training and control. This branch of the science, as many others, has progressively advanced and a considerable amount of information and data has now accumulated in various regions of the country. Lately, a number of big river valley projects have also been undertaken all over India, which also would have a bearing on the subject. The time has, therefore, been considered opportune to collect and compile all the knowledge now available in the science of water engineering and hydrology and make it available to railway engineers engaged in the task of bridge construction and bridge rehabilitation as envisaged in the Plan. The Ministry of Railways have, therefore appointed a high level committee of engineers with Dr. A. N. Khosla, ex-Chairman of the Central Water Power Commission and now Vice-Chancellor of Roorkee University, as Chairman, in order to prescribe appropriate designs and formulae for waterways and other instructions for the upkeep of bridge structures, protection works etc.

In the White paper, mention has been made of our endeavours for attaining some degree of self-sufficiency in the production of the railways' requirements in the country. As the designs for these are constantly improving and no self-sufficiency can be achieved without a proper technological background, there was need to further strengthen the present research, design and standardization organisation and I am taking suitable steps to do so.

In the sphere of railway *operation* in the current year, one satisfactory feature is the increase of about 10 per cent in the originating tonnage handled by railways over the last year and the relatively freer movement of traffic all over the country, particularly through most of the break-of-gauge transhipment points and Moghalsarai, details of which have been given in the White Paper. Equally heartening is the improvement in the utilisation of rolling stock, particularly wagons. There has been a steady increase in passenger and goods train miles and net ton miles per wagon per day on the broad gauge have increased to the record figure of 541, never attained before in the country.

I am glad to be able to say that staff relations have generally been satisfactory during the year. Matters of interest relating to the staff have been detailed in the White Paper, and I need not repeat them here. There is one subject, however, which I should like to mention. It has been noticed that in the matter of promotion of Class IV employees to higher classes, the present rules are rather restrictive

and for certain categories there is no avenue of promotion at all, I shall have this matter examined to see how the opportunities for advancement could be improved for these employees, consistent with the efficiency.

Before concluding, I wish to record my appreciation of the assistance and co-operation I have received even during the short period that I have been in charge of this Ministry from all railwaymen. The responsibility which has devolved on them under the impact of the Five Year Plan is enormous, but I am confident that they will rise equal to the task set before them.

White paper on Railway Budget, 1957-58

Traffic Receipts Exceed Rs. 36·850 crores Allocation of Rs. 218 crores for Second Year of Plan

The White Paper consists of two parts, part 'A' being the introduction and part 'B' being the Explanatory Memorandum on the Railway Budget for 1957-58, which is normally issued as a separate document.

The White Paper places the estimate for gross traffic receipts in 1957-58 at Rs. 368·50 crores compared to the revised estimate of Rs. 350·00 crores for 1956-57, an improvement of Rs. 18·50 crores.

Coaching Traffic

The estimate of passenger earnings in 1957-58 has been placed at Rs. 119 crores as against the revised estimate of Rs. 115·5 crores for the current year. Earnings from other coaching traffic have been placed at Rs. 24 crores, compared to the current year's revised estimate of Rs. 21·4 crores. The budget estimate of Rs. 24 crores includes Rs. 2·2 crores on account of the haulage of postal traffic at revised rates effective from April 1, 1956, the adjustment for the current year also being made in 1957-58.

Goods Traffic

The White Paper anticipates an increase of 5 per cent in 1957-58 in goods traffic over the current year, and places the estimate of goods earnings for the Budget year at Rs. 218 crores, compared to the current year's revised estimate of Rs. 206·5 crores. The sum of Rs. 218 crores is inclusive of the supplementary charge of 6¼ per cent which is proposed to be continued till a selective variation of charges is made on the basis of the recommendations of the Freight Structure Enquiry Committee.

The Committee's report, the White Paper points out, is expected to be received shortly and as their recommendations are likely to be considered and implemented in the course of the Budget year, the consequential changes in the freight rates of various commodities would naturally modify the estimate mentioned above. The White Paper says the extent of these modifications cannot now be anticipated, and the estimate of goods earnings now given can, therefore, only be purely tentative.

The budget estimate of sundry earnings has been placed at about Rs. 75 lakhs higher than the revised estimate of Rs. 7·35 crores for the current year, on the basis of the trend of increase in sundry earnings and on the expectation of higher earnings from the catering department.

Working Expenses

The gross budget estimate of ordinary working expenses for 1957-58 is placed at Rs. 284·42 crores, or Rs. 15·44 crores more than the revised estimate for 1956-57, which is placed at Rs. 268·98 crores. Taking into account credits adjusted in reduction of expenditure like freight on railway materials, however, the increase is only Rs. 14·82 crores.

There is an increase of Rs. 4·6 crores in operating expenses due to the anticipated increase in train miles to cater for the increase in passenger and goods traffic expected during the budget year; of Rs. 3·32 crores under repairs to rolling stock reflecting the increase in rolling stock holdings and the larger numbers of them expected to undergo periodical overhaul and require running repairs in the course of intensive use to cope with the traffic; and of Rs. 9·03 crores mainly on staff expenditure out of which Rs. 2·2 crores is for the effect of the redistribution of posts among different grades with retrospective effect from April 1, 1956, the balance being for normal annual increments, and the pay and allowances of additional staff appointed to cope with the increase in traffic and the increasing tempo of work in the implementation of the second Five Year Plan. The figure of increased expenditure will be offset by a decrease of Rs. 1·51 crores in transactions expected to be charged to revenue suspense. The net result of miscellaneous transactions for the budget year is expected to be a net expenditure of Rs. 14·12 crores.

Dividend to General Revenues

The estimate of dividend to general revenues is placed at Rs. 43·79 crores on the basis of the Convention resolution. This compares with the revised estimate of Rs. 37·69 crores payable as dividend to general revenues in the current year, after taking into account an adjustment of about Rs. 2 crores made in favour of the Railways following the revision of the figures of capital-at-charge adopted after Partition. The figure for the budget year takes into account an increase in capital outlay during 1957-58 to the extent of Rs. 124 crores.

After payment of dividend to general revenues, the net surplus for 1957-58 is placed at Rs. 21·43 crores, which is proposed to be credited to the Development Fund.

Expenditure on Works, Machinery and Rolling Stock

Out of the total allotment of Rs. 1125 crores to the railways under the Second Five Year Plan, Rs. 178 crores are expected to be spent in the first year. The allotment for 1957-58, the second year of the Plan, has been fixed at Rs. 218 crores. The programme for rolling stock, machinery, works, constructions etc. provides for an outlay of this amount.

Financial Results for 1955-56

The gross traffic receipts during 1955-56, according to the White Paper, stood at Rs. 316·29 crores, an increase of Rs. 2·19 crores over the revised estimate for that year. The ordinary working expenses (gross) came to only Rs. 252·86 crores as against the revised estimate of Rs. 254·59 crores, a shortfall of Rs. 1·73 crores.

The surplus for the year amounted to Rs. 14·22 crores, against the revised estimate of Rs. 9·58 crores. Out of this surplus, Rs. 7·14 crores was credited to the Railway Reserve Fund and the balance of Rs. 7·08 crores to the Development Fund.

Revised Estimates for 1956-57

The rise in passenger traffic, says the White Paper, has been fairly steady during the current year. There was an increase under passenger earnings from the budget estimate of Rs. 111·4 crores to Rs. 115·5 crores under the revised estimate. The revised estimates of other coaching earnings is placed at Rs. 40 lakhs less than the budget figure, mainly because of an unfavourable fruit season and the tendency towards diversion of parcel traffic to the Express goods service. Goods earnings have kept pace with the budget anticipation of eight per cent increase in traffic over last year. The equalisation of terminals and the imposition of a short-distance charge on coal towards the end of October 1956 is anticipated to produce an extra revenue of about Rs. 90 lakhs. The revised estimate of goods earnings has, therefore, been placed at Rs. 206·5 crores, about

Rs. 1 crore higher than the budget estimate. Sundry earnings are estimated at Rs. 7·35 crores.

The revised estimate of total gross traffic receipts for 1956-57 is placed at Rs. 350·00 crores, an increase of 5 crores over the budget estimate, the increase being mainly under passenger earnings.

As against the budget estimate of Rs. 262·05 crores for ordinary working expenses during 1956-57, the revised estimate comes to Rs. 268·98 crores. The increase has taken place on account of increased charges under administration, repairs and maintenance, higher fuel bill mainly on account of enhancement of coal prices from July 1956 and increased miscellaneous expenses as well as higher labour welfare expenditure.

The net miscellaneous expenditure is estimated at Rs. 11·02 crores as compared to the budget estimate of Rs. 13·04 crores.

The net railway Revenue in 1956-57 is estimated at Rs. 64·64 crores, out of which dividend to general revenues accounts for Rs. 37·69 crores, leaving a net surplus of Rs. 26·95 crores. The entire surplus is being credited to to the Development Fund.

First Five Year Plan

The White Paper points out that the railways had actually spent a sum of Rs. 423·73 crores during the first Five Year Plan period, compared to the original allocation of Rs. 400 crores. The increase had taken place under rolling stock and machinery. There was a small shortfall of expenditure on track and bridges, mainly due to shortage of materials. Even at the end of the Plan period, track renewal was in arrears to the extent of about 7,000 miles each for rails and sleepers.

As a result of various measures taken during the Plan period, there has been a general improvement in the operational efficiency of the railways. The White Paper quotes figures to support this point.

The Plan period had seen an increase of Rs. 69 crores in traffic receipts, which rose from Rs. 247 crores in 1950-51 (excluding the freight on railway materials) to Rs. 316 crores in the last year of the Plan. The increase was made up of Rs. 10 crores in passenger earnings Rs. 4 crores under other coaching earnings, Rs. 53 crores under goods and Rs. 2 crores under sundry earnings.

Ordinary working expenses during the Plan period rose from about Rs. 165 crores in 1950-51, excluding freight on railway materials to Rs. 212·95 crores, an increase of nearly Rs. 48 crores. The main reasons for higher expenditure were an increase of about Rs. 34½ crores in the cost of the staff and Rs. 3½ crores in the cost of fuel.

Of the total expenditure of Rs. 423·73 crores in the Plan period, a sum of Rs. 284 crores was provided by the Railways from their own current resources, which was Rs. 36 crores short of the original figure of Rs. 320 crores planned to be found by them. The balance of about Rs. 140 crores was met from the general revenues.

Second Five Year Plan

The White Paper refers at some length to the progress already made under the Railways' second Five Year Plan during the first year, and the development proposed for the second year of the Plan.

A number of new lines and several important line capacity works provided for in the Railway Plan and required for carrying the additional coal and steel traffic have either been taken in hand during the current year or have been included in the programme for 1957-58.

The procurement of rolling stock envisaged in the Plan is proceeding satisfactorily. Orders for 557 locomotives, 1,931 carriages and 27,184 wagons (four wheelers) have been placed in the current year, while 411 locomotives, 2,346 carriages including 68 EMU coaches and 17,729 wagons (four wheelers) are proposed to be ordered against the 1957-58 programme. The locomotives already ordered include 100 diesel locos of 2,000 H. P. each for working main line goods traffic.

To cope with the repair work of the increased rolling stock holdings, which will also be put to more intensive use in the coming years than in the past, large-scale expansion and modernisation of the existing repair shops, as well as the establishment of a few new shops, have been or are being taken in hand.

In the second Plan there is a provision of Rs. 80 crores for electrification. In addition to the lines originally provided for, the electrification of the sections between Gomoh and Mohalsarai and Asansol Raj Kharswan and Barajamada is now under active consideration.

Three new lines totalling 87 miles on the South Eastern, Western and Southern Railways have been completed and opened for traffic in the current year, while eight new lines are under construction.

Shortage of Essential Materials

The goods traffic actually carried during 1955-56 amounted to 114 million tons, while according to the statistics available up to the end of January 1957 it is expected that the total traffic during 1956-57 will amount to 126 million tons, about 10 per cent more than in the previous year.

While traffic is increasing as envisaged in the Plan, the White Paper says, serious difficulties are being encountered in the physical execution of the planned works due to acute shortage of vital stores like steel, cement, permanent way materials etc. The White Paper proceeds to give details of some of the shortages experienced, and points out that in order to avail of a larger field for the purchase of steel, it has been decided that the Thomas quality steel of selected specifications will now be accepted by the railways for many of their track and structural requirements. The question of using Thomas quality steel for workshop manufacture operation is still under consideration. Certain changes in the organisation, and procedure calculated to expedite procurements of steel are also under consideration.

The problem of foreign exchange, says the White Paper, has also been a source of considerable anxiety in recent months. To ease the position, negotiations are in progress with the World Bank for a loan.

Railway Operation in 1956-57

About half of the Introduction to the White Paper is devoted to a review of railway operation during the current financial year (1956-57).

It is pointed out that there has been a general improvement in the operating position, there having been an increase of 10 per cent in the originating tonnage handled during the year. Wagon loadings increased by 6·38 per cent on broad gauge and 10·8 per cent on metre gauge including transhipment loads. Movements *via* transhipment points also showed considerable improvement. Gratifying results had been obtained from the special measures taken by the Railways to increase the efficiency of operation. Targets for further improvements ranging from 10 per cent to 20 per cent have been set for the coming year and measures to achieve these targets are well in hand.

The final report of the team of consultants which is now in India under the technical co-operation agreement between India and U.S.A. is expected next October. The team has already submitted a preliminary report, and the Railway Board has asked the consultants to undertake detailed studies on the subject of heavier and more powerful steam locomotives, the designing of wagons with larger capacity, the introduction of centralised traffic control on certain busy single line sections on broad and metre gauges and ways and means of improving movement capacity in the coalfield area to cater to the large increase in

coal production expected in the second Five Year Plan.

The White Paper refers to the two railway accidents which occurred in 1956 near Mahboobnagar on the Central Railway and near Ariyalur on the Southern Railway. The reports of judicial enquiries by High Court Judges in these accidents have been received and are under detailed Examination.

The introduction of the divisional system has been completed during the current year on the Central, Western, and Southern Railways and is to be introduced in a few months on the North Eastern Railway. It is considered inexpedient to undertake a major organisational change on the South Eastern Railway at present in view of the heavy construction activity now in full swing on that system.

Railway Users Ameniities

The White Paper points out that a survey has been completed of the amenities now available at all stations and the extent to which these will have to be supplemented to reach the minimum standards of amenities prescribed for stations.

An experiment is being tried of posting a whole-time officer at one important station on each railway to be in charge of all aspects of railway working affecting the convenience of rail-users and responsible for seeing that passengers are treated with courtesy and consideration, and receive all possible assistance.

The problem of overcrowding continues to receive the earnest attention of the Railways, but difficulties have been accentuated by the continued rise in passenger traffic. In 1956-57, 120 new trains were introduced and the runs of 91 trains were extended involving an extra mileage of 10,765 miles on broad gauge and 3,257 miles on metre gauge. Janata trains have been provided on the more important sections, and there are now 18 services of this type. Their frequency has also been increased.

The Suburban Train Overcrowding Committee's Report has been examined and most of its recommendations have been accepted and are being implemented. Forty-eight additional suburban trains were introduced in 1955-56 and 74 in 1956-57 up to December.

Catering

The White Paper says that almost all the recommendations of the High-Powered Committee on Catering have been accepted or are in the process of implementation. Departmental catering has been extended, and the better quality of food now served is appreciated by the public and its effect in raising the general standard of catering establishments run by contractors is perceptible. A catering supervising committee of three to five non-officials drawn from the zonal users' consultative committees and well-known social service organisations has been constituted on each railway. The opening of milk bars and sale of cheap and wholesome food packets is also being extended.

The campaign for social education initiated last year was intensified this year, and a comprehensive scheme is now under consideration. An experiment with a volunteer corps of railway employees to give practical assistance to passengers is also to be tried at Mathura.

Compensation Claims

The increase from 1953-54 onwards in the number of new claims for compensation received has been persisting, partly due to the increase in traffic and partly due to a larger number of small claims. This trend is being tackled by increased attention to claims prevention and other measures. The average time taken for disposing of claims, has, however, been reduced from 72 days in 1951-52 to 51 in 1955-56. The total amount paid as compensation has declined from Rs. 3·18 crores in 1952-53 to Rs. 2·55 crores in 1955-56.

The increased effectiveness of the Railway Protection Force is evident from the fact that the number of thefts in running trains, yards, and goods sheds had declined from 7,630 cases in 1953 to less than half that number in 1956. A bill was introduced in the last session of Parliament to invest the Force with statutory powers for arrest and search, and it is hoped that with the aid of these powers, the improving standard of discipline in the Force and better initial training of its personnel; the position will improve further.

Drive Towards Self-Sufficiency in Rolling Stock

The Chittaranjan Locomotive Works produced 129 W. G. locomotives in 1955-56 and is expected to turn out 156 in the current year and 168 next year, the last figure being equivalent to 200 average size locomotives. Schemes for the expansion of capacity to 300 locomotives per year in the second Five Year Plan period had been prepared, but in view of the curtailment of the Plan allotment and the proposed electrification and dieselisation of certain sections, it has now been decided to stabilize production at 1 l W. G. locomotives, reducing to the maximum extent possible the import of components.

The Tata Locomotive and Engineering Company attained the target production of 50 metre gauge locomotives last year and is raising the target during the second Plan period to 100 per year.

The Integral Coach Factory turned out twelve coaches in 1955-56 and is expected to turn out 80 in the current year and 181 next year. Of these, 10 in the current year and 81 next year are expected to be made of components manufactured indigenously. The Factory has begun furnishing of coaches, and it is proposed to provide a separate permanent furnishing section adjoining the Factory, at a cost of Rs. 3·70 crores, capable of furnishing all the 350 coach-shells to be built at the Factory.

The Railway Ministry has recently entered into an agreement with the Hindustan Aircraft Factory under which the latter are developing capacity in collaboration with a West German firm for the construction of the Integral type of coach in place of the conventional coach they have been manufacturing hitherto.

The indigenous capacity for manufacture of wagons is planned to be increased from 20,000 wagons per year to 36,000 and 16 new Indian firms all over the country have been selected for the development of extra capacity. Efforts are also being made for the installation of capacity for the manufacture of special types of wagons in the country. There are good prospects of the country becoming practically self-sufficient in the production of rolling stock by the end of the second Plan period.

Railway Staff

The White Paper refers to the progress made in regard to the recruitment and training of the large numbers of extra staff of all categories necessary for the detailed planning and execution of works included in the second Five Year Plan as well as for coping with the large increase of traffic anticipated during the Plan period. Considerable progress has been made in the expansion of training facilities for subordinate staff.

The White Paper refers to the upgrading of posts in various categories with retrospective effect from April 1, 1956. As the precise amount of expenditure on this account is yet to be assessed, a provision of Rs. 2·20 crores, including arrears for 1955-56, has been tentatively included in the budget estimates for 1957-58 subject to revision in the light of more accurate information expected to be available later.

The White Paper details the various steps taken by the railways to expand medical facilities for railway staff, including the addition of 646 hospital beds at a number of stations. Mobile medical vans have been introduced on some railways as an experimental measure for the benefit of railwaymen working at places away from dispensaries. About 22 such vans are to be put into commission.

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Simplification of Traffic Accounts

Whenever mention is made of simplifying any system of accounts, the first idea that strikes is one that is too patent. Sometimes, the idea does not go deep enough. At others, the fundamentals of accounts are not sufficiently grasped with the consequence that proposals made very often lack in solidarity and do not coalesce.

One of the important subjects engaging attention at the present moment is the simplification of the accounting system on the Traffic Accounts side. It has gained momentum by the fact that practically all the railways in India are now State—owned and State—managed ; also that the railways have been integrated and formed into compact zones. Apart, therefore, from ths general application of the Codal rules on each Railway the various conflicting systems and procedures within the zonal Railway are also expected to be scrutinised and systematised. The formation of the divisions on railways where they were not existent or on railways where they were functioning only in part added further impetus to this question of simplification.

The point at issue now is whether the simplification should aim at a system of control from within the railway or from the level of the Railway Board. It is obvious that for an efficient running of any Railway organization, there should be internal control both in regard to receipts and expenditure. In fact, the correct appreciation of the operating ratio is a very essential element in this investigation. Not only should the earnings be correctly and completely recorded, but it should also represent the 'Quid pro quo' for services rendered. If this correlation is not obtained, the recorded figures cease to be of sufficient value to the executives of the Railway. No doubt, when the figures are all combined at the Railway Board level and a complete picture of the working of all the Railways is taken, there would not be much difficulty in assessing the relativity between earnings and services. But the necessary control for individual railways may not be available in full.

It is in view of these broad outlines, that the following remarks are offered in relation to the contemplated action to be taken on revising the system of accounts maintained in the Traffic Accounts Branch of a Railway. The main themes upon which one interested in this work harps upon are : (*a*) Whether or not to apportion Through Traffic Earnings and if so, to what extent. (*b*) the amount of percentage checks that can be applied to the various phases of earnings.

have been taken to augment the indigenous production capacity. The production of rolling stock during the First Five Year Plan period went up as follows:

Year	Chittaranjan Loco Works (B.G. Locos)	Telco (M.G. Locos)	Coaches	Wagons
1951–52	17	10	673	3,707
1955–56	125	50	1,260	13,526

In fact, Chittaranjan is already turning out at the rate of 200 average-sized locomotives per year and Telco's capacity stands at 75 locomotives a year. The indigenous wagon capacity has already reached 20,000 wagons a year and steps are afoot to develop capacity for under-frames, which is expected to go up in about 12 to 18 months' time to over 1,000 to 1,200 under-frames a year.

Whereas in the matter of steam locomotives, general service wagons and under-frames, India has almost attained self-sufficiency, it is still necessary to import special types of wagons, EMU stock, electric and diesel locomotives. This has been necessitated by the present plans for electrification and the need for meeting heavy transport requirements even before the electrification could be completed.

It will be interesting to note that whereas rolling stock purchases in the country are estimated to rise from Rs. 90 crores during the First Plan to about Rs. 220 crores during the Second Plan period, the railways would only need to import rolling stock worth Rs. 158 crores during the same period. Other items likely to be imported are a large tonnage of rails, sleepers, fish-plates and other categories of steel.

Among the countries which have been successful in obtaining orders for rolling stock during the last few years mention may be made of U.K., France, West Germany, East Germany, Italy, Belgium, Poland, Czechoslovakia, Austria, Yugoslavia, U.S.S.R., Japan and U.S.A.

Railways Fully Geared to the Second Plan Task

BY P. C. MUKERJEE, *Chairman, Railway Board*

The progress already made during the first year of the Second Plan warrants the conclusion that the Indian Railways are fully geared to the heavy tasks of the Plan. The author, the country's top railway executive, says here: "Our objective is to go firmly ahead, with unflinching determination that we shall execute the task we have before us." An excellent resume of achievements effected and programmed.

We have now completed the first of the five years of our Second Plan and it would perhaps be appropriate to take stock of the position. I will here try to give some idea of the picture as it appears to emerge, though of course it is difficult to say whether the same trend will continue in the future.

* * *

Our task is to set the railways in a position to carry all the traffic for quite some years to come. In the past we have not been completely successful. Although there may have been free and easy movement in some areas, this has not been the general rule everywhere. We, railwaymen, have been the first to appreciate that our carrying capacity

must increase, if the expansion of the country's economy—increased industrial and agricultural production—is to be facilitated.

* * *

A substantial quantity of overage rolling stock had to be retained in service, at the end of the I Railway Plan in spite of an expenditure of Rs. 240.81 crores on purchase of new rolling stock. The reason was that very much more traffic had to be carried in 1956 than in 1951, and this was possible only by the retention of extra overage stock in service.

SECOND PLAN OBJECTIVES

Our objectives are: (a) to carry the increased production of heavy industries like coal, steel, cement and other commodities as far as possible; (b) to rehabilitate track, bridges and rolling stock in order to maintain these satisfactorily to carry without restrictions the load that would be offering; and (c) to try to become self-sufficient in railways' own equipment through greater manufacture in the country.

In order to achieve these objectives as far as possible, and yet be within the bounds of the total possible Plan outlay, the railways were given a reduced allotment of Rs. 1125 crores and this covers:

(a) the construction of about 842 miles of new railway lines mainly to serve the requirements of the coal and steel industries;

(b) the renewal of about 8,000 miles of existing track which has fallen into arrears due to shortage of rails and sleepers;

(c) the doubling of about 1,607 miles of track where the existidg single line is already working to capacity and cannot possibly carry any more traffic which will be generated;

(d) the conversion of about 265 miles of metre gauge lines into broad gauge; and

(e) the electrification of about 1,343 route miles of existing railway lines where density of traffic is such that steam traction cannot possibly move all the traffic offering.

For this allotment of Rs. 1125 crores, funds will be provided from the following source: Rs. 750 crores from the general revenues, Rs. 225 crores from railway revenues by way of current appropriations to the depreciation reserve fund at the rate of Rs. 45 crores per year; plus a further sum of Rs. 150 crores from Railway revenues.

As the electrification programme may take a little longer to be completed, we have gone in for 100 diesel locomotives, to be used in the areas where the traffic is heavy and later on, as electrification is introduced, they will be shifted to other areas where meanwhile the traffic density increases and where there would be no option but to dieselise.

The rolling stock we propose to purchase in the second Plan is: locomotives 2,364; coaching stock (in units) 11,575; and wagons (in 4-wheelers) 107,247.

There will be a large number of line capacity works such as major remodelling of important marshalling yards, improvement of goods facilities, opening of new crossing stations, provision of additional loops and extension of the length of existing loops etc., and of course a great expansion in the railway workshops, sheds and sick lines to help to get the most out of the rolling stock.

* * * *

FIRST YEAR'S RECORD

In the annual works programme for 1956-57, provision for an expenditure of Rs. 318 crores was made for the following items:

Item	*Anticipated cost* (in crores of Rs.)
Rolling stock	142
Workshop, plant & machinery	36
Track renewals	19
Bridges	7
Line capacity works	38
Electrification	31
New lines	19
Staff quarters and staff welfare	12
Railway users' amenities	2
Other works	12
Total	318

Budget provision for the Plan works, both in progress and the new works, for 1956-57 amounted to Rs. 193 crores—Rs. 88 crores for rolling stock and Rs. 105 crores for other works. In spite of severe handicaps of shortage of steel and cement, further aggravated by the Suez crisis, the railways expect to spend a total of Rs. 178 crores during the first Plan year.

Actual deliveries of rolling stock up to end of January, 1957 and the anticipated deliveries during the full year are indicated below:

	Actual deliveries to end of January 1957	Anticipated total deliveries to end of March 1957
Locomotives	516	624
Coaching stock (in units)	1,167	1,406
Wagons (in units)	27,152	31,759

NEW LINES, SURVEYS, DOUBLINGS

A total of 2, 800 miles of surveys was approved during the year, and the work in the field is actually in progress on about 2,000 miles.

ELECTRIFICATION IN FULL SWING

Work is in full swing on the Howrah-Bandel main line and Sheraphuli-Tarakeswar sections of the Eastern Railway. It is planned that the first electric train will run in this area this year.

Tenders to cover all the sections proposed for electrification during the Second Five Year Plan for AC/DC electric traction have been received and are under consideration. The works will be let out on a priority basis after a final decision is taken—as this is a matter of considerable importance these may first be settled before arriving at a decision.

A large number of workshops and loco sheds on the Indian Railways are being expanded and modernised to meet the maintenance requirements of the increased holdings of rolling stock.

As many as 67 goods yards are being remodelled including major remodelling of marshalling yards at Moghalsarai, Ondal, Tatanagar etc. Work on providing modern marshalling yards at Bhilai and Rourkela is in progress. As many as 52 new crossing stations are being opened to increase the line capacity. At about 100 stations the length of existing loops is being increased and additional loops are also being provided, depending upon the requirements of individual stations.

USERS' AMENITIES

Railway users' amenities are also receiving close attention. A large number of works are in progress at various stations. About Rs. 3 crores were earmarked for such works during 1956-57. It is proposed to spend about the same amount during 1957-58.

Some of the amenities with approximate proposed expenditure during 1957-58 are: improved facilities in existing carriages, Rs. 91 lakhs; improved facilities on platforms, Rs. 75. 66 lakhs; improved waiting and other facilities at stations, Rs. 39.09 lakhs; and better and improved water supply facilities at stations, Rs, 21.86 lakhs.

STAFF QUARTERS AND AMENITIES

During 1956-57, the railways provided a total Rs. 8.6 crores for staff quarters and amenities. Of this, about Rs. 97.84 lakhs was for providing new hospitals, health centres, maternity centres, and improving the facilities in existing ones and Rs. 6.85 crores for the construction of new quarters and improving existing ones, providing electric lighting in quarters and streets etc.

During 1957-58, a total of Rs. 10.42 crores has been earmarked for such works, of which about Rs. 114.4 lakhs would be spent on providing new hospitals, health centres etc. and improving the facilities in existing ones, while Rs. 8.09 crores would be spent on providing quarters, improving the existing ones, providing electric lighting etc.

GOODS TRAFFIC UP

It is significant that even upto November 1956 goods traffic had already recorded an increase of about 10.1 per cent over the figures for the corresponding period of 1955-56 as the following figures will bear out:

	1955-56	1956-57
Broad gauge	52,654,893 tons	58,354,755 tons
Metre gauge	14,305,130 ,,	15,388,063 ,,
Total	66,960,023 ,,	73,742,818 ,,

During 1955-56, the total tonnage of goods moved on the Indian railways was about 114 million tons which figure will increase to about 125 million tons during 1956-57 or an increase of about 9.65 per cent.

The second Five Year Plan proposals provide for the lifting of a total of at least 161 million tons of goods at the end of 1960-61.

The line capacity and other works proposed take a long time to develop. In the meantime, we are resorting to improved operational methods leading to better utilisation of wagons by running block trains and express goods services, running goods trains to a time table, reducing the time allowed for loading and unloading of wagons, round the clock working in important transhipment yards, reducing the number of disabled rolling stock etc. to keep pace with the increase in traffic.

MARCH TO SELF-SUFFICIENCY

The railways are fully alive to the importance of achieving self-sufficiency in the matter of stores, equipment and the personnel, and are actively working for this.

Early in 1956-57, the Railway Equipment Committee submitted its report to the Government. As a result of one of the recommendations, a nucleus Development Cell has been established in the Railway Board office, and for the first time the development of exclusively railway items has been taken over by the Ministry of Railways.

One of the first steps taken by the cell was to augment the wagon-building and under frame manufacturing capacity in the country from about 20,000 wagons and 300 underframes per annum to an ultimate of about 36,000 wagons and 1700 underframes per annum respectively.

Issue of licenses has been recommended in favour of some of the prospective firms capable of doing the work. A number of development orders for rolling stock components as well as electrical signalling items have also been placed during the year.

LOCO AND COACH PRODUCTION

At the Chittaranjan Locomotive Works, the rate of production has been increased to 14 WG locomotives per month. The total number of steam locomotives manufactured during the year was 156, making a total of 504 WG locomotives since the workshop went into operation.

The monthly outturn of unfurnished coaches at the Integral Coach Factory at Perambur has been stepped up to 10 per month. During the year a total of about 85 shells will be manufactured, making a total of 97 shells since the Factory went into operation on October 2, 1955.

The question of opening a similar factory for the metre gauge coaches is being considered. A workshop to manufacture spare parts for locomotives and to carry out major reconditioning of machine tools is being set up. Funds have been allotted for these two units in the second Five Year Plan.

TRAINING OF STAFF

The railways will require a large number of technical personnel to handle the increased traffic and maintenance requirements of rollng stock etc. It is proposed to spend over Rs. 3 crores in the second Plan period to increase the training facilities on the railways. It is also proposed to recruit untrained raw hands from the market and train them on the railways for the work they will be required to perform.

The requirements of the railways are of a specialised and technical nature which can only be imparted at the moment by the railways themselves as there are no outside facilities available. The staff are being trained in the railway workshops, loco sheds and special training schools run by the railways.

Facilities are being expanded to train over 7,000 people of dsfferent categories at a time.

GANGA BRIDGE PROJECT

Before the commencement of the second working season, all works in connection with the training of the river Ganga, 8 of the 15 main piers and all the four shore piers had already been completed. During the second season which commenced from October 1956 work had been in progress on the remaining 7 piers (all water piers), earth work in the transhipment yard on the north bank and on the raising of the formation in the river area to its final rail-road level.

Linking of track in the transhipment yard and earthwork on the south bank have been taken in hand. It has been planned that by the end of June 1957 all piers will be completed.

The fabrication of steel girders has suffered a setback due to the non-receipt of steel from U. K. It is expected that during the course of the next four or five months most of the steel outstanding will be received and it will be possible to start erection of girders at the site during the next working season from November 1957.

FULLY GEARED FOR THE TASK

I have referred to developments during the current year in some detail merely to show that the railways are getting fully geared to the task of executing the large number of works necessary for the Second Plan.

Arrangements have been made for training the necessary personnel, but the greatest difficulty appears to be the question of foreign exchange and the shortage of steel.

In order to help with the foreign exchange the World Bank was approached for a loan and earlier this year the Bank sent over a team of experts from a firm of consulting engineers to study the working of the Indian railways' development schemes and to examine whether we are in a position to handle the task. These consultants are to report to the World Bank. It is not known at the moment whether they have done so.

FOREIGN EXCHANGE AND STEEL

We are waiting for the World Bank decision as to the extent to which the foreign exchange required for the Railway Plan can be loaned to us.

Meanwhile, arrangements are being made for the procurement of steel that is essential for railways, such as track and track fittings. Procurement is to be handled by this Ministry, and we will try and get whatever is possible from the world market.

It is not known at what price level such procurements can be arranged, but at present we are aiming at completing the physical targets of the Rs.1125-crore Plan and to do this as early as possible.

As it is, we feel that this will not meet all the requirements of transport, but we are firmly resolved that there must be no delay in the execution of our Plan.

* * *

Control Board for Staff Training

BY D. P. MATHUR, *Senior Deputy General Manager, Central Railway*

To cope with the unprecedented demand for staff training facilities during the Second Plan period, the Central Railway has set up a Control Board for Training with the author of this article as Chairman. From about 2,200 persons trained in 1954-55, the number will shoot up to over 19,000 in 1957-58—a nine-fold increase in three years. The Railway aims at stabilising permanent training facilities for over 10,000 annually.

Industrialisation has ushered in the day of the specialist. Time was when only persons connected with one of the sciences or with engineering work could be termed technicians. In the present era of specialisation, each man is expected to be an expert in his job, be it scientific, engineering, personnel or any other kind of executive job. In the advanced countries of the West specialisation and division of labour, are carried to such an extent that the man knows practically everything about his job, but little outside it.

Training facilities on the railways, in the decade immediately preceding World War II, covered only a few categories of staff. With the end of the War was taken the first step forward in the effort to train the staff on scientific lines, and the Bina Training School on the Central Railway was established. Since 1945, certain important categories of the staff of the operating and commercial departments have received training here. At first facilities were provided for imparting initial training to new recruits, but later promotion courses for advancement to higher grades were introduced. The capacity of the School is 375 trainees.

The results of this proper training indicated that when a trainee from the Bina School was matched againt his colleague who had not been so trained, the superiority of the former was at once evident, not only in the quality and the general efficiency of his work but also in his understanding of railway problems.

FACILITIES DURING FIRST PLAN PERIOD

The need for setting up training institutions to expand the training facilities for railway personnel appeared to be a *sine qua non* for the successful achievement of the targets set before the railways during the First Five Year Plan. The importance of the employees in service undergoing refresher and promotion courses to step up their efficiency was also fully recognised and influenced the decision to extend training facilities on the Central Railway.

To meet the demand for training additional categories for initial, refresher and promotion courses, a school was opened at Bhusaval, in temporary war-time barracks, with a capacity of 275 trainees at a time. Signallers, ticket collectors and commercial clerks, whose training did not require the use of a model room, are put through the Bhusaval school.

The spurt in traffic in the later years of the First Five Year Plan necessitated a large-scale addition to the numbers of new recruits. Temporary structures were put up at Bina and Bhusaval and the total capacity of these schools was raised to about 880 at a time, thus stepping up the out-turn to 4,800 trained men per year.

Simultaneously with the growing volume of railway business, the urgency for developing a strong, well-organised and disciplined Railway Protection Force, imbued with the highest sense of integrity and devotion to duty to enable them to discharge their obligation of affording the fullest protection to railway property and goods handled by the Central Railway, became increasingly apparent.

At Kurduwadi, a training school for Railway Protection Force staff was started about two years ago which initially trained the staff of the Central, Western and Southern Railways. The last two now have their own arrangements and the Kurduwadi School deals with only the Railway Protection Force staff of the Central Railway.

In the mechanical department, there exists a system of recruitment of apprentice mechanics, approximately 32 each year, and of giving them five years' training, to fit them for subordinate supervisory posts of chargemen and foremen. The trainees spend nine months of each year on the shop floor and three months at the Uttar Pradesh Government's Technical Training School at Jhansi. Negotiations are now proceeding for the transfer of this school to the Central Railway.

A system of recruitment of trade apprentices for five year's training in the shops in the respective artisan trades is in vogue, and, at the moment, over 1,500 men are under training in the shops and running sheds of the Railway.

EXPANSION OF FACILITIES

With the anticipated increase in traffic in the Second Five Year Plan, and the paramount need to step up efficiency by putting trained men into jobs and by providing refresher and promotion courses to staff already in service, a scheme for the expansion and development of training facilities has been prepared. New equipment and more machines alone are of no avail if efficient staff is not provided to man them.

The need to close the gap between the supply and the demand for rail transport by substantially raising the efficiency factor of the staff has become paramount. It has, therefore, become urgent to expand the training facilities for a much larger number of personnel than ever programmed in the past.

NEW SCHOOLS

To meet this situation a training school has been opened at Manmad on March 1, 1957 at a cost of Rs. 1·5 lakhs. Apprentice permanent way inspectors, engineering gang mates, sub permanent way inspectors etc. will receive both initial and refresher training at this centre. This school is designed to deal with 80 trainees at a time and turn out about 450 trained men per year.

A temporary engineering training school has been set up at Mhow for

training matriculate recruits for appointment as works mistries, draughtsmen, surveyors and assistant inspectors of works, on both the Central and Western Railways. The school has at present 100 candidates under training for this Railway alone. Its capacity can be increased to 200 at a time.

Temporary training centres have been set up at divisional headquarters to take up the training of commercial and operating staff who do not need the facilities of a model room. These have a total capcity of 750 trainees at a time and turn out about 3,000 trained men per annum. These facilities are quite classic and can be stretched to suit fluctuating needs.

A temporary training school with a capacity of 35 men at a time and 140 men per annum is being set up at Byculla for imparting training to signal and telecommunication staff. The inspectorial staff of this department will be trained at a training school for all Railways being set up at Secunderabad at an estimated cost of Rs. 12.36 lakhs.

ALL-INDIA SIGNAL SCHOOL

The permanent schools proposed on this Railway, excluding the All-India Signal Training School to be set up at Secunderabad and the second phase of expansion of the permanent Bhusaval school estimated to cost Rs. 40 lakhs, would involve a non-recurring expenditure of Rs. 92.4 lakhs during the second Five Year Plan period.

Principal among the non-recurring items of expenditure will be the setting up of a modern school at Bhusaval which will be open to all categories of staff of the operating and commercial departments. In the first phase, a sum of Rs. 32.90 lakhs will be expended. The school's capacity will be 400 trainees at a time and the output will be 2,500 trained men per annum.

For the mechanical department, the Railway Board have approved the recommendation of the Technical Training Committee that training should be provided as under:

(a) training of unskilled and semi-skilled workmen for basic tradesmen's posts;

(b) training of basic tradesmen for skilled workmen's posts;

(c) training of skilled workmen for supervisory posts;

(d) training of trade apprentices for skilled workmen's posts;

(e) training of apprentice mechanics for supervisory posts.

A scheme has been included in the second Five Year Plan to provide basic training centres at the four major workshops at Parel, Matunga, Jhansi and Lallaguda, and at six big loco sheds at Bhusaval, Jhansi, Jabalpur, Nagpur, Sholapur and Secunderabad, at an estimated cost of over Rs. 36 lakhs. The total capacity will be 2,500 at a time.

A scheme has also been included for a permanent school at Kurduwadi for training the staff of the Railway Protection Force. The anticipated cost of this school is Rs. 15 lakhs and it will train about 350 men at a time.

There are, at present, no training facilities for the staff of the electrical department. Now basic training centres are proposed to be set up at the four major workshops at Parel, Matunga, Jhansi and Lallaguda, and at Kurla car shed, Kalyan loco shed and Thakurli power house, at a cost of Rs. 8.5 lakhs for training about 600 men at a time.

NINE-FOLD INCREASE

It has been estimated that about 10,300 men on the Central Railway will require to be trained each year, 3,200 being initial recruits, 2,600 promotees and 4,500 undergoing refresher courses. The average number of employees undergoing training at a time is expected to be approximately 4,000 in all the training institutions.

The progress made in the stepping up of training facilities would be evident from the fact that while in 1954-55 the Central Railway was imparting initial training to 1,081 recruits and held promotion and refresher courses for 954 and 147 men respectively, the corresponding figures for 1956-57 stood at 5,107, 1,897 and 2,164. These will be stepped up further in the current year to 6,972, 2,850 and 9,201 totalling to 19,023 in all, thus exceeding the future permanent level by almost 100 per cent so as to overtake the arrears of refresher training.

The 1958-59 training programme will more or less conform to that of 1957-58 and by the end of that year all arrears of refresher training would have been wiped out. The permanent facilities will cover the training of some 3,000 operating staff and 2,500 technical engineering staff who are largely concerned with the safety of operation, and some 5,000 staff from other departments.

The augmentation of training facilities will naturally involve a substantial stepping up of the cost incurred by this Railway on training. This has risen from Rs. 9.4 lakhs in 1954-55 to Rs. 17.65 lakhs in 1955-56, Rs. 28.33 lakhs in 1956-57 and is expected to be Rs. 52.19 lakhs in the current year.

CONTROL BOARD SET UP

A Control Board has been set up at Bombay with the Senior Deputy General Manager, Central Railway, as chairman, charged with the responsibility of programming, directing and reviewing the training programmes on this Railway.

The Central Railway is thus fully geared to meet its responsibilities in the field of staff expansion, to give new staff adequate training to take up their jobs with confidence and to execute them satisfactorily, to train the existing staff from time to time to fit them for increased responsibilities devolving on them on promotion and to give periodic refresher, training to important categories of staff connected with the safety of operation and transportation.

Note : **It is significant that no mention whatever has been made in the above article of training for staff of Accounts Department. That this is equally important as anything else is beyond doubt ; particularly, for men required to give financial advice. The executive aspects of work and the principles of sound finance as well as of accounting should be instilled into the minds of Staff of the Accounts Department. To avoid the oft-repeated criticism that the Financial Adviser always puts a spoke on the executive, the training of Staff of the Finance & Accounts Department becomes very essential ; & it is hoped that the authorities will take due note of these.** *Mg. Ed., R. A.*

Financial Control of Indian Railways

BY I. S. PURI, *Formerly Financial Commissioner of Railways*

Prior to 1924, Indian Railways were treated just like any other department of Government and their financial administration was in no way different from the rest of the Government. If railways incurred a loss, it was met from other sources of Government revenue. If they made a profit, it served to swell the budget surplus at the disposal of the Finance Member. On one occassion, that

is during the 1914-18 World War, rail transport was actually used as a means of raising taxation.

The Railway Board had little or no say in the financial administration of railways. There was no budget finance or even accounts directorate in the Railway Board's office. The Accountant General, Railways was Accountant, Auditor and Financial Adviser to the Railway Board, all rolled into one. What accounts and statistics railways should maintain and in what form, was decided not by the Railway Board, who were rsponsible for the efficient running of railways, but the Accountant General under the general direction and control of the Comptroller and Auditor General, to whom, and not to the Railway Board, he was subordinate. He was essentially an accountant and an auditor. He was a financial adviser only in name. He could only say what expenditure it was within the powers of the Railway Board to order, what required the sanction of the Finance Department and what required the sanction of the Secretary of State. For this purpose, very detailed rules had been laid down. The so-called financial adviser was not expected to see whether any proposed expenditure would bring to the railways adequate benefit in the shape of additional revenue or saving in operating costs. He was only to see if the expenditure was within the prescribed rules, Even in regard to statistics, his role was limited to mere compilation and did not extend to their interpretation.

POWERS DELEGATED

This arrangement was condemned in very strong terms by the Acworth Committee who recommended that railways should be managed as a commercial concern and that they should keep their own accounts and decide what statistics should be maintained. They also recommended that the Secretary of State should divest himself of a large part of the authority he exercised over the details of railway administration, by delegating very wide administrative and financial powers to Government of India, that is to the Railway Board. The Railway Board was also to be completely reorganized and, along with a number of technical members, it was to have a member-in-charge of Finance, Accounts and Statistics.

The recommendations of the Acworth Committee, both for the reorganization of the Railway Board and for the delegation of very wide powers to it, were accepted by the Government. Railway Finance was separated from General finance by a resolution, known as the Convention Resolution of the Legislative Assembly. A finance directorate was created in the Railway Board for the first time. A study of the way it has been working and the role it has played during more than thirty years of its existence should be fruitful, not only for the railways but also for other Ministries which are concerned with the running of industrial enterprises, particularly as the public sector of industry is expanding greatly under the impact of ideas for the socialisation of the country's economy.

With the separation of Railway finance from General Finance in 1924, the control of the Finance Department over the details of Railway administration disappeared. It was recognised that, unlike purely administrative departments, it was not possible to draw, in a commercial organization, a clear cut division between administrative control and financial control and that financial control by an outside department could only be a hindrance to its adoption of business methods and therefore to its efficient working.

Under the new convention, the member-in-charge of Railways became his own Finance Member, subject, of course to his observing the general financial policy which might be laid down by the

Government from time to time through the Finance Member. The level of railway expenditure, both capital and revenue, was to be decided by the Railway Member, subject to compliance with the ways and means policy of the Finance Member. The financial liability of the railways to the general exchequer was clearly defined. Such liability could not be enhanced when the railways were prosperous, nor could it be escaped if they happened to run into bad times. The railways were not to be a burden on the general exchequer, nor were they to be a source of additional revenue or an instrument of the country's taxation policy.

INDEPENDENT CONTROL

The Railway Department was directed to frame its own set of classification, Control and appeal rules and was given complete freedom to make its own rules for pay, allowances and service conditions of railway staff. Even when it adopted the same rules, which it very often did, as had been laid down for persons serving under other ministries, they had to be formally re-enacted by the Railway Ministry before they could be held as applicable to railway staff.

Under this arrangement, which has continued almost unchanged for over 30 years and which can serve as a model for the public sector of industry, if the latter is to be managed as a business and not to be too much under the influence of changes in political thinking, the Railway Minister is responsible for railway accounts and budget. It is for him to decide the form of railway accounts and the scope of various railway demands. Subject to Parliamentary control he decides how much money should be put into the depreciation fund, what amount should be carried to or withdrawn from railway reserve, and what should be the size of the latter. He can use railway surpluses to strengthen the railways reserve or use them for reducing fares, giving concessions to trade and industry, providing amenities for passengers or amenities to railway staff, as he may consider fit. The level of railway charges, from time to time, is to be determined by an estimate of the needs of railways and the capacity of traffic to bear and not by the exigencies of the general budget. While in the Communications Ministry, the scale of charges for posts, telegraph and telephone services is laid down from year to year by the Finance Minister, it is the Railway Minister who, so long as he meets in full the railways' fixed contribution to the general exchequer, decides the level of railway rates and fares, the scale of charges for terminal and other services and other matters affecting railway finances. It is immaterial whether he pays these fixed charges out of current surpluses or out of accumulated reserves.

MINISTER IS THE SOLE JUDGE

The Railway Minister is also the sole judge of railways' requirements from time to time in regard to capital expenditure for improvements and expansion. The overriding condition is that he may not do anything which may be out of step with the ways and means programme or the foreign exchange budget of the Government. Nor may he enter the loan market on his own account. All borrowing operations must remain the sole prerogative of the Finance Minister. Subject to this, it is for the Railway Minister to decide whether to electrify a railway track or to quadruple it, whether to buy more locomotives or wagons, whether to build new lines or increase the capacity by doubling some sections or by introducing automatic signalling. It is for him to decide whether to put heavier rails in the track or to increase the number of sleepers under the rails, and whether to establish a workshop for maintenance of

stock or for building locomotives, coaches or other rolling stock.

There is a separate finance branch in the Railway Board under the Financial Commissioner of Railways, who is the principal adviser to the Railway Minister in matters of railway finance and budget. He is also responsible for the proper maintenance of railway accounts. While his main responsibility is to the Railway Minister, it is also his business to keep himself fully posted with the policy of the Finance Ministry in all matters which may have a bearing on railway financial administration, to see that this policy is observed and to keep the Finance Minister fully informed in regard to such matters as impinge on his responsibility or are not the exclusive concern of the Railway Minister.

DUAL RESPONSIBILITY

On the face of it, such dual responsibility of the Financial Commissioner might be considered to place him in a somewhat difficult position, but it has been the writer's eight years' experience as Director of Finance and Financial Commissioner, as well as the experience of others that in actual practice the arrangement presents no difficulty. Successive Finance and Railway members and ministers have observed the separation convention in better and in spirit and the railways have been allowed to be administered as a business concern without outside interference. For the Financial Commissioner, a question of conflict of loyalties has seldom arisen.

The efficiency and usefulness of the finance wing of a business organisation depend on how far those concerned with its financial administration possess knowledge of, and insight into other branches of the business. Not only have financial decisions serious administrative repercussions but, unlike purely governmental spheres, there are very few administrative decisions of any magnitude which have not important financial implications. From the very start, the position, therefore, has been that the Financial Commissioner is a full member of the Railway Board and has equal responsibility with other members for all branches of railway administration. His role, is not merely a negative one, which is understood by financial control in the narrow sense of the word and is a concomitant of financial control from outside. He plays a dynamic and positive role in railway administration and has a say in all matters. He is not concerned merely with the expenditure proposals which come up before the Railway Board and the Railway Minister.

In matters of purely administrative policy, he is just like any other Member of the Board. But in matters of finance, he may not be over ruled, either by the majority of the members or by the Chairman, unless he agrees that their views should prevail. Whenever there is a difference and the Financial Commissioner sees no reason to modify his own stand in the light of what other Members may have to say, the matter must go to the Minister for decision. Similary, other officers in the Finance Directorate of the Railway Board work in close collaboration with other Directorates and all information available to the latter is fully and freely placed at their disposal.

AT ZONAL LEVEL

The General Managers of Railways exercise very extensive powers and need financial advice as much as the Members of the Railway Board and the Railway Minister, if they are to discharge their duties and responsibilities properly and efficiently. On each railway, therefore, there is a Financial Adviser, who is in much the same position in relation to the General Manager as the Financial Commissioner is in relation to the Railway Minister. But his relations with the Financial Commissioner are much

Attention to Detail

Attention to detail is an essential requisite of good work; but in these days, this appears to have been jettisoned, either on account of undue tolerance or otherwise. "When you take care of the pence, pounds will take care of themselves", is a maxim as true in the case of official work in paying attention to detail, as in matters of expenditure. Take a simple case. Day after day we see so many letters received from various offices and issued by our own office, and one cannot but find that in a number of these, there are uncorrected typing mistakes, indicating that the fair copies of the letters had not been properly and carefully compared. Some people even think that enclosures to letters need not be compared at all, as they are only "enclosures" and not letters themselves; but they forget that the enclosures are also intended to be acted upon where necessary or at least properly understood. It is high time that the junior staff who are charged with the duty of comparing letters, etc., are advised suitably on the necessity for ensuring that the work is done properly. Although this may seem trivial, it is very irritating to see such mistakes. Some may argue that, so long as the substance is understood, it is waste of time to think of small mistakes occurring here and there in the official communications, etc., particularly when the English language is being given the good-bye to give place to "Hindi". But no right-thinking man can accept this attitude which, to say the least, can only be characterised as "defeatist". This lack of attention to detail is not, nowadays, the sole monopoly of subordinate offices; it exists in equal or greater measure in the higher offices also. Those who have worked in the Railway Offices in the twenties and thirties, will easily bring to their minds the picture of the printed letters that used to issue from the Railway Board. These letters were in many cases fine pieces of literature, apart from the content value. Letters were issued with great care, and instructions and orders were in most cases precise and free from ambiguity. The same thing could be said of other offices also. A mistake in typing or comparing would be noted against the staff concerned who would, for that reason, exercise sufficient care in their work. Some such system is certainly called for now, to instil into them the necessity for attention to detail.

Prizes are given, and rightly, for well-kept stations. This prize-scheme can very well be extended, and with profit to the Administration, to other spheres of official work also, some-what on the following lines. A prize may be given for the best typist, who has not made even one mistake in typing during the whole period (say a month, or other period); or the best routine clerk who puts up the previous papers correctly on the date of receipt of the inward paper, during a month, may be noted for special mention. A Section of an Office in which the maximum number of letters received are replied the same day or within three days of receipt, can be given a shield. If a Section presents a "Nil" Statement in respect of letters outstanding for more than a week, "white gloves" could be presented to that Section. It is quite unfortunate that efficiency is at a low ebb, due mostly to lack of sense of responsibility, generally of the staff concerned, and every Railway will have a large number of outstanding references from the Railway Board, dating back to several months, even years in some cases. While, in certain cases, data have to be collected and this takes time, particularly, when the collection of information involves reference to several levels, this cannot be said of the majority of references from the Board. The Organisation and Methods Division may well take up this matter for consideration, in the interests of efficiency.

"*B*"

Selection and Controlling the Input of Locomotives & Repairs

By Yash Pal Puri, *Cost Accountant*

By and large the selection of locomotives for repairs on Indian Railways is determined by the time or mileage run since last repairs. Some mechanical engineers do not consider either of the basis as satisfactory in itself. They point out that the deterioration in the condition of boiler and firebox is determined by the number of hours in steam than by the mileage run. Wear and tear of the mechanical parts on the other hand is almost entirely a function of mileage. When deciding the need or otherwise for repairing, the locomotive must be considered as a whole. It is a well known fact that there are wide variations in mileage at which individual locomotives of the same class require attention in the works. This clearly precludes the use of average mileage between repairs as a satisfactory basis for determining when the locomotive should be sent to the workshops. Shopping of locomotive on the basis of time or mileage often results on the one hand in many locomotives receiving repairs before they are warranted, and on the other many becoming stopped unserviceable at sheds awaiting attention in the workshops.

2. It will be interesting to analyse here the effects on costs and gross earnings of calling in locomotives even when they are still service-worthy. The Railway Board have laid down 1,20,000 as the average mileage between two successive periodical overhauls. One Railway achieves only about 80,000 to 90,000 miles while other Railway calls in locomotives for periodical overhaul after 1,80,000 miles, proving thereby that there is considerable scope for improvement in the mileage in the case of the former Railway.

The Railway with lower average mileage repairs 270 locomotives per annum. Supposing now that it is possible to improve the mileage from 90,000 miles to 1,20,000 by such measures as prompt attention to the locomotives in the Sheds then it would really be apparent that we can cut down the number of locomotives coming to the shops by 1/4th or say about 70 locomotives per annum. Considering the fact that there is a widespread tendency in the workshops of replacing by new even such of the parts which still have service life in them, instead of repairing the old ones, and that the periodical overhaul of a locomotive costs about Rs. 30,000/-, the possibilities of economies arising out of shopping the engines only when their condition so warrants, cannot be under-rated.

3. It has also to be remembered that the periodical overhaul keeps a locomotive out of commission for 30 to 40 days. Seventy locomotives out of service per annum before their time mean a loss of revenue earning capacity of one locomotive for 2 to 3 thousand calendar days. And the gross earning capacity of locomotive has been reckoned at Rs. 1500/- per day i.e., altogether a loss of gross earnings between 30 to 45 lacs per annum.

4. If maximum mileage between repairs and minimum number of engines stopped at sheds are the objectives, then the best method obviously is to make physical condition as the sole criterion by which the need for repairs should be assessed. This requires, firstly, that the physical condition of every locomotive should be ascertained and reported upon at pre-determined intervals and secondly that a decision based on the facts disclosed in the report should be given promptly as to whether or not a locomotive is agreed for repairs in the near future. Such a procedure ensures information to the workshop of the amount of work ahead of them. Sound methods, of course, must exist for allocating locomotives to workshops for repairs so that engines stopped at sheds are taken in preference to those which though agreed for workshop are still in traffic.

under the compelling needs of heavy traffic requirements.

16. It is essential therefore, that a close watch should be kept on the reasons which cause engines to be stopped particularly as it is incumbent upon shops and sheds to see that stopped engines are sent into the shops in preference to those which, though agreed, are still in traffic. It is impossible to bring down the number of engines under or awaiting repairs to the lowest possible level if stopped engines are held at the sheds to enable others, capable of further service but more convenient to the shops or sheds at the time, to be sent to the works first.

17. There must however, never be any question of decision made by the shopping bureau being in any way influenced by temporary difficulties or lack of capacity at the workshops. Engines should be put back for reproposal only if, after attention at the sheds to any minor defects noted on the proposal forms and with normal shed maintenance thereafter, they are clearly able to continue their booked working with unimpaired reliability.

18. An important adjunct of the standardisation of the process for the shopping of locomotives for repairs and creation of a co-ordinating agency for the control of that process - namely the Shopping Bureau would be bringing about a more rationalised division of locomotive stock between various workshops for maintenance purpose.

19. There is much to be said for allocating locomotives for maintenance and operation to the same Railway and preferably within the Railway to the workshops which cover the operating division in which they were allocated for service. Locomotives will thus be maintained by the workshops which serve the sheds at which they are stationed. But from the point of view of economy in the provision of spare boilers and other renewable parts and equally in the interest of attaining the minimum days out of traffic, the maintenance of standard locomotives operating on more than one division of Railway should be confined to a limited number of workshops. As such, wherever possible, the standard engines should be allocated in whole classes to one particular workshop.

20. The principles to be followed in deciding the allocation for maintenance would thus be :—

(a) To limit maintenance of each class of locomotive to the minimum number of workshops. The ideal to be aimed at, other things being equal, is that all locomotives of a particular class should be maintained by one workshop only.

(b) To allocate locomotives to a workshop which already maintain the locomotives of the same standard class.

(c) With due regard to the above, to allocate locomotives for maintenance to the same Railway and division as that on which they operate.

21. The foregoing principles, however, can only be taken as a guide and from the point of view of even distribution of work in relation to capacity it may often become necessary to depart from the ideal. And when introducing new standard types likely to be put on the lines throughout the country it may be desirable that experience of their performance be gained by the workshops of the Railway in which they operate and which in course of time as the number increases would in any case be required to undertake their maintenance. Considering however the fact that the Indian Rlys. at present own about 250 different classes of locomotives, and the locos of certain classes at present allocated to some workshops number less than 10, there indeed is a considerable scope for re-allocation of locomotives to workshops, *even if it involves more than one Railway*, so that it is possible to realise economies arising out of specialisation and provision of spare boilers and other renewable parts.

(To be Continued)

Railways set Pace as Model Employers

By M. K. KAUL, *General Manager, Northern Railway*

The Northern Railway, like the other Zonal Railways, has a large welfare organisation to care for the average worker's happiness and well-being outside his place of work. Welfare activities, which cover the worker's family as well, extend to a wide field – housing, medical attention, sports and recreation, education of children, technical and vocational training, children's camps and inexpensive holiday homes at health resorts.

With the birth of Independence in our country, the common working man has undeniably come into his own and the State, with its avowed purpose of providing the maximum possible scope for the full development of the personality of its citizens, is naturally anxious to set the pace as a model employer.

The Indian railways, as the biggest national undertaking employing over a million workers, are accordingly making earnest efforts to do all that is possible to promote the welfare of the staff. The growing complexity of the problems faced in dealing with an ever-increasing load of traffic only lends edge to their endeavours.

In this brief article it is my purpose to indicate some of the important features of welfare activities on the Northern Railway, giving some idea of the extent to which our workers benefit thereby. I am dealing here not with what may be termed the purely economic dimensions of welfare, as for instance wages, incentive to advancement, work-load etc., but with those aspects which are outside the worker's daily chores in office, workshop, footplate, or other work spot, and intimately concern his happiness and well-being.

Housing of the staff is naturally the first concern of any welfare scheme. *** The extent to which there has been improvement in the scale of housing to staff on the Northern Railway can be gauged from the fact that while, at the time of the formation of this Railway, the number of staff housed was 12, 340 in class III and 38,242 in class IV, the corresponding numbers at the end of 1955-56 rose to 18,200 ond 47,422 respectively. This represents an increase of about 48 per cent and 24 per cent within a span of four years, which is no mean achievement. More houses will continne to be built on a programmed basis during the second Five Year Plan period.

MEDICAL FACILITIES

The health of the staff is a matter receiving the most careful attention. The Railway has a full fledged medical wing with a network of hospitals and dispensaries whose number is being steadily increased. Costly life-saving drugs are supplied to the remotest and smallest dispensaries for the treatment of staff and their familes.

An important recent development is the proposed provision of specialist treatment for diseases of the eye, ear, nose, throat, chest and teeth at a number of centres and incereased facilities for pathological examination. The new central hospital at New Delhi with a capacity of 130 beds has been ambitiously conceived and will have uptodate facilities for both general and specialist treatment.

Every attempt is made to reach every single worker in need of medical attention, however isolated his place of work. An interesting experiment proposed in this connection is the provision of itinerant medical attention through mobile vans, both on broad gauge and metre gauge.

A new scheme introduced for the benefit of railwaymen suffering from tuberculosis is the reservation of beds by the Railway in selected sanatoria in Jullundur City, and Kasauli, and also at Bikaner. Besides these reserved beds, a start has been made to open chest clinics on the Railway to treat T. B. patients.

STAFF BENEFIT FUND

In the matter of sickness benefits, the Staff Benefit Fund plays an important role, complementary to the medical services provided by the Railway. For instance, while the Railway provides free diet for indoor patients in Railway hospitals upto certain pay limits, the Staff Benefit Fund steps in to extend the benefit to all class III and class IV employees not eligible for this facility under the rules. This benefit from the Fund is made available even to the family members of class IV staff.

Similarly, the Fund provides assistance upto Rs. 100 per month to those admitted in the sanatoria or T. B. hospitals, where no beds are reserved for employees of the Railways. For those who receive outdoor treatment in non-railway hospitals, the cost of medicines is reimbursed by grants from the Fund. The Fund also renders help in dental treatment and in supply of artificial limbs to employees. The total amount sanctioned from the Fund for such sickness benefits during 1956-57 was about Rs. 87,000.

The Staff Benefit Fund has developed into the most important organ of help in staff welfare measures like sickness benefits, relief of distress, educational assistance, sports, recreation, etc. The Fund is fed by grants from Railway revenues on a per capita basis and is administered by the staff themselves through their elected representatives.

The Fund gives timely help in cases where members of the staff get into financial difficulties due to circumstances not within their control. For instance, an employee who is on leave without pay beyond a period of one month on account of prolonged sickness is granted subsistence allowance from the Fund equal to half his pay plus dearness allowance. The scope of such assistance can be judged from the fact that during 1956-57 the amount spent from the Fund for relief to distressed employees was of the order of Rs. 88,000.

SPORTS AND RECREATION

The railways make it a special point to afford all possible scope to foster the corporate spirit and make the worker's life outside his normal duties both happy and healthy. However, while liberal assistance is given by the Railways, it is left to the workers themselves to organise activities which intimately concern their welfare.

There are 75 institutes and recreation clubs functioning at the larger stations on the Northern Railway. These provide facilities for games and cultural activities, and are equipped with reading rooms and libraries, and serve generally as centres of recreation for the staff.

x x x

EDUCATIONAL ASSISTANCE

No welfare scheme for staff can be complete unless it reaches the children of the employees as well. The most important need in this sphere is for educational assistance. Here again, the Staff Benefit Fund plays a vital part by granting scholarships of various types.

During 1956-57, 150 were sanctioned to the children of this Railway's employees for technical educational courses, the total amount being about Rs. 52,500. Fifty-nine scholarships, each of Rs. 10 per month, were also granted to the children of the employees drawing a salary upto Rs. 100 per mensem for study in the Intermediate course.

Educational assistance is also given to the children of employees who are killed or are permanently incapacitated as a result of accidents while on duty, and also to the children of those employees who die in harness after rendering 10 to 25 years of service. The extent of such assistance during the year 1956-57 was Rs. 35,000.

A novel scheme on the Railway is the assistance given for vocational training to the employees and their children. Six such technical training centres are being run at Lucknow, Jagadhri, Kalka, Jodhpur, Bikaner and Amritsar, where training in various trades such as carpentry, fitting, etc., is given. This training is organised by the staff themselves with monetary assistance from the Staff Benefit Fund and is of particular benefit to the children of the Railway employees who thus equip themselves for a career on the railways. It is also useful to the Railway as it trains up men who are needed for our expanding requirements. In view of the usefulness of such institutions, seven more such centres are proposed to be opened shortly.

Forty vocational training centres are also being run at various stations where the wives and daughters of railway employees are afforded facilities for learning some of the household crafts like tailoring, embroidery, etc. Twelve more are to be opened shortly.

CHILDREN'S CAMPS

A recent activity which has brought considerable cheer to hundreds of children of Northern Railway employees is the organisation of children's camps by the Railway. During 1956-57 three children's camps were held—two at Tara Devi and one at Pahalgam in Kashmir. The duration of each camp at Tara Devi was ten days and as many as 263 boys and 43 girls participated. The camp at Kashmir was on a grander scale and 425 children took part in it.

The charges for these camps were fixed very low so as to be within the reach of all, with special concessions to employees in the lower income groups. These children's camps have now become a regular feature of our welfare activities and are keenly looked forward to. They afford a valuable opportunity for the children to cultivate a spirit of self-confidence and adventure, and are specially useful in engendering a feeling of unity among children belonging to different grades of employees and coming from different States.

Another important youth activity of the Northern Railway is scouting, which aims at training up happy, healthy and useful citizens and inculcating in them habits of self-reliance, preparedness to meet the eventualities of life and render service to others. The Northern Railway Bharat Scouts and Guides have been granted the status of a separate State Association with a membership of over 3,500. The Association runs a number of camps and rallies and also organises many public service schemes.

HOLIDAY HOMES

In the matter of holidays, the staff on the Railway have the particular advantage of free travel facilities. But not every one is able to afford the expense which a holiday in the hills entails. So the provision of holiday homes at Simla, Mussoorie, Dalhousie and Barog for the benefit of class III and IV staff and their families has proved a great boon to the workers.

Each holiday home has a number of well-furnished suits with separate baths and kitchens. Cooking utensils and crockery are supplied free of charge and the rents are nominal, being four annas per suite per day in the case of class IV employees and eight annas per day in the case of class III employees. These holiday homes have proved extremely attractive, specially during periods of exodus to the hills when other accommodation is almost impossible to find there.

Among the other important features of the staff welfare scheme on the Railway may be mentioned the promotion of co-operative ventures. There are 37 co-operative canteens in the various workshops and offices, operating on a 'no profit no loss' basis and run by the employees themselves. The canteens enable the employees to obtain their refreshments while at work at comparatively cheap rates.

There are also 13 consumer co-operative stores with 5 more already registered and due to be started soon. Four co-operative credit societies are also functioning with a membership of about 30,000 and a working capital of about Rs. 99,32,000. These societies advance loans to needy employees at low rates of interest, thus saving them from falling into the hands of money-lenders.

RETIREMENT BENEFITS

No account of the welfare of an employee will be complete unless a mention is made of his problems immediately on his completing his term of employment. Very few employees while in harness think of their future after retirement and when these problems materialise they feel adrift. Their first thoughts naturally turn to the money due to them by way of retirement benefits which they consider the starting point for post-retirement life. Special machinery has been set up to expedite payments of outstanding dues and to avoid delays in the future by initiating action for settlement six months ahead of each employee's retirement date.

An idea of the extent to which improvement in payment of settlement dues has been effected on the Northern Railway may be had from the fact that against 3,277 new cases af retirement or termination of service during the nine-month period ending January 31, 1957, the corresponding number of cases fully paid up during the same period was 3,640.

Personnel

Sri F. T. Venugopal, Officiating P.O., Head Quarters, Eastern Railway is transferred and appointed to officiate as Deputy Director, Establishment, Railway Board (G)

Western Railway

Sri M. N. Seshadri, Officiating D. A. O., Rajkot, is transferred and posted as officiating S. A. O. (C) Kodhra—Ratlam—Doubling, Dohad, with effect from 31st January 1957.

Mr. A. G. Koppar, is posted as D. A. O., Rajkot.

Sri M. V. Seshadri, F. A. C. A. O., is posted as F. A. C. A. O. Southern Railway to relieve Sri M. R. Swaminathan proceeding on L. P. R. by end of May' 57.

Eastern Railway

Sri S. K. Gopinath, Officiating C. E. E., is confirmed as Dy. C. E. E., Indian Railways, with effect from August' 55.

North-Eastern Railway

Sri C. D. Dharker, Deputy F. A., will officiate as F. A. C. O. N. E. Rly. in place of Sri S. G. Pothan, transferred to Western Railway as F. A. C. A. O., to relieve Sri Seshadri.

(Continued on page 76)

Subjects of Moment

Changes introduced in the detailed heads of the Annexures to Demands 4-10 Working Expenses

In order to improve control of expenditure against the grants under Ordinary Working Expenses, the Board have carried out the following changes in the detailed heads appearing in the Annexures to the Demands for Grants for 1957-58.

2. *Demand No. 4—Administration.*

The detailed head 'Other General Departments and Miscellaneous Expenses' which comprised expenditure on Police, Medical Department, Miscellaneous Expenses etc., has now been split into three heads as below :

(xi) Security Organisation (F. 1600-Police).

This head comprises expenditure on the Railway protection force and the State Police, the former being controlled by the Chief Security Officer who also liaises with the State Govts. in regard to the latter. Thus responsibility for control of expenditures on the Railway Protection Force and the State Police devolve on the Chief Security Officer and the expenditure on these two items will be collected under the separate detailed head now opened.

(xii) *Medical Department.*

This head comprises expenses booked under F-1500 - Medical Department (excluding the portion charged to the Labour Welfare Demand).

(xiii) *Other Expenses.*

The expenditure under F-1700—Miscellaneous Expenses is shown under this head.

3. *Demand No. 5—Repairs and Maintenance.*

Expenditure on maintenance of Machinery, Plant, etc., which was hitherto shown together for all the Departments against the detailed head, 'Other Expenses' in the annexure to Demand No. 5, has now been merged in the detailed heads of the concerned Departments, with the exception of the expenditure under E 2100 and 2200 and F 2100 which is being retained under 'Other Expenses'.

The expenditure on conservancy of rivers, plantations, nurseries, gardens etc., chargeable to the Accounts heads A 2300 and 2400, on Carriage of Revenue Stores and that relating to loss of cash and stores chargeable to the Accounts heads A 2501, 2502, 2503 and 2504 has been merged in 'Maintenance of Way and Works'.

The special heads such as 'Inflationary element in expenditure after 1942-43', 'Write-back of the cost of the military sidings initially charged to capital' etc., which were opened during the last war to show expenditure charged to revenue under the special rules of allocation of the cost of works and rolling stock introduced for the duration of the war, have now been deleted as the necessity for them has practically ceased to exist. The former head was to record the part chargeable to revenue of the cost of rolling stock ordered or works commenced prior to 31st March, '46; there are no more such transactions. As regards the head for military sidings, small credits are still accruing to this head at the time of dismantling military sidings, the cost of which was originally booked against this head. These credits will in future be shown outside although they will continue to be adjusted against the Accounts head A 2800 (b).

4. *Demands 8 and 9.*

The provision for the payments made by the individual railways as compensation for goods lost or damaged, and charged to Suspense Miscellaneous Advances pending settlement of inter-railway liability, was hitherto part of the provision under Suspense Miscellaneous Advances in Demand 9. After fixation of liability in such cases on a particular Railway, the provision would be required under the head "Compensation for goods lost or damaged" in Demand 8. Any failure to anticipate correctly such payments or the extent to which fixation of liability would be completed used to result in compensating variations under both these demands. Since 'Suspense' is no more an integral part of the final heads in Demand 9 than of those in other demands, it has been decided that better budgetary control would be possible if the head "Suspense-Miscellaneous Advances" is opened in Demand No. 8 also to accommodate the debits to Suspense relating to the settlement of compensation claims. Accordingly a new head 'Suspense' has been introduced with effect from 1957-58 in Demand No. 8.

5. For better control of expenditure with reference to variations in the staff of individual departments, the component element of Dearness Allowance has been merged in the detailed heads which carry the wages and allowances of the staff and the separate heads 'Dearness Allowance' in the various Demands, under which was collected the total expenditure on Dearness Allowance for staff, have been abolished in Demands 4, 5, 6, 8, 9 and 10.

6. The estimate of the financial results of working of the Catering Department for 1956-57 and 1957-58 as fixed by the Board is indicated in the attached* statements A and B. It will be observed that the details of the direct expenditure given in the statements have been so arranged as to show up the portion of the expenditure for which provision has been made in the relevant detailed head 'Catering Department' in Demand No. 9. The Board desire that, in future, the Railways will frame their estimates strictly on the basis indicated.

7. A new Annexure has been added to each of the Demands 4 to 10 to indicate the number of posts in each of the various departments of Railways in accordance with recommendation No. 17 of the 23rd Report of the Estimates Committee.

8. A change has also been made in the disposition of the credits for freight for the carriage of materials for railway use including coal. Instead of taking the entire credit for freight on coal for Railway's use under Demand 7 and the entire credit for freight on the carriage of all other railway materials under Demand 8, it has been decided that these credits accruing to each railway should in future be distributed between Demand 5 Repairs and Maintenance and three operational demands, viz., Demand 6, 7 and 8 in the proportion of gross expenditure under each of these demands incurred in the last year, accounts of which have been closed. This has been done on the principle that the dependent cost of transporation, (i.e., actual 'out of pocket expenditure' on the movement of railway material), which is supposed to be covered by the concessional freight charges levied on the Departmental Stores, includes, in fact, a portion of expenditure on repairs and maintenance of assets as well as items of direct operating expenditure. The credits for 1957—58 have been distributed on this basis.

9. Necessary accounting changes to facilitate booking of expenditure to accord with the revised changes or with a view to comply with audit requirements will follow.

10. In the Budget Estimates for 1957—58, provision has been made for the following two factors :—

(i) Provision for implementing the Board's decision for the redistribution of posts of certain Class III categories among the different grades with retrospective effect from 1—4—'56.

(ii) Increase in the rental of telegraph and telephone wires.

* Only combined statement printed.

Details of the provision made in Demands 4 & 6 for the former have been advised in Board's letter No. 57-B-4257, dated 4—4—'57. The provision made in 1957—'58 for item (ii) is the same as that included in the Revised Estimate for 1956—'57 and intimated in Board's letter No. 56-B-4257-A, dated 12—12—'56.

11. The provision included by the railways under Demand No 8 in their Budget Estimates for 1957—'58 on account of expenses at out-agencies and commission to canvasers for securing advertisements in the Railway's buildings, carriages etc., have been deleted since in terms of Board's instructions contained in letter No. 55AC. 11/2/9 dated 4/5—1—'57, these charges are to be treated as refund of earnings with effect from 1956—57.

Results of the working of departmental catering

	Revised Estimates 1956—57	Budget Estimates 1957-58
Total Receipts from sales credited to undry Other earnings		
Direct Expenditure		
Cost of Stores		
Wages and allowances of staff.		
Miscellaneous Expenditure		
Printing Charges		
Electricity Charges		
Water Charges		
Other Miscellaneous Items		
Expenditure as exhibited against 'VI. Catering Department' of Demand No. 9.		
Contribution to Provident Fund		
Total Direct Expenditure		
Direct loss or gain		
Indirect Expenditure		
Proportionate Supervision charges		
Interest and depreciation on assets and block stock		
Total Indirect Expenditure		
Total Expenditure		
Net Loss or Gain		

* * *

Re : Reimbursement of Medical Expenses Incurred by Railway Servants—Time limit

The Railway Board have decided that the claims for reimbursements of medical expenses of Railway employees incurred by them, as admissible under the Medical Attendance and Treatment rules, should invariably be preferred within six months from the date of the last Hospital Doctor's bills in respect of the particular course of treatment, irrespective of the date of actual payment by the claimants.

* * *

Sanctioning Authority for Estimates

The Railway Board have decided that the authority to sanction estimates should be determined by the *gross* amount of estimate and not by the net amount of estimate as hitherto. This change has evidently been necessitated by the latest procedure of obtaining votes from the Parliament for the gross expenditure i.e., excluding credits.

* * *

Claims Statistics

The Railway Board have revised the monthly Claims Statistics statement with effect from 1st April 1957. The Current statement furnishes the following information and the statement is to be sent to the Board not later than 25 days after the close of the month to which the figures relate. Certain general instructions have also been issued in regard to the preparation of these statistics and are reproduced below for ready reference. The detailed instructions for compiling the statistics are also issued, but not reproduced here as being lengthy.

1. Opening Balance.
2. New Claims.
3. Claims re-opened.

4. Number Settled—
   4.01 By Payment
   4.02 Otherwise
   4.03 Total.
5. Closing Balance.
6. Average time (in days) per claim disposed of during the month.
7. Amount of pay orders issued or of liability accepted for book adjustment.
8. Cost of staff employed on Claims work.
   8.01 Inward Traffic Claims work.
   8.02 Outward and Cross Traffic Claims work.
   8·03 Total Cost.
9. Court Cases.
   9.01 Opening Balance.
   9.02 New Cases.
   9.03 Number disposed of
      (a) by payment.
      (b) otherwise.
   9.04 Closing Balance.
   9.05 Amount Paid.
10. Legal Expenses.
11. Amount paid (as actually booked in accounts including court cases).
   11.01 Amount paid by Home Line on its own behalf.
   11.02 Amount paid by foreign railways on behalf of the Home Line.
   11.03 Amount paid by Home Line on behalf of foreign railways.
   11.04 Credits received from Home Line Departments.
   11.05 Sale proceeds of consignment, etc.
   11.06 Credits received from foreign railways.
   11.07 Net amount paid on Home Line Account (tems 11.01 + 11.02) - (Item 11.04 + 11.05).
   11.08 Percentage of net amount paid to gross earnings.

N.B.—Figures for items 1 to 10 only should be furnished to the Board every month, but figures for item 11 should also be maintained by the railways for the purpose of the Annual Report.

Statement 14. Claims Statistics

Instructions

General—(i) The monthly statement is only to show particulars of claims for compensation owing to loss of, or damage, etc., to goods, passengers' luggage, parcels traffic and other coaching traffic included under Abstract E. 3700, E. 3805 or under a suspense head. Columns A and D are to show the figures for the previous year and columns B and F for the current year. Cumulative figures are to be shown for items 6, 7, 8, 9, 05, 10 and 11 from April 1st. Adjustments relating to previous months are always to be made in the cumulative figures and not in the figures for the current month.

(ii) All letters which contain (a) claims for delivery of goods, specifying an amount, (b) complaints of non-delivery of goods stating the value of goods involved, (c) reports of partial shortages wherein a specific amount is mentioned (d) an expression such as "treat as notice of claim under Section 77 of the Railways Act" should be treated as "claims". If however, a letter merely requests delivery of consignment or makes enquiries about goods which have not been received or requires open delivery of goods or delivery on assessment of damage, such a letter would not be treated as a 'claim'. But the cases which begin as an 'enquiry' and subsequently develop into a 'claim' should be reckoned as such.

(iii) Claims made on intermediate carrying railways and claims on forwarding railways made by consignees which are sent to receiving railways for settlement, are to be accounted for by receiving railways only. Claims made by senders on forwarding railways should be accounted for by forwarding railways when such railways pay the claims. When, however, one railway asks another railway to prove delivery or to accept liability, such a demand is not to be treated as a "claim."

(iv) 'Claims' and 'No claims' registers should be separately maintained, cases being transferred from the 'No Claims' register to the 'Claims' register, as may be necessary.

A separate register only for the collation of the statistical data in regard to the number of cases 're-opened' during the month should also be maintained but a suitable remark must invariably be made in the particular item in the initial 'claims' register.

Further, a centralised register for claims cases disposed of should be maintained for statistical purposes in addition to registers or note books that may be kept by individual dealing clerks to facilitiate reporting of statistics of the number of claims settled, the amount paid and the average time taken for disposal per claim. the particulars to be noted in his register may be limited to:—

(a) File numbers of cases disposed of:

(b) number of days taken for disposal in each case, and

(c) the amount billed for or the liability accepted for book adjustment or the remarks as to repudiation, withdrawal etc., as the case may be.

The disposal of both the new and re-opened cases will be noted in this register.

These centralized claims registers should be maintained by the Statistical Section of the Claims offices.

Note 1.—The cases of non-delivery or partial shortages should not be automatically transferred to 'claims' register after the expiry of a period of, say, two months from the time of initial inquiry.

Note 2.—When claims in respect of the same consignment are made in parts, subsequent part claims must be treated as part and parcel of the original claims for statistical purposes.

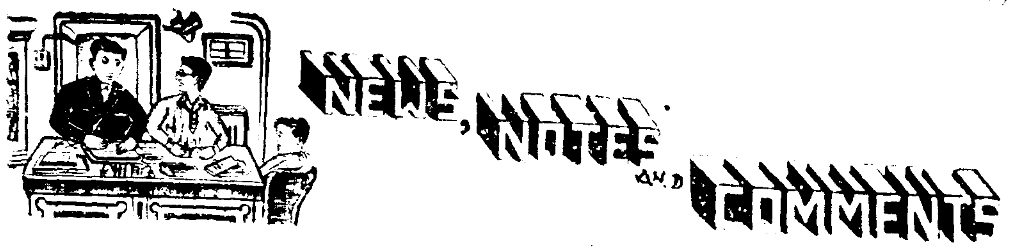
Note 3.—Reckoning a case as a 'claim' at the time of payment only as also treating 're-opened' cases as fresh claims should not be resorted to.

Note 4. On receipt of the summons (and not merely of the notice under Section 80 of the C.P.C.), a case is processing and such 'Court' cases are to be separated from the basic claims statistics reported against items 1 to 8 and recorded under item No. 9 relating to 'court' cases. In the basic claims statistics, such cases will be accounted for as 'settled other wise' on receipt of summons under item 4·02.

Note 5.—The method of reckoning age of the outstanding cases should be done on a uniform basis; e.g., a case registered during January should be treated as six months old if outstanding on 31st July.

(Brought Forward from page 34)

There is also another complication as to whether the figures to be adopted are those based on Outwards Traffic or those of Inwards Traffic. The system of Outwards Traffic has been considered many a time and has been given the go-by as unhelpful for correct assessment of traffic earnings. With the mounting increase in missing returns by stations and with probably many inaccuracies in such returns as are received, adoption of the outward basis for purposes of apportionment may not be really correct. Yet another consideration is that the history of Goods traffic is not complete unless the consignments are delivered to the consignees on proper acquittances. The responsibility of the Railways would continue till its liability as a carrier is completely discharged and this is possible only when the consignee's clear signature is obtained for delivery to him of the consignment after collection of the relevant Railway Receipt which is a document of title. It is thus obvious that it would not be coreet to reckon as earnings the amount of freight that has accrued, if its collection is doubtful. There should be a proper relationship between the booking and the receipt and delivery of goods. *(To be Continued)*



Correction Slips to Railway Codes

It is common knowledge that Correction Slips to Codes issued by the Railway Board are not always readily available to those persons to whom the Codes have been previously supplied for official use. Further, whenever Advance Correction Slips are issued, these are not followed up by Final Correction Slips promptly. It is also noticed that when Executive instructions are issued in connection with the Codal Rulings, they are not promptly followed up by the necessary Correction Slips. These and many other difficulties have contributed to the possessors of Codes being not up-to-date in current knowledge. Further. those who have purchased Codes like Examinees, often find it difficult to obtain Final Correction Slips ; and in the absence of the issue of Final Slips for Advance Correction Slips they are not in a position to know the changes effected. It has consequently become necessary to adopt a system by which things might be regulated in such a way as to give the maximum benefit to everyone who has to handle the Codes. Some of the suggestions made are :

(i) that the Railway Gazette published by every Railway might automatically include all Correction Slips issued to authorised Codes either Final or Advance as the case may be : and that such copies of Gazettes may be priced and made available to Examinees on each Railway :

(ii) that the Railway Board may similarly include such orders in the monthly Magazine "The Indian Railways" now published by them.

A similar procedure has also to be laid down and observed in connection with the Correction Slips issued to Tariffs and other publications of the Indian Railway Conference Association.

In fact, it is necessary that, as in the case of the latter, even in the case of the former, the date of effect of the changes may be retarded so as to make the advice of change reach the concerned parties in advance of the date of effect. Retrospective effect should as far as possible not be given

It is hoped that the entire subject will be dealt with by the authorities concerned quickly, completely and satisfactorily.

* * *

Provident Fund Mema

Annually, every Provident Fund Subscriber is issued an advice regarding his Provident Fund transactions during the previous year showing the balance at his credit at the close of that year. This Provident Fund Memo is to be delivered to the party concerned within three or four months after the close of the year ; i. e., after the Annual Accounts are closed on the Railway. Such Mema are transmitted through the usual channel, that is, either through the District Officers or Divisional Officers as the case may be

There has been a persistent complaint that the line staff of the Railway usually do not receive these intimations and consequently additional work has to be undertaken in preparing copies and despatching them to the parties in response to their complaints. One of our correspondents has therefore suggested the following remedy

"To remove standing complaints of the Line Staff regarding non-receipt of their P. F. Mema, it is suggested that the time-keepers of PWIs. of Running Sheds, should go to Accounts Office on an appointed day and take direct delivery of the Mema from P. F. Section and they should distribute them to gangmen and Staff of Sheds. As regards Traffic Staff working at Stations, DPO'S Office bill clerks of the respective Bill Units, for example, AOS. GIM, MSH etc , may take direct delivery of the PF Mema from Accounts Office and send them in booked covers to different stations. Similar action to be taken in case of Running Staff."

To enable this suggestion being properly given effect to, he further suggests that these time-keepers should be furnished with a full list of the Staff concerned and that the time-keepers should go to the Accounts Office with such a list for collection of mema ; or in the alternative, he suggests that a welfare Inspector may be deputed for such collection. It is also mentioned by him that the Provident Fund Accountant and the Inspectors or Time-keepers should sit together and after referring to the Records in the Accounts Office, settle all complaints on the spot and see that replies are issued to the Staff through such Inspectors or Time-keepers. He hopes that these suggestions of his will remedy the great inconvenience now existing and also in way in the long run reduce unnecessary work to a very great extent.

This is a subject on which there has been so much of controversy and it is hoped that the authorities would review the position and take suitable action in the matter.

*

Marshalling Yard's Record

It is announced that in the month of March, the Railway Marshalling Yard at Moghal Sarai set up a record of operating performance by despatching on an average 2082 wagons per day to a multitude of destinations on the Northern, Central and Western Railways and thereby securing a 17% increase over the performance in March 56 and 24% increase over that in March '55. It is also stated that 2101 wagons left Moghal Sarai daily during March, thus giving increase of nearly 20% over the daily average for March '56. The work at Moghal Sarai continued all round the clock and during the last days of the month an average of one wagon left every 20 seconds.

* * *

Railway Photographic Competition

Reference to this competition was made at pages 345 and 381 of "The Railway Accountant" for March 57. The Exhibition was held at New Delhi during the Railway Week from 10 to 16th April 57.

In his opening remarks at the inauguration ceremony, Mr. N.C. Deb, Additional Member, Railway Board, and Chairman of the Exhibition Committee stated that this Photographic Exhibition had been organized to stimulate the interest of amateur and professional photographers in various aspects of the Indian Railways and through them to build up public interest in the working of India's largest nationalised undertaking. Though it was the first Exhibition of its kind, and sufficient notice could not be given to exhibitors, there was quite a good response and a fairly large number of entries both from Railwaymen and non-railwaymen. The Judges stated that the quality of the prize winning photographs was of a high order ; and that in the coming years, the standard might very much improve. The Competition was limited to Railway Subjects only. The Member hoped that "the spirit of kinship amongst Railwaymen of all ranks will further improve and also the public interest in Railway operations will become better and wider."

Shri Jagjivan Ram, the Railway Minister, while speaking on the occasion said that "considering the standard of education in India, imaginative photography offered perhaps better scope than the written word for reaching the masses of this country ... I am directions. This portion of the line is estimated to cost Rs. 4 crores.

* * *

Budget for 1957-58

The Railway Budget to be presented to the Lok Sabha on 14th May '57 is likely to include changes in the freight and fare structure of Indian Railways. The General Budget containing taxation proposals will be presented on the 15th May '57.

* * *

Promotion of Class IV Staff of Railways

According to a Press Note issued on the 4th May '57, the Govt. of India have appointed the following committee for reviewing the channels of promotion available to Class IV Staff of Indian Govt. Railways in their own Class and to Class III Services.

Chairman :

Mr. G. D. Tapase.

Members :

Mr. B. B. Mathur, S.D.G.M., N. Rly.

Mr. C. V. Cunningham, Dy. Dir. Genl., P. & T.

Mr. A. P. Sharma, Vice-Chairman, National Federation of Indian Railwaymen.

Miss. Maniben Kara, President, W. Rly. Employee's Union.

Mr. B. N. Datar, Director, Labour and Planning, Planning Commission.

Mr. S. S. Jogota, Dy. C.M.E., C. L. Works.

J. N. Roy, Dy. G.M., E. Rly.

Secretary :

Mr. P. M. Narasimhan, Dy. Director, Establishment, Ry. Board.

* * *

Appendix III-A : Book-Keeping

It is understood that M/s. Kalpana Publishers of Trichy are bringing out a key to the problems set for the above from 1952 to '56.

It would have been better if they had taken up other subjects not covered so far: like Stores, Workshops, Construction etc., instead of the already handled ground.

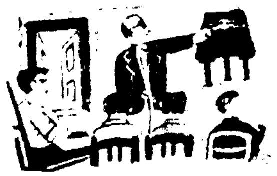
Statistics of Indian Railways:

Gross Earnings : The Approximate Gross Earnings of Indian Railways during March 1957 amounted to Rs. 31.01 crores which showed a decrease of 2.44 crores as compared with the actuals for March 1956. The total Approximate Gross Earnings from 1st April 1956 to 31st March 1957 amounted to Rs. 344.59 crores representing an increase of 28.92 crores as compared with the actuals for the corresponding period of the previous year.

Goods Tonnage : The total number of tons of merchandise lifted during March 1957 was 76,97,000 and 22,32,000 respectively over B.G. and M.G., representing an increase of 12% and 6.85% respectively over the figures for the previous month. The total number of tons lifted from 1st April 1956 to 31st March 1957 was 38,57,37,000 and 2,20,08,000 over B.G. and M.G. respectively showing an increase of 7.01% and 6.15% respectively over the figures for the period April '55—March '56.

Wagons Loaded : The number of wagons loaded during March 1957 was 4,92,9[illegible]3 and 3,19,383 over B.G. and M.G. respectively showing an increase of 11.6% and 11.5% over the figures of the previous month. The total number of wagons loaded from 1st April 1956 to 31 March 1957 in terms of four-wheelers was 52,10,430 and 31,64,491 over B.G. and M.G. respectively, representing an increase of 6.19% and 7.72% respectively over the corresponding period of the previous year.

The difference in loading during the year 56-57 are attributable, in regard to Broad Gauge, to substantial increase under jute raw, sugar, sugar cane, pig iron and steel others, Manganese ore, metallic ores others, counteracted to a certain extent by decrease under coal and coke for non-Government Railways, jute manufactured and cotton manufactured. In regard to M.G., the main increases were under jute raw, iron and steel others, tea, iron ore, metallic ores others, coal for other Govt. Railways, counteracted by decrease under cotton manufactured and pig iron



Readers' Forum

Allocation of Cost of Ballast

When replacement of ballast is associated with track renewals, the allocation of the former follows that of the latter, vide para 936-G. which lays down that, the cost of additions to ballast or improvements which include renewals (apparently not associated with improvement), should be dealt with as an integral part of the permanent way work and allocated accordingly. A question arises whether removing and respreading existing ballast in connection with the perment way work, and making up wastage in the existing ballast in connection with the same work, may be debited to DRF as part of relaying work, as no improvement in ballast is involved and, if done separately, would be chargeable to Ordinary Revenue. The practice on the different Railways does not appear to be uniform. The views of the readers on this point will be greatly appreciated. In the case of removing and relaying permanent-way also, some Railways allocate the cost to DRF on the ground that it relates to permanent way, and some to Ordinary Revenue.

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* * *

"New Deal" for Railwaymen

The following Press Statement issued by the Honorary Secretary, Railway Commerce Graduates (Accounts) Association, Calcutta, published by one of our contemporaries has been extracted as indicating some of the many view-points regarding the "New Deal."

"The Scheme of upgrading announced by the Hon. Minister for Railways on 10—2—57 has caused much discontent, and heart-burning among the Railway Accounts Clerks. After six years of persistent and vehement agitation, the relief offered is tardy, grudging and too insignificant in many cases. The following points illustrate, how the Accounts Clerks have been deprived of any significant benefit in the so-called "*New Deal*" or any fair consideration.

(i) It is unfortunate that the number of posts of Sub-Heads in the Railway Accounts Department, Rev: scale Rs. 160-250, which was a selection post from among Clerks grade I, Rs. 80-220, have been considerably reduced in spite of the fact that the work-load in the Accounts Department has considerably increased and there has also been increase in the number of clerical posts in grade I.P.S. Rs. 80/100-220. The following figures illustrate the point. Prior to the "New Deal", the posts of grade I clerks and sub-heads were as follows: Grade I clerks 3,175 Sub-heads 1,124, i.e., approximately 35% of the grade I clerks posts. Under the scheme of "New Deal" the sanctions have been varied as follows: Grade I clerks 6,118, sub-heads, 1046 i.e., approximately 17%. Quite obviously the chances of promotion for C.G I to Sub-Head posts would become rare and the work-load now shouldered by sub-heads will fall on grade I clerks.

(ii) The practice of granting some advance increments to the existing Graduate Clerks in the scale of Rs. 60-130, should have been revived.

(iii) Commerce Graduatas (with Advanced Accountancy and Audit) from recognised Universities, should have been exempted from appearing in the Advanced Book Keeping paper once again, in the Railway Accounts Examination III-A, as the Syllabus of the latter are in no way superior to that of B.Com :

These points require careful consideration of the Ministry of Railways and steps will have to be taken to improve the "New Deal" scheme at least in these directions to make it some-what acceptable.

—*Courtesy: "Railway Herald."*

[One of our readers has also brought out another aspect: viz., the direct recruitment of raw graduates to 20% reserved posts giving them superior advantages of speedy confirmation as Clerks, Grade I, while graduates with several years of experience and qualified by passing App. II Examination are either officiating in Grade I (with the fear of reversion at any moment when Senior men pass the examination later); or not at all promoted to Grade I for want of vacancies. Such experienced and qualified graduates naturally expect to be provided for in the additional up-graded posts in preference to direct recruits. We have expressed ourselves clearly in favour of this claim, and hope that the authorities would not overlook this situation.

—*Editor, R. A.*

* * *

HOW EFFICIENT ARE YOU

The Self-efficiency Test for Accountants

(By Jia Lal Jain, B. A., A.C.A.)

[The portions relevant to Railway Accounts and Audit are extracted below: — Ed, R.A.]

Have you ever tried to assess or evaluate your efficiency as an Accountant? If not, here is a self-efficiency-test for you in the form of a questionaire which has been designed to test your efficiency on all aspects of accounting with which an accountant is confronted from day to day during the course of his her practice and/or employment.

Your efficiency will depend upon the number of questions, you can answer in the affirmative and so it is requested that the answer should not be given in the affirmative, if you have got the slightest doubt or suspicion in your mind. The following is a rough table of efficiency-measurement which may be used with advantage in evaluating the efficiency by accountants in all spheres of life.

1. If answers to questions above 24 in the affirmative.	Extra-ordinarily efficient.
2. If answers from 20 to 24 questions in the affirmative.	Efficient.
3. If answers from 15 to 19 questions in the affirmative.	Average and mediocre.
4. If answers to questions below 15 in the affirmative.	Below normal. Needs improvement by attending refresher courses and putting in hard work.

Accounting:

1. Do you possess a thorough knowledge of the advanced principles of accounting and their application in practice in all phases?

2. Can you design, install and operate successfully efficient systems of accounts as would save time and labour and yet meet the requirements of any particular business or industry?

3. Do you keep yourself abreast of the modern trends in accounting like Management Accounts, Accounting Machines and Office appliances, Accounting Ratios, Budgetary analysis, Reporting to management, etc.?

4. Can you plan, design, and introduce the most scientific and economical Accounting, commercial and business form as would save time, money and labour and improve efficiency in a business?

Auditing:

5. Are you a master of technique of auditing and have you got a good practical knowledge of the basic considerations that apply to all auditing practice?

6. Can you prepare the Audit Programmes and Manuals for the guidance of your Audit Staff for all kinds of business and industry?

7. Can you conduct independently the special audits like the statutory audit, Share capital and Share transfer audits, cost and production sheet audits, pay-roll and wages sheet audits, traffic and transportation audits, circulation audits of newspapers and periodicals, audit for the issue of prospectus etc.?

Internal Audit:

8. Are you well-conversant with the policies, methods and practices of Internal Auditing to make it a definite and positive factor in the search for increased efficiency, elimination of waste and leakage of Revenue and setting up new standards of performance?

Investigations:

9. Can you conduct independently investigations against suspected frauds and embezzlements, to resolve the disputes regarding payment of Royalties, to find out the reasons for increase or decrease of profits, for devising financial policies, for advising issue of further shares, for measurement of rate-making factors of public utilities and against leakage and pilferage of stores?

x x x

Cost Accounting:

13. Are you well aware of the fundamentals, objective and procedures of Cost Accounting, its terminology and classification?

14. Do you understand fully the different variations of cost accounts e.g., Multiple Costs, Job Costs, Operation Costs and Accounting for Estimates Costs, Standard Cost and for Administrative and Distribution Costs?

15. Can you design, instal and operate efficient cost finding, cost reporting and standard cost systems for all kinds of manufacturing undertakings?

Budgeting:

16. Can you formulate Budget Policies, design Budget procedures and offer counsel with reference to Budget policies and procedures?

x x x

Professional Law

23. Have you got a thorough grasp of the law relating to the profession, your statutory duties, rights and responsibilities?

Economics:

24. Do you understand thoroughly the economic principles and facts from which policy opinions can be intelligently formed and decisions taken on big and vital economic problems of the country?

Business and Financial Administration:

25. Can you design, co-ordinate and suggest to management, an integrated plan for the control of financial operations, providing of cost standards, expense Budgets, Business Forecasts, profit planning and programmes for capital investment and financing together with the necessary procedures to operate these plans?

Statistics:

26. Have you got a basic understanding of statistical theories and of modern statistical methods for their successful application to economics and business?

Management Approach and Productivity:

27. Do you keep yourself in touch with the modern concepts and improved procedures of planning, organising operating, supervising and developing modern management methods, to obtain higher productivity at minimum cost?

Store Accounting:

28. Can you direct, plan and co-ordinate the activities of the stores-purchase, store-accounting, store-keeping and store-inspecting sections of a large business undertaking?

Specialized Systems:

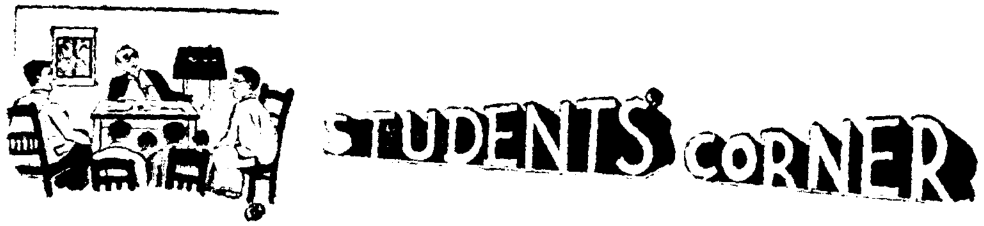
29. Can you design and set up Bonus and Profit sharing systems and devise schemes of participation of labour in management?

General:

30. Are you fully conversant with the way in which business is generally conducted and have you acquired the habit of quickly grasping the special features and technical details peculiar to the various business undertakings with which you come in contact?

31. Do you possess all those qualities which go to make a good businessman such as Tact, Caution, Firmness, Fairness, Good Temper, Courage, Integrity, Discretion, Industry, Judgment, Patience, Clear-headedness and Reliability?

[*Note*: —Nine questions have been omitted. —*Ed., R. A.*]



Return of Approximate Earnings

Differences have been noticed between the approximate earnings on originating basis and audited earnings as actually booked in Railway Accounts. The causes that have contributed to the mounting differences may be analysed as under : (1) *At the Station*: either the returns may not be submitted in time or they may not at all be submitted. The station may not have prepared the returns correctly. (2) *At Headquarters*: the figures of earnings not passing through the station Balance Sheet may not be fully included in the Head Office compilation.

Regarding sumission of returns : action has already been taken by the Railways at the instance of the Railway Board to improve punctuality of submission, and it is necessary that the percentage of missing returns should be carefully watched for each period so as to keep it down at the lowest limit. Further the Head office should also continue to include the probable estimated figures of the missing returns, making the adjustments therefor in a later period when the returns are actually received. It is also necessary to watch that the figures extracted by the Stations have been correctly worked out. By an examination on the spot, the compilation should be tested by Accounts, Statistical and Commercial Inspectors during their periodical visits. If certain irregular station or stations with heavy traffic are booked out for this purpose, the moral effect would certainly be very great on the erring stations. In fact, the stations should be properly educated in this work so as to avoid inaccurate extraction of figures from any cause whatsover. So far as the work of the Head Office is concerned, it is possible that all Sundry earnings are not properly included from time to time; or that proper freight charges are not correctly assessed and brought to account in the case of weight only traffic, military traffic, etc. It should be possible to evaluate all vouchers on hand correctly for any particular period and include the amounts thereof in the approximate returns.

The main cause of difference, however, so far as individual Railways are concerned is the difference in basis of calculation of earnings for approximate returns and for audited figures, with the consequence that a reconciliation between these figures is not possible on each Railway. It is only the Railway Board's Office where all the figures are collected for all the Railways that a comparison between the two sets of figures becomes possible.

In the past, this differential treatment was not in existence, and consequently responsibility could be fixed on each Railway for submission of reconciled figures to the Railway Board. It is, therefore, a point for consideration as to why we should not revert to the old method and thus avoid any difficulty over heavy differences which only affect the Ways and Means Budget.

As a result of the inspections of Stations selected specially for the purpose of checking the compilation of Approximate Returns of Earnings, it was noticed that the errors are due to both acts of commission and of omission. At some Stations, there are no

records to show the procedure adopted for the extraction of figures ; at some other stations, the figures have not been brought forward correctly. Sometimes, Sundry Earnings have not been included, nor even the number of Passengers travelling under various classes.

The mistakes detected over a wide range of inspections are broadly classified as under :

Passenger Traffic: (a) Child tickets are counted as full numbers instead of half :

(b) each Return Journey Ticket is treated as one instead of two :

(c) each monthly season ticket is counted as one instead of 50 :

(d) number of military passengers is generally excluded :

(e) number of passengers in high Government Official Vouchers is not included ;

(f) the number of passengers is not separated by classes, but shown in lump under III Class Ordinary :

(g) military Traffic Earnings were not included at all or wrongly included under Other Coaching Earnings :

(h) Ticket Examiners' Earnings are not separated between excess fare and penalty and are included in III Class or under Other Coaching Earnings :

(i) Earnings on tickets sold at passenger halts and deposited at some other station are not included in the Approximate Earnings :

(j) Earnings from season tickets wrongly included under Other Coaching Earnings :

(k) collections of excess fares and penalties by Railway Magistrates not included in the Approximate figures :

(l) Reservation Fees, Retiring Room Charges, Platform Tickets Earnings etc. included in passenger earnings.

Other Coaching Earnings: (a) Other Coaching Earnings entirely omitted :

(b) Parcels Traffic Earnings extracted for Outwards Paid and Inwards To-Pay Traffic instead of Outwards Paid and Outwards To-Pay ;

(c) Wharfage, Left Luggage etc. charges not included in earnings ;

Sundry Earnings: (a) Sometimes only Telegraphic Earnings included and not other kinds :

(b) non-inclusion of the following under, Sundries : the sale of Application Forms, Retiring Room Charges, Excess in booking, Advertising Fees, and other such receipts.

Goods: (a) Weight for livestock not adopted ;

(b) weight of Railway Materials booked on RMC Notes not shown ;

(c) Miscellaneous Goods Earnings often omitted ;

(d) Security Deposits sometimes treated as earnings ;

(e) Out-Agency or City Booking Charges, Paid on charges, etc., included under earnings ;

(f) Cranage charges on Inward Traffic sometimes excluded ;

(g) Outwards Paid and Outwards To-Pay figures of Manganese Ore, or other heavy commodities booked from Weigh Bridges not included :

It will be obvious from the above that though the mistakes appear to be common and avoidable, still they persist to such an extent that the total Earnings Figures are vitiated to an appreciable extent. It is, therefore, very essential that suitable action must be taken by Railways in order to remedy these defects quickly and satisfactorily.

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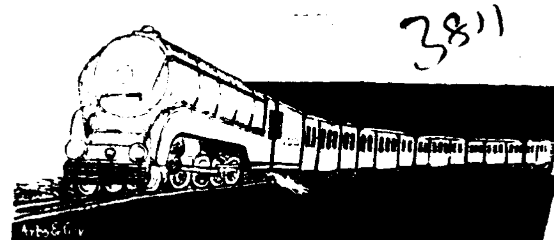

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Books Review

"INDIAN RAILWAYS" Annual Number 1957, published by the Joint Director, Public Relations, Railway Board. — Price Rs. 4/- per copy.

This is the first Annual published by the "Indian Railways" and is more or less on the same pattern as the Special Numbers published by the Railway Gazette, London. It was released on the 16th April '57 to synchronise with the Railway Week celebrations. There are very interesting articles and statistical data, not only from those in authority in the Railway Board, but also from foreign Railway experts; and from several Railway Equipment manufacturers in India and abroad dealing with their links with the Indian Railways and with various new developments in the Railway world. Railway Accountants and Auditors will be particularly interested in the very interesting and informative article on "Financial control on Indian Railways" by Sri I. S. Puri, Retired Financial Commissioner, Railways. The feature "Indian Railways at a glance" containing all the relevant statistical figures relating to the Indian Railways is undoubtedly of permanent value. The article "Railways fully geared to Second Plan tasks" by Sri P. C. Mukerjee, Chairman of the Railway Board, explains clearly how the Indian Railways are determined to successfully implement the Second Five Year Plan. Sri K. P. Mushran, Member (Establishment), Railway Board, in another article details the beneficial measures taken by the Railways for the welfare of the Railway staff, numbering over ten lakhs, while Sri K. B. Mathur, Member (Transportation), Railway Board says in his article that with the co-operation of the public, the increased load on the Railways will be successfully undertaken by the Railways. The technical article on "Thomas Steel" by Sri N. K. Roy, Additional Member (Works), Railway Board should be of interest to Engineers, while Sri S. R. Kalyanaraman, Additional Member (Commercial), Railway Board, deals with the necessity for expansion of coastal shipping which will be an integral part of the overall transport requirements of the country and not in competition with the Railways. There are a number of articles on electrification (electric traction) of Railways, which is the topic of the day. The printing and get-up leave nothing to be desired and we are sure that this is only the fore-runner of many more Annuals to be published by the Board.

"B"

PERSONNEL

(Continued from page 60)

Central Railway

Sri T. Viswanathan, Senior Accountant, is appointed to Officiate as A.A.O., Catering, with effect from 22nd February 1957.

Sri V. K. Joshi, Officiating A.A.O. (Reorganisation) H. Q. Office has been returned to the Accounts Department from 1st March 1957.

Southern Railway

Sri S. Srinivasan, Chief Auditor, Southern Railway, has been appointed to hold additional charge of the post of Accountant-General, Madras, during the period Sri A. Kalyana Raman (Accountant-General, Madras,) has been granted leave.

Sri T. Ramamurthi, Officiating A. A. O., posted as D. A. O. Madurai, vice Sri K. Rangaiah promoted as officiating S. A. O. and posted as S. A. O./T. Trichinopoly, vice Sri Krishnamurthy Mandikal on 60 days L. A. P.

Sri K. Ramachandran Officiating A. A. O. Divisionalisation is posted as P. A. to C. A. O. with effect from 25-4-57.

VOLUME III—BOUND

As was done in the past, some bound copies of Volume III from April 56 to March 57 of "The Railway Accountant" are available with the Managing Editor for sale at Rs. 12·50 plus postal registration charges. Those that require these bound copies have to place their orders early to avoid disappointment.

Some bound copies of Volumes I and II are still available at Rs. 12·00 and 12·50, respectively as announced from time to time in the past; registration exclusive.

STRAY COPIES

Some stray copies of the Journal for previous months are also available at Rs. 1·13 per copy plus Registration charges. These copies are not likely to be available after some time.

ENLISTMENT OF NEW SUBSCRIBERS

In view of the admittedly helpful service that the Journal is rendering to all Railwaymen, more particularly to the Class III staff, it is hoped that subscribers would enlist more of their friends as regular subscribers as early as possible and thus enhance the representative nature of the Journal.

CORRESPONDENCE

Subscribers are reminded that it is essential for them to quote their Member's Roll Number with the indicative letter in all correspondence that they address to the Management. They are also requested to note that they should promptly renew their subscriptions before the expiry of their subscriptions as it is not possible always to guarantee issue of reminders individually in time.

MISSING JOURNALS

Subscribers are once again assured that all precautions are regularly taken at this end to see to the correct despatch of their copies of the Journals on the due date. They should watch for its receipt at their end within a reasonable interval for transport. If their copies are not received within such time, they should immediately contact the Local Postal authorities and lodge a complaint with them sending due advice to the Management.

Whenever duplicate copies are required to recoup the missing copy, subscribers should in token of their bonafides, remit at least Rs. 0·50 *plus* ordinary postage charges, usually Rs. 0·13, (or Rs. 0·63) along with the requisition for such duplicate copies. As a test against incorrect complaints, Certificates of Posting are obtained at the time of posting in various cases and this should be helpful in preventing missings.

NEW SUBSCRIBERS WITH RETROSPECTIVE EFFECT

Some applications are being received for enrolment from an earlier month. In these cases, they will have to pay for the old copies required, at the individual copy rate of Rs. 1·13; or if they wish to subscribe for a period of 12 months, a surcharge at 13 Naye Paise per month for each copy of the arrear month will have to be added to the subscription.

ACKNOWLEDGMENTS

The following Journals and Magazines have been received since the last Issue :—

Eastern Railway Magazine	Mar. '57	Central Railway Newsletter	Apr. '57
Lifeline	16-4-'57	Indian Railways	Apr. '57
Western Railway Magazine	Mar. '57	Australian Accountant	Mar. '57
Southrailnews	Apr. '57	Accountants' Journal, New Zealand	Mar. & Apr. '57
E. Ry. Newsletter	16-4-'57		
S. Rly. Newsletter	—	Wednesday Review	1-5-'57
Indian Railway Gazette	May '57	Railway Herald	29-4-'57
Careers & Courses	May '57	Educational Review	Apr. '57
Central Railway Magazine	Mar. & Apr. '57	Chartered Accountant	Apr. '57
INDIAN CONSTRUCTION NEWS	— '57	CHITTARANJAN	[illegible]

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 28th 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.Os., 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.

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The RAILWAY Accountant

14, BALAKRISHNA ROAD, MADRAS-4

A MONTHLY JOURNAL DEVOTED TO RAILWAY ACCOUNTS, AUDIT & FINANCE.

EDITED & PUBLISHED BY L.V. GOPALAN, B.A., B.L.

Vol. IV JUNE, 1957 No. 3

The Railway Budget

The Railway Budget presented in the Lok Sabha on the 15th May 1957 by the Railway Minister, Shri Jagjivan Ram, is practically the same as the interim one presented in the Lok Sabha on 19th March 1957, except that, for providing funds for the Second Five Year Plan, the Supplementary Charge on Goods and Parcels traffic has been increased from 6¼% to 12½%, certain commodities, viz., Grains and Pulses, Fodder, Manure, Khadi, Newspapers, Newsprint and Books being exempted as at present from the Supplementary Charge. The increased Supplementary Charge, which takes effect from 1st July 1957, is expected to bring in an additional Revenue of Rs. 9·5 crores for 1957-58, while for a full year it would amount to Rs. 12·5 crores. As readers are aware, increase in freight rates was foreshadowed by the Railway Minister even in March 1957, when introducing the interim Budget, when he expected that the recommendations of the Freight Structure Enquiry Committee would be shortly available and a decision thereon would be taken by the Government so that the Tariff could be suitably revised.

Actually, however, though the Report of the Freight Structure Enquiry Committee would appear to have been submitted to the Government, the recommendations are still being studied by them, and it would take some time before Government make up their mind on the precise action to be taken on the Report. Apparently, the recommendations of the Committee involve far-reaching and violent changes, requiring detailed examination from all aspects. The increased Supplementary Charge is therefore an interim measure and the entire freight Supplementary Charge will be withdrawn and merged in the Revised Freight Structure to be promulgated eventually. The Railway Minister has said in this connection: "It is hoped that towards the end of the current year it will be possible to introduce a selective variation in freight for Goods Traffic based on the recommendations of the Freight Structure Enquiry Committee, and withdraw the freight correct amount due to the Railway is always required to be credited at least a little later than normal. Usually, the methods adopted in the centage check are :

(i) selection of certain particular types of Stations based either upon their importance or on their location or on any other typical circumstances ;

(ii) selection of a group of Stations by some geographical method irrespective of their importance, for the particular type of traffic ;

(iii) selection of the Returns off-hand to an approximate extent here and there from the various bundles to approximate nearly to the percentage required ;

(iv) any other method which could be a combination of one or more of the above.

In all these cases, it would however be necessary to pick out such records as would have to be subjected to complete scrutiny for example, entire Outward "Paid" Traffic in Parcels or Goods, particularly where they involve apportionments of worked line earnings ; or where Booking fees, Out-Agency charges, or other charges collected by the Railway for payment to others is involved.

It is also likely that in the selection of these returns for partial checks, some types of earnings may be reckoned as unimportant ; as, for instance, Demurrage and Wharfage returns, the earnings from which are treated as not directly relating to Railway *Transport*, but as a penal measure or otherwise, (for not utilising the Railway Amenities to Transport Users in a proper manner.) Then again, there is the question of whether the Earnings have to be meticulously correlated to the cost of service relevant thereto or not ; as for instance, Siding charges.

These and various other factors are involved in the consideration of every question of simplification of Traffic Accounts. It is hoped that when the Railway Board consider this subject of Simplification, they will take into account every aspect (not ignoring the fact that each individual Railway has to know as accurately as possible its own Earnings for a proper control over its operating expenses,) and issue such orders as will satisfy the major portion of issues, if not all of them. It is also very necessary that any Orders issued should be clear and not give room for further references either in the nature of clarification or amendments.

DELAY IN DESPATCH

The 'flu' epidemic has affected us also and we regret that, for the first time, we are being compelled to postpone the date of despatch of this Journal by a few days. We are sure that our Constituents will bear with us.

Ed., R. A.

New Madras Factory to Furnish Rail Coaches

SRI K. SADAGOPAN, *Chief Administrative Officer, Integral Coach Factory.*

The Integral Coach Factory at Perambur went into production in October 1955 to manufacture light-weight, all-steel passenger coach shell. Government has now sanctioned the setting up of a Furnishing Unit as an annexe to this Factory, so that coaches may go out finished in all respects. Estimated to cost Rs. 3·70 crores, the Unit will, as a result of advance planning, attain its maximum scheduled production in the very first year after completion. To begin with, only third class coaches will be furnished.

For the first time in India, broad gauge coach body shells of all-steel integral construction are being manufactured in the Integral Coach Factory, Perambur, near Madras.

The idea of establishing a coach manufacturing factory in India was mooted immediately after independence in order to attain self-sufficiency in coach production in India. The most up-to-date design of steel coach was selected as the future broad gauge standard. It was the one pioneered by Messrs. Swiss Car and Elevator Manufacturing Corporation Ltd., Zurich — an all-steel, all welded and tubular stressed skin design. It incorporates special features of strength, anti-telescopic and construction and trough under flooring. It is a light-weight coach offering the advantage of considerable saving in power and fuel.

Since the design and the technique of manufacture were new to our country, technical collaboration of the Swiss firm was obtained. On account of the standardisation of the steel shell, it was considered at the time that some timber coach-building capacity in railway workshops would be available for furnishing the steel shells. Hence, the Integral Coach Factory was designed, and has been established, for the production of steel shells only. The shells were to be sent to different railway workshops to be furnished and put into commission by them. The Integral Coach Factory went into production in October 1955 and has so far turned out over 100 shells. Most of them have been sent for furnishing to the Central and Southern Railways.

NEED FOR SEPARATE UNIT

In the context of the Second Plan requirements, it soon became clear that the capacity of the railway workshops would be required fully to meet the demands for additional coaches during the Plan period. Again, increased rolling stock holdings would call for expansion of repair and maintenance facilities in railway workshops. Consequently, capacity would not be made available for the furnishing of steel shells, as had been originally envisaged.

It was, therefore, decided that the Integral Coach Factory itself should be provided with facilities to furnish completely the shells turned out by the Factory. Accordingly, an annexe to the Integral Coach Factory for providing additional shop accommodation and fabrication facilities to enable the full shell-manufacturing capacity of the Integral Coach Factory being covered for furnishing in all types of work has now been sanctioned by the Government. Although land is not available within the premises of the present Integral Coach Factory, a suitable site has been located adjacent to it. Provision has also been made for a small proportion of the staff to be housed in quarters there.

Thus, a compact factory has been planned with the shell manufacturing unit on one side, the furnishing unit on the other, and the staff colonies between these two.

The cost of the furnishing unit is estimated at Rs. 3·69 crores.

'UNIFLOW' PRODUCTION

The layout of the furnishing factory has been designed by the engineers to give a "uniflow" production. There will be seven shop sheds covering approximately 56,50,000 square feet. The furnishing shop consists of two sheds, 800 and 400 feet long respectively which will offer straight belts for the furnishing of a third class coach in the longer shop, and upper class coaches in the two shops together.

There will be two lines in each bay, with ample room in between, for complete sets of material required at each stage of the belt being stacked by the side, and also for the circulation and the handling of such material. The maximum possible amount of sub-assembly work will be done outside the shell in the subsidiary shops and brought ready for assembly on the stage. This will enable the shells to be completed in the shortest time possible and turned out for traffic use quickly. It will necessitate the manufacture of sub-assemblies to careful jigs and templates which have been envisaged and provided for. The assembly, however, will allow adequate time to ensure a proper fitting of the sub-assemblies in the shell and a high standard of workmanship with the maximum economy of time.

The shops have been specially designed to give the maximum lighting, keeping in view the inherent adverse factor of the work having to be done inside the coach shells with natural light coming in only through the windows and doors.

SHOP LAY-OUT

The subsidiary shops and the stores supplying finished fittings have been located surrounding the assembly shops, giving short direct leads for the feeding of the assembly belt. A timber ward, timber finishing mill and carpentry shop have been laid out in line to enable timber fabrication and assembly of seats, and partitions to move in one production flow.

The timber mill has been designed for finishing timber from rough cut scantlings of standard sizes so as to economise in providing the capital equipment and also to take full advantage of the ample trade capacity available for the supply of rough cut scantlings. Two-ton overhead cranes will be provided only in the timber ward, and runways and hoists in

the timber mill and carpentry shop will be provided to enable easy handling of the light material dealt with in these shops. The fitting, train lighting and painting and upholstery shops are in one line alongside the assembly shops to the south and will feed direct into the respective stages of the assembly.

The raw material and the semi-finished fittings required to be completed in these shops will be directly supplied by rail and road connections into the southern part of the shops where they will be stored and issued as required for fabrication in the shops. A part of the fitting shop will be utilised for millwright and road transport maintenance.

On account of the large number of hand-operated tools that will be used in this factory; a maintenance section is envisaged in this shop. Train lighting batteries will be received direct, charged and sent into the assembly shops from the train lighting shop. The stores shed for holding stocks of finished and semi-finished fittings, such as locks, taps and pans is located by the side of the furnishing assembly shop on the north and is also provided with direct rail lead and road entry for the receipt of stores.

Provision has been made for the completed coaches being weighed in the normal movement from out of the assembly shop to the despatch lines where they will also be finally inspected and tested for the efficient vacuum braking and electrical equipment.

Because the factory will be dealing with timber and upholstery work involving a large fire risk, an efficient fire-fighting unit including a sprinkler fire protection system in the timber areas is envisaged. Provision has been made for the seasoning and treatment of timber for their preservation and long life. Stoving of paint work is also planned so as to give the finished internal painted surfaces a high serviceability and life. The feeding of the furnishing assembly shops will be over two traversers.

HIGH STANDARD OF AMENITIES

A really high standard of amenities for the worker is planned besides the design of the shop sheds which gives the maximum comfort by way of lighting and ventilation. A well-designed canteen will be provided adjacent to the main entrance. The works offices will be alongside facing the main Avadi Road.

The power required by the factory will be of the order of 5000 KW and will be supplied by the Madras Electricity Supply Department. It will be received at 11 KV and stepped down to 400 V for distribution in the shops and the staff colony.

The entry into the workshops for the shells will be by a rail siding about two miles in length from the Integral Coach Factory.

PRODUCTION PLANS

In order to ensure a speedy execution of this project, it is planned to obtain quotations for the workshops structures, in steel or otherwise, from Indian and foreign structural engineering firms. The best design and delivery can then be taken advantage of. Machinery and plant equipment are proposed to be obtained by calling for Global tenders so that the most advanced designs of equipment may be considered and obtained as quickly and economically as possible. It is expected that the project construction will be completed by 1960–61.

Another interesting feature of the project is that simultaneous development of production is also planned. Ordinarily such a project would require a period of three to four years to reach peak production after the construction is sufficiently advanced and the plant installed gets into stride. The skilled staff is trained and brought in gradually, and production developed accordingly.

In this case, however, actual furnishing work has already commenced in a small way in the accommodation available in the Integral Coach Factory, and the first completed coach was sent out on February 21, 1957. Some temporary sheds have also been sanctioned in which more furnishing work will be undertaken. The different workshop sheds of the furnishing factory will be brought into use progressively as each is completed. For instance, the saw mill, the stores, the fitting shop, will be completed in that order and brought into use as soon as equipped. The furnishing work in the temporary sheds will be increased gradually with the assistance of this capacity. The staff and technique will, therefore, be developed during the period of construction of the factory.

It is proposed to furnish about 50 coaches in the first year, about 140 in the next year and 220 in the third year. Thus, as soon as the factory is completely constructed and machinery installed, the work will be switched into those shops fully; and the target production of 350 coaches per year is expected to be established during the first year itself.

STANDARD THIRD CLASS COACH

The furnishing that has been taken in hand is of the standard third class coach, of which the country requires by far the largest number at present.

The design of these coaches is of the most up-to-date standard including all the amenities to be provided in this class of coach. The steel shell is well-insulated against heat and sound by sprayed asbestos of 1" and ½" thickness. The seats are laid out transversely giving a depth of 21" and knee room of 21". A long bench of 6 6" on one side seats four passengers while across the passage a single seat is provided against the side window.

There is one entrance at each end and two at the middle. Four lavatories have been provided per coach, one at each end and two in the middle between the entrances. Between the two middle lavatories is a passage from one part of the coach to the other with a door that can be locked when necessary. The coach seats 80 passengers, 40 in each half.

Sixteen fans are provided per coach with the same number of lights, excluding the entrance lights and those in lavatories. There are also two night lights in each half of the coach which will burn during all the dark hours, while the normal lights and fans are controlled by switches operated by the passengers themselves.

The seats are contoured to give maximum comfort. One luggage rack of ample width is provided over each long seat. There is also a light luggage rack above this luggage rack and over the single seats along one side. The coach is finished in a pleasing light biscuit colour with the seats in light buff. Latrines are finished in mottled green giving a very pleasing appearance and serviceable finish.

The fittings in the lavatory viz. latrine pans of Indian style, a fish tail flushing arrangement and a wash hand sink are of stainless steel which are hygienic and can easily be kept clean. A mirror and an aluminium shelf are provided while a separate *lotah* cock at a low level is fitted on the side wall. A towel rail is fitted conveniently. The lavatory door locks give an indication of occupancy from outside. The body side windows are fabricated from aluminium extrusions with spring loaded bolts enabling the windows to be kept open at different levels. The floor is finished with oxychloride cement facilitating clean maintenance.

All these coaches have their own generator giving ample power for the electrical equipment. Embarkation lights are fitted outside the coach, two on either side, which automatically come on when the train slows into a station and remain on until the train leaves the station and picks up speed.

The entire coach when finished will weigh about 7 tons or 20 per cent less than the conventional timber body third class coach.

Rail-Sea Co-ordination

Relief that Coastal Shipping can Provide to Railways

BY SRI S. R. KALYANARAMAN, *Additional Member, Commercial, Railway Board.*

While the report of the Rail-Sea Co-ordination Committee set up by the Government of India last year is awaited with interest, the author of this article, himself a member of the Committee, examines here the practical scope of the relief which coastal shipping can provide to the railways. While the coastal shipping capacity may increase during the Plan period from the existing three million tons to at least 162 million tons in the same period. Obviously, any increase in the shipping capacity cannot warrant a reduction in the railways' expansion plans during the Second Plan period.

What are the general objectives of co-ordination between the various methods of transport? What are the special problems pertaining to rail-sea co-ordination in India?

The preamble to the Inter-State Commerce Act of the United States of America sets down succinctly the objectives of co-ordination between the several methods of transport and one cannot do better than reproduce it. It reads:

"It is hereby declared to be the national transportation policy of the Congress to provide for fair and impartial regulation of all modes of transportation subject to the provisions of this Act, so administered as to recognise and preserve the inherent advantages of each; to promote safe, adequate, economical and efficient service and foster sound economic conditions in transportation and among the several carriers; to encourage the establishment and maintenance of reasonable charges for transportation services without unjust discrimination, undue preference or advantages, or unfair or destructive competitive practices; all to the end of developing, co-ordinating and preserving a national transportation system by water, highway and rail, as well as other means, adequate to meet the needs of the commerce of the United States, of the Postal Services, and of the national defence".

PRINCIPLES OF CO-ORDINATION

Dealing with the same matter from the view-point of the consumers of transportation, the International Chamber of Commerce advocated the following principles for co-ordination of inland transportation:

"(1) Production and distribution are dependent upon efficient and economical transport, and transport in turn depends upon flourishing production and distribution. The problem is thus two-fold and should not be considered only from the standpoint of transport.

(2) To ensure the application of this principle there should be arrangements in each country for consultation of the various forms of transport with their users (agriculture, industry, trade), on rates, charges, services, conditions of carriage and all other economic aspects of the problem.

(3) The user should enjoy unrestricted freedom of choice among the means of transport.

(4) There should be national studies of inland transport with a view to determining all the elements of the cost of each form of transport in each country.

(5) Whether the different forms of transport are either separately administered or centrally controlled by a statutory body, they should be free to compete. Healthy but not wasteful competition should be encouraged and for this purpose the different forms of "professional transport" should be placed on a comparable competitive basis by revising and easing the statutory obligations, keeping also in view the interests of transport for "own account". Structure of charges should reflect the cost of providing the services and should be framed so as to obtain the maximum economic efficiency of each form of transport.

(6) Nothing should be done which would hinder the development of any particular form of transport or disguise the advantages it could offer or which would discourage its use in order to provide artificial support for any alternative form of transport. The basis of co-ordination must be dynamic, not static.

(7) In the interests of defence or the general national welfare, it may be necessary, in very exceptional cases, to maintain certain forms of transport at a minimum level. The losses on such operations should not throw additional charges on transport users as such; they should be nationally borne".

These are broad concepts. Now let us see what conclusions emerged from specific enquiries in the past.

POSITION OF SHIPPING IN BRITAIN

In a memorandum submitted to the U. K. Transport Commission in 1931, the Board of Trade in that country observed:-

"It must be borne in mind that the existence of an efficient and adequate costing shipping service is of manifest importance, especially in time of war or civil emergency. The carriage of coal and other bulk and general cargoes, and the distribution of food discharged at the larger ports from ocean-going ships to smaller U. K. ports, depend upon coastwise shipping. As almost every large centre of population in the U. K. is situated at or near the sea, the freest, most flexible and most economical distribution of the materials of industry and the means of maintaining life is impossible without full use of sea transport round the coasts.

"Coastal shipping must not, therefore, be allowed to be crippled by either railways or road competition, since in emergency the railways and the roads cannot alone meet the needs of the situation.

"The Board presume that the general case for the coasting shipping industry will be represented to the Commission by the ship-owners concerned; but it may be that from the nature of the case they would not so fully appreciate or stress its value in time of war and civil emergency, and the Board feel it necessary to emphasise the vital importance of the industry to the country in such times."

Mr. Ernest Bevin, who was the then General Secretary of the Transport and General Workers' Union, pointed out to the Commission that coastwise shipping was a cheap and speedy form of transport; that it served definite areas, and that it formed a big link with the development liner traffic as a distributing factor and further suggested that there ought to be an agreement between the railways and the coastal trade by means of some arrangement through a Government Department, to put the coastal trade on as secure a basis as the railways.

In regard to the evidence given by Mr. Ernest Bevin, the Commission have also observed that they examined him at some length regarding the possibility of additional traffic being sent back to coastwise and that the substance of his evidence appeared to be, first, that adequate port facilities must be provided and second, that there should be co-ordination and co-operation.

INTER-DEPENDENCE OF PORTS AND SHIPPING

The Commission had also some interesting observations to make in regard to the working of the ports in relation to coastal shipping. They stated:

"From the point of view of transport it is impossible to dissociate coastwise shipping and ports, since the latter form the link—the physical junction as it were between transport by sea and transport by land. Without shipping, the port is useless; without the port, shipping is helpless. Their fortunes are inextricably bound together; each gains at the same time and in the same manner during years of trade prosperity, and each suffers similarly during the lean years of trade depression. In considering coastwise shipping, therefore, we cannot avoid returning to the subject of port facilities."

"To make ready, therefore, for the increased trade which we anticipate, we feel that attention should be given to the ports so as to prepare and fit them for the part they will have to play."

"NO SOLUTION"

The Commission finally concluded:

"No doubt if a state of affairs could be reached whereby every passenger travelled, and every ounce of goods was consigned, by the most economical route and form of transport, many of our present transport difficulties would disappear. Overlapping and unnecessary services would be eliminated; there would be a complete "controlled monopoly" of all transport agencies; the rail, the road, the canal and the coastwise ship would convey just those passengers and goods for which each was best adapted; and the savings effected should enable better services to be secured on existing routes and the establishment of services where, for economic reasons none exist at the present time. But, as things are today, is such a state of affairs or even any approach to it practicable? Who is to decide, for example, what rail services are desirable in the public interest and what amount of coastwise shipping? Or what goods should in the national interest be sent by rail, road, canal or ship? To propound the question is sufficient to bring home the immense difficulty which it involves.

"We have given the most serious and anxious thought to the whole question, taking into account not merely the roads but all the other means of transport. We confess that for the present we can see no positive solution."

RAIL-SEA CO-ORDINATION IN INDIA

Having regard to the complicated nature of the problem of rail-sea co-ordination, the Government of India have set up a committee composed of: President, Railway Rates Tribunal (Chairman), two members of Parliament; a representative of the Ministry of Railways; and a representative of the Director-General of Shipping (Members).

The Committee had the following terms of reference:

1 (*a*) to examine the reasonableness of freight charged by coastal shipping with reference to its costs of operation;

(*b*) to examine the existing pattern of trade movements within the country of commodities which could suitably move by sea and suggest measures to ensure effective co-ordination between railways and coastal shipping with a view to promoting movement of such goods by sea and with particular regard to—

(i) the need for promoting development of coastal shipping on sound lines;

(ii) the need for avoiding overlapping between the two forms of transport;

(iii) the need for developing adequate coastal shipping in the larger and long-term interest of the country; and

(iv) the possibility of extending through booking arrangements between railways and shipping for movements by combined rail-sea route, wherever possible.

(2) to advise whether any standing machinery should be set up for considering all problems concerning rail-shipping co-ordination or allocation of traffic between the two forms of transport.

The Committee's report has been submitted but has not yet been released. In the meantime, one cannot anticipate their recommendations.

A point which is self-evident may, however, be mentioned.

CAPACITY OF INDIAN COASTAL SHIPPING

In the year ending March 31, 1956, the railways in India carried 115 million tons of traffic, and according to the present plans, they expect to have the wherewithal to carry by the end of the second Plan period, that is, by March 31, 1961, about 162 million tons.

As against this, the tonnage carried by coastal shipping in the year 1955-56 was about three million tons. If the provision included in the second Plan period for the expansion of coastal shipping materialises, the traffic which may be expected to be carried coastwise is four to five million tons.

The relative size of the figures, three and four to five million tons by coastwise shipping against 115 and 162 million tons by rail, makes it at once evident that whatever may be the plans for the expansion of coastal shipping there can be no question of the railways' plans for expansion of their transportation capacity being in any way reduced on this account.

Compensation Claims for Goods Lost or Damaged

(Contributed)

Under Section 72 of the Indian Railways Act, the liability of the Railway for goods lost or damaged in transit is the same as that of a bailee under the Indian Contract Act. Several questions arise in the actual application of this section in the settlement of claims for compensation for goods lost or damaged. The decisions of the Courts, which naturally has to take into account the particular circumstances, of each individual case, appear to be also varying to some extent, although the main principle viz., that the liability of the Railway is limited to the extent of a bailee (and not as an insurer) is recognised. One principle that has been recognised is that profits as such are not allowed to the claimant, on the ground that he should only be placed in the same position as if the goods were correctly handed over to him on the date on which the goods should have normally arrived at the destination, as the question of profit would arise only after he had sold the goods. Take, for instance, the case of a Manufacturer who consigns goods to his Branch at some other station. If the goods are lost, what is the basis on which the cost of the goods has to be worked out for paying compensation? The price list rate, even the list applicable to wholesale dealers, would certainly include an element of profit to the manufacturer. If the goods are sent from the factory to the Branch or from one Branch to another, there is no question of sale. For purposes of compensation, it would

seem that the cost price of the goods at the factory should be calculated, especially as this would be less than the price list rate. It is not known if legal opinion on this point has been ascertained on any of the Railways, but as claims of this kind are becoming frequent, it seems necessary that the Railway Board should examine the question fully and issue an authoritative decision to the Railways for being applied in cases of this kind. This will also ensure uniformity of settlement of cases on all Railways.

When percentage assessments of damages are made, the compensation should be calculated more appropriately on the value of the contents, i.e., the percentage should be applied to the value of the contents, excluding the cost of the containers i.e., Gunny Bags etc., in the case of consignments of grams, pulses etc., in gunny bags.

Earnest Money for Engineering Contracts

The Earnest Money that has been fixed as per Railway Board's Orders for Engineering Contracts is a maximum of 5% in each case, having regard to the requirements of para 1115-E, which requires that the amount of earnest money to be deposited should be sufficiently large to be a security against loss, in the event of the contractor failing to undertake the contract or to furnish the required security within the appointed time after the acceptance of his tender, or until such time as the sums due to him form a sufficient guarantee, as the case may be. This means, in other words, that the Earnest Money can be fixed by the Administration at a lower level, than 5%. This will certainly give an impetus to a larger number of Contractors to quote and thus we may expect that competitive rates can be secured on account of the lowering of the Earnest Money. In fact, it seems that in the case of P.W.D., the Earnest Money is only 2% of the Contract Value. There is apparently no reason why there should be varying rates in different Departments so far as this particular matter is concerned. So long as the nature of work and the terms of the contract are substantially the same, it would be in the fitness of things if the principles in regard to the fixation of Earnest Money are laid down on a uniform basis for all Engineering Contracts in the different Branches of the Government of India, such as the Railways, the Central P.W.D., Military Engineering Services, etc.

The Railway Board have also introduced, as an experimental measure, the system of receiving 'Standing Earnest Money' fixed at Rs. 25,000 to save Contractors the difficulty of having to remit Earnest Money for each tender, particularly when Tenders are called for different works almost simultaneously or in quick succession in the tempo of execution of Five Year Plan works.

In regard to Security Deposit, however, such Tenderers, who avail themselves of the concession of the system of 'Standing Earnest Money', should furnish the *full* amount of Security Deposit, viz., 10% of the contract value, and the Standing Earnest Money cannot be adjusted towards the Security Deposit. The system of Standing Earnest Money is already in force in the case of Stores Contracts and it is good that this has been extended to Engineering Contracts also in order to attract a larger number of Tenderers for securing more competitive rates.

—B. G. B.

Railways' Second Five Year Plan

In a broadcast on April 16, 1957, addressed to all railwaymen from the Delhi station of All India Radio, Shri P. C. Mukerjee, Chairman, Railway Board said that he would do his best in the discharge of his duty on three main points :—

(i) that the decisions of Government were carried out as expeditiously and as satisfactorily as possible ;

(ii) that the needs of the country were served in the best possible way; and

(iii) that the legitimate interests and welfare of all railway employees were safeguarded.

SHRI P. C. MUKERJEE
Chairman, Railway Board.

He commended to all railwaymen the need to get to know about the overall Second Plan and more especially the Plan as it applies to each employee's local sub-division or division. The second Plan might not help us to get abreast of all the demands. It would probably be by the Third Plan when adequate capacity was created. We were already somewhat behind hand principally due to the shortage of materials. There was also a shortage of qualified manpower and for this, special training arrangements had been introduced. The Administration was hoping by this and other methods that had been adopted that it would be possible to get over the shortage of trained personnel, he added.

Referring to punctuality, he said that it was a matter which had been giving much cause for concern. A concerted drive was required and each one had to do his best to put this on a more satisfactory footing.

Turning to the subject dear to all, viz., —Staff Welfare—Sri Mukerjee said that whether in providing opportunities for promotion or in scales of pay, in medical facilities or in educational opportunities, the Railway Ministry really wanted to do whatever was possible.

Referring to safety, the Chairman said that while we were building up and expanding the 'life line' to meet the country's needs, we should at the same time be ever vigilant in the day-to-day operation. Railways were expected to be more or less accident-proof and while that was a compliment on the one hand, on the other, it really meant that vigilance and safety thinking had to be kept and maintained at a very high level in the working of the Railways.

Concluding his radio talk, Shri Mukerjee said that as the railways had helped in achieving unification of the country, railwaymen must continue in this work and set an example that we thought of ourselves as Indian first and Indians last. This oneness was always a great force on the railways and we would be doing ourselves and the country a great service if we not only maintained it but improved on it.

Promotion of Class IV Staff of Indian Railways

At page 70 of the issue for May '57, a Press Note regarding the appointment of a Committee for reviewing the channels of promotion available to Class IV employees of the Indian Railways was published. The opening session of this Committee was inaugurated on the 3rd June by the Railway Minister, Sri Jagjivan Ram.

The Railway Minister said that appropriate tests for promotion should be evolved on the Indian Railways and every person who passes such tests should be able to go up and there should be no limit to the heights to which he can rise. He stated further that while there were a number of categories of unskilled workers like gangmen etc., there was also the possibility of having a better type of staff in Departments like Traffic, Engineering, and Mechanical, where they could improve their chances and avenues of promotion. The reason for limiting the channels of promotion might have been a low degree of literacy amongst this class of Railway Workers. At present, however, the position is undoubtedly not so bad and it will progressively improve hereafter. He felt that even amongst unskilled Railway workers, there should be a good amount of material fit for promotion to the higher categories of Railway Service. He added: "I was also conscious of the fact that a mere rise in wages will not give complete satisfaction to the employees. I felt that the real hardship was the painful stagnant prospects that an unskilled Railway Worker usually faces." The attempt of the Committee therefore, should be to evolve a pattern of promotion for Class IV Staff belonging to all categories which will take them not only to the highest grade of Class IV, but will also take them on to Class III from where they can, by following the channels available for Class III Staff, further proceed to Class II and Class I.

The Committee is also entrusted with the task of prescribing appropriate tests for various promotions that they may recommend. It will act as an incentive to the unskilled worker to show a more intelligent interest than at present in his duties and other matters within the Railway though not connected with his immediate work. The tests should be designed to ascertain whether the employee knows the duty of the job to which he aspires promotion. The Committee has also been asked to draw up schemes for training courses which would fit the staff for promotion.

The Committee were requested to finish their work as quickly as possible so that their recommendations may be studied and implemented before the close of this year.

This inaugural meeting was also addressed by Sri P. C. Mukerjee, Chairman, Railway Board, He said:

"The railways have nearly 700,000 men in Class IV and a large proportion of them are either illiterate or very slightly literate, whose chances of advancement are stunted. They can in most cases hardly reach the maximum of the Class IV grade of about Rs. 50 or Rs. 60 after toiling for 30 years or more. There is consequently a growing feeling amongst the Class IV staff of discontentment over their wage rates.

INCENTIVE FOR ADVANCEMENT

"There may be a justification for reconsidering the wage scales but any decision in that respect is tied up with matters like resources of the Government and other sectors of employment beside the railways. Moreover, a mere increase in wage scales will not solve the entire problem that is facing the Class IV staff.

"It is the stagnation at the lowest level that leads to frustration in the minds of the employees and, therefore, the real solution is to provide an incentive for advancement and an opportunity for promotion to these employees.

"It was at the instance of our Minister that it was decided to set up this Committee with a view to devising uniform channels of promotion for Class IV staff on the various Railways, where diverse practices have grown up in the course of the decades and also to secure for Class IV staff an avenue into Class III service and thence to gazetted service.

"The task assigned to this Committee is going to be a difficult one. The number of categories of Class IV staff on the Railways is legion, and the higher categories often require technical competence. We have luckily been able to secure the services of experienced persons, who have the cause of class IV staff at heart.

"On behalf of the Railway Board, I am particularly grateful to Shri Tapase for having accepted to work as the Chairman of the Committee. Without fear of contradiction, I might be permitted to say that there could be no better judge of the aspirations of the working class than him, and the staff whose case he is going to deal with will have the satisfaction that the utmost consideration would be given to their case.

"To the representatives of railway labour, Shri A. P. Sharma and Miss Maniben Kara, I am thankful for the readiness with which they agreed to serve on this Committee. They have years of experience amongst railway labour and their assistance to the Committee would, I am sure, be invaluable.

"I am glad that senior officers of the other Ministries have consented to serve on this Committee in addition to their official duties, so that they can contribute experience in their own fields to the labours of the Committee. The role of the railway officers on the Committee, will be to assist the deliberations of the Committee with their special acquaintance with the conditions of class IV staff on the Railways, and the specialised problem of railway services.

"I shall close with the hope that the Committee's work will be most fruitful and will bring considerable relief to Class IV staff."

Miss Maniben Kara then addressed the meeting. While congratulating the Railway Minister for the keen interest he had shown to better the working conditions of Railway labour and for the impartial manner in which he approached the related problems, she said that at present the pace of progress of the lowest class of railway employees was too slow and this state of affairs needed to be put right.

Mr. A. P. Sharma, Vice-President of the National Federation of the Indian Railwaymen, congratulating the Minister for the "bold" step he had taken in appointing this Committee, said that the Committee's terms of reference proved that the Railway Minister was eager to improve the lot of railwaymen. He, however, drew attention to the main demand of railwaymen relating to revision of pay scales. While he recognised that this was a general issue affecting other Central Government employees, he urged that positive steps to meet the demand should be taken.

Designs for Bridges

High Level Expert Committee Appointed

The following is the text of the Government of India Resolution dated the 4th Mar. 1957, setting up a High Level Expert Committee, whose recommendations may make Engineering History not only in India, but abroad.

A large number of bridges including their protection works were designed and constructed in this country in the latter half of the last century on the basis of technical knowledge and with the data then available. Hydraulic science and technical knowledge in this sphere have since advanced considerably and further data have become available.

It would, therefore, be profitable at this stage to review the designs of bridges in the light of the latest knowledge and experience gained and to indicate the standards which should generally guide the design of new bridges in future. With this object in view, it has been decided to set up a committee of engineers to investigate and review the methods of estimating, the maximum flood discharge from catchment areas in order to determine the waterway, etc., and other connected works required in connection with the design of bridges.

COMMITTEE'S PERSONNEL & TERMS

The Committee will consist of:

Shri A. N. Khosla, Vice-Chancellor, Roorkee University and former Chairman of the Central Water and Power Commission, Government of India (Chairman); Major General R. E. Aserappa, Engineer-in-Chief, Ministry of Defence; Shri N. K. Roy, Additional Member (Works), Railway Board; Shri H. P. Sinha, Consulting Engineer (Roads), Ministry of Transport; and Shri D. R. Mehta, Chief Engineer, Central Water and Power Commission (Members); and Shri B. C. Ganguli, Joint Director, Civil Engineering, Railway Board (Secretary).

The Chairman and the Members of the Committee will do this work in addition to their existing duties.

The terms of reference of the Committee are as follows:—

(i) to indicate for different regions the method of determining the maximum discharge to design the waterway for bridges. In places where empirical formulae are recommended to be used, the value of constants to be prescribed for guidance;

(ii) to indicate the general principles for determining the extent of bed scour for the design of foundations and the design of training works, the extent of afflux to be permitted at bridge openings for the peak discharge, the minimum freeboard for various types and sizes of bridges and waterways to be provided; &

(iii) to indicate measures to ensure safety of railway bridges against failure of various 'Railway affecting' works like tanks, canals etc.

The Committee will, if necessary, co-opt as members any other engineers with knowledge and practical experience of construction and maintenance of bridges.

The Committee will endeavour to submit their report within six months.

* * *

While presiding over the inaugural meeting of the Committee, Shri K. P. Mushran, Member, Staff, Railway Board, stated that the Committee would bring uptodate the work and research that has been done in this field in the past and the results of the Committee's deliberations would be useful not only for Indian Railways, but also for other Engineering organizations engaged in Bridge Construction. He also announced that a Dy. Chief Engineer had been appointed on each Railway to collect necessary data for the Committee.

Shri Karnail Singh, Member, Engineering, Railway Board, stated that the Committee's task would be 'monumental' and would be 'another landmark in the History of the Engineering profession'. He stated that for the purpose of the Committee's investigations, the country should be divided into four regions corresponding approximately to four hydrological divisions.

Sri A. N. Khosla, Chairman of the Committee, said that the Committee had a tremendous volume of work to put through and this work would be of fundamental importance not only for the Railways but also for the organisation dealing with rivers and floods.

Survey for Ten-Mile Rail Line

The Ministry of Railways has authorised the South Eastern Railway to carry out a final location and traffic survey for a ten-mile broad gauge rail line from Maurigram on the South Eastern Railway to Dankuni on the Eastern Railway.

This line, if constructed, will provide a direct short link, avoiding the existing circuitous route *via* Santragachi, Howrah and Belur. Further, it will help in reducing the traffic congestion in the areas around Eantragachi and Lilloah.

At present, all goods trains on the South Eastern Railway destined to Chitpur and the docks, have to pass through Santragachi and Tikiapara and then take route *via* Dankuni on the Eastern Railway. With the electrification of the Howrah-Khargpur section, train services will be considerably increased. Goods trains between Khargpur, Chitpur and the docks are detained at Santragachi and the detentions will increase with the growth in train services.

* * *

Use of Khadi on Indian Railways

There has been a five-fold increase in the purchases of khadi by the Indian railways during 1955-56, compared to the previous year.

During 1955-56, the railways purchased khadi cloth worth about Rs. 34·5 lakhs, as against Rs. 6·95 lakhs in 1954-55.

Under instructions of the Railway Board in 1954, the railways have been trying to obtain khadi substitutes for as large a variety of mill-made items as possible.

The Railway Board recently decided that, in future, mill-made *pugree* cloth at present being used should be substituted by suitable *pugree* cloth made of khadi.

The current requirements of this type of cloth are estimated to be between 800,000 and 900 000 yards per year, costing nearly Rs. 10 to 12 lakhs per annum.

* * *

Sleeping Coaches for Class III Passengers on Indian Railways

The Indian railways have decided to introduce shortly a new two-tier sleeping-cum-sitting coach service for III class passengers.

In these coaches, sitting accommodation will be provided on the lower berths, while sleeping accommodation will be provided on upper berths only.

At present third class sleeping accommodation is available on a number of routes in three-tier coaches.

The object of the new experiment is to see which type of coach is more popular with the public so that the future plans may be made accordingly.

As in the case of the existing III class sleeping service, a charge of Rs. 3/- per night per berth will be levied in the new coaches.

The new service will operate on the following eight pairs of trains: Madras-Bangalore Mail; Delhi-Lucknow Express; Howrah Puri Express, Mehsana-Bhavnagar Express; Lucknow-Kathgodam

Express; Delhi-Bikaner Mail and Madras-Trivandrum Express.

In each of these new coaches there will be sleeping accommodation for 24 passengers on the broad gauge and for 16 on the metre gauge.

A novel feature in the broad gauge coaches will be a separate luggage room where heavy luggage can be stored.

* * *

Steel Needs of Railways

Purchase Mission sent Abroad

With effect from April 1, 1957, the Ministry of Railways has taken over from the Ministry of Commerce and Industry the work relating to the procurement of the more important categories of steel requirements for the Indian railways.

This has been done to enable the Indian railways to take urgent measures for the procurement of their steel requirements, supplies of which, at present, are in heavy arrears.

The supplies with which the Ministry of Railways will be concerned are rails, steel sleepers, fish-plates and bearing-plates. A small steel procurement unit has been set up for this purpose in the Railway Board's Office at New Delhi.

The Government of India have also sent a small Steel Purchase Mission to Europe to negotiate the supply of steel and conclude contracts on the spot, without having to refer back matters to New Delhi.

The Mission led by Mr. K. P. Mushran, Member, Railway Board, includes Messrs. N. C. Deb, Additional Member (Finance,) H. D. Singh, Director of Railway Equipment, and M. N. Bery, Joint Director (Works), Railway Board.

The Mission will visit the United Kingdom and other countries in Europe which produce steel. The Mission is also expected to visit Canada.

It is proposed to depute an officer also to Japan to make investigations about the possibility of obtaining steel from that country.

The procurement of wooden sleepers, had been considerably promoted by exploiting the usage of a greater variety of new species with and without treatment, by the relaxation of specifications, by increased supplies from the Andamans and by initiating measures for exploring the possibilities of import of timber sleepers from Burma, Australia, Thailand, Malaya, Indonesia and Brazil.

In spite of these efforts, wooden sleepers could meet only about one-third of our total requirements of sleepers and the railways had, therefore, been forced to use metal sleepers which also could not be procured in sufficient quantities. It was proposed now to use concrete sleepers also, in big yards to start with.

Technical aid from Foreign firms

Electrification Plans of Rys.

The Railway Board has decided to invite offers of technical association from firms in foreign countries in connection with the railway electrification programme during the Second Five-Year Plan period.

The technical associates finally selected by the Government of India would be expected to assist the Indian Railways in designing, erecting and initial operation in respect of certain main line electrification schemes.

Recently the Railway Board tentatively decided to adopt the A. C. 50 cycle traction system for main line electrification in this country.

The lines in respect of which offers of technical association have been invited are the Burdwan-Moghalsarai section on the Eastern Railway and the Asansol-Rourkela and the Rajkharswan-Barajamada sections of the South-Eastern Railway.

The total cost of electrification of these sections is likely to be in the neighbourhood of Rs. 35 crores.

* * *

Underground Ry. for Bombay

A Japanese team of consulting engineers recently carried out an on-the-spot study of the proposed underground railway project in Bombay and will submit their report in about three months' time.

The BEST Committee and the Bombay Municipal Corporation approved in March this year, the acceptance of the joint tender of Messrs Higashi and Tsujii, advisers to the Tokyo and Osaka Rapid Transport systems, appointing them as consulting engineers for the project.

The survey lasted six weeks which included the test-boring at several places along the proposed route in order to study the subsoil conditions.

It is stated here that the Japanese experts had expressed the opinion that the soil conditions in Bombay for constructing an underground railway were very much more favourable than those in Tokyo or Osaka, which would therefore, result in the reduction of the total cost of the scheme.

Mr. Tsujii is understood to have said that the cost of the scheme would be Rs. 3 crores per mile of double-track construction, out of which about Rs. 2 crores would be on civil engineering works and Rs. 1 crore on rolling stock and other mechanical and electrical engineering works.

The "cut-and-cover method" of construction with R.C.C. box type of subway, with a central pillar, is proposed to be adopted. The approximate depth and width of the tunnel would be 18 feet and 26 feet respectively and the maximum depth from the surface to the bottom of the tunnel would be about 30 feet.

The Japanese team had collected the statistical data of the traffic on the BEST, Central and Western Railways for detailed study. It was stated that there was enough traffic to warrant the construction of an underground railway in the city, Mr. Tsujii mentioned that proper estimates, operating costs, etc., would be worked out after his return to Tokyo in conjunction with Mr. Higashi, who is an electrical engineer, and that they expect to complete the final report in about three months, after which he and Mr. Higashi would visit Bombay and present the report personally and give necessary explanations to the BEST Committee. *"The Hindu."*

* * *

Manufacture of Rly. Coach Underframes

Five Indian firms have undertaken the manufacture of railway coach underframes, planned under the 1957-58 Purchase Programme.

An official Press release said global tenders were invited for the supply of these underframes but before placing orders with foreign suppliers, the Railway Board convened a meeting of indigenous firms. Five firms, who offered to undertake the job, have been booked to supply 500 broad gauge, 791 metre gauge and 60 narrow gauge bogie underframes.

This has resulted in the saving of several crores of rupees in foreign exchange.

* * *

Integral Coach Factory

Furnishing Work also Taken Up

The Integral Coach Factory has taken up the additional work of furnishing the coaches turned out by it on a modest scale for the present and it has now almost completed furnishing a first batch of 10. This work is now being done in the premises of the factory itself.

Administrative sanction has been given for putting up a separate factory for furnishing the coaches and this factory is to be put up on the southern side of the housing colony. Acquisition proceedings for the purpose are now going on apace.

In the meantime, a big shed is being erected adjacent to the factory to take up the furnishing work on an enlarged basis, pending completion of the pucca factory to be put up. Work on this temporary shed is also nearing completion.

* * *

Ensuring Greater Safety in Railway Travel

Suggestions for the construction of new railway lines and proposals for achieving the maximum co-ordination between the Railways and State Governments to ensure greater safety in railway travel were among the subjects discussed at a meeting between the Railway Minister and the Chief Ministers and representatives of States, held in New Delhi on the 5th June.

The Railway Minister, Shri Jagjivan Ram, in his opening remarks stressed the importance of safety measures in view of the approaching monsoons. He said that the railways were themselves taking precautionery steps including posting of additional men, but it was desirable that the maximum co-operation should be forthcoming in this important task from the State Governments.

The meeting accepted a Village Vigilance Scheme prepared by the Railway Board, under which the railways could enlist the co-operation of villagers wherever railway lines pass, for reporting unusual occurrences like heavy local rainfall, breaches or threatened breaches of tanks, heavy floods etc.

The meeting recommended the appointment of a standing committee in each State consisting of engineers from the Railways and the States. The committee would meet periodically and keep under review the safety of railway track insofar as this may be affected by the maintenance or new constructions of dams and irrigation works or by deforestation, and at the same time to see that the railway embankment or other works do not endanger safety of villages in the vicinity at times of floods.

The Chief Ministers and representatives of States dealt at some length with the requirements of their respective States for new lines or for the conversion of narrow gauge and metre gauge lines into broad gauge lines. The Railway Minister indicated that he had already approached the Planning Commission for additional funds to enable the Railway Ministry to undertake the construction of some new lines in areas which needed to be opened up in the interests of the country's economy. The Minister pointed out that even assuming that additional funds were available, two serious handicaps would remain: non-availability of foreign exchange and shortage of construction materials, particularly steel.

SLEEPER SHORTAGE

The Railway Minister asked for the cooperation of the State Governments in increasing the availability of wooden sleepers from within the country. He said that at present the Railways were able to get barely one third of their requirements of sleepers in the form of wooden sleepers from within the country. The balance had to be made good by import of wooden sleepers from abroad and by resort to iron and steel sleepers which also had to be imported and involved a drain on foreign exchange. A suggestion considered by the meeting was that the Railway Ministry should fix quotas of sleepers to be supplied by various States and the States should try and work to these quotas.

The meeting also considered the question of speedy acquisition of land for urgent railway projects and the expeditious payment of compensation for land acquired. Suggestions were considered for minimising delays in the payment of compensation to tenants after land had been acquired. The Railway Minister requested the State Governments to ensure that the quantum of compensation payable by the Railways bore some relation to the compensation paid by State Governments themselves for similar land acquired for their own purposes.

The Railway Minister also called for the co-operation of the State Governments in the field of education for railwaymen's children. He said that education was a State subject, but the railways nevertheless supplemented the efforts of the State Governments in providing additional educational facilities for their employees' children. He said that the cooperation of the States was needed in matters like recognition of schools set up by the railways. The railways, on their part, were willing to contribute towards the maintenance of schools set up by the State Governments in or near railwaymen's children were admitted.

MORE FREQUENT CONTACTS

The meeting also considered suggestions for combating anti-social practices like ticketless travelling, alarm chain-pulling and beggar and hawker nuisance in trains. A suggestion was made that the co-operation of village panchayats should be sought and the publicity campaign to eradicate these evils should be stepped up.

Some Chief Ministers urged that there should be more frequent contacts between the railway authorities and State Governments In this connection the Railway Minister said that he would ask the General Managers of Railways to periodically meet the State Chief Ministers and other concerned Ministers so that a mutual exchange of views may take place on common problems affecting rail transport.

* * *

Research, Design and Standardisation Organisation for Railways

The Government of India has decided to merge the Central Standards Office for Railways and the Railway Test and Research Centre into one organisation to be known as the Research, Design and Standardization Organization. It will be headed by a Director-General, who will be assisted by three Directors. The Railway Research work would hereafter be controlled by the Central Board of Railway Research Work comprising of

(i) Chairman, Railway Board.

(ii) Member, Engineering Railway Board, and

(iii) Two Representatives to be nominated by the Council of Scientific, and Industrial Research.

The Director General of Research, Designs and Standardization Organization will function as the Secretary of the Research Board.

* * *

Retired Government Servants' Association

An Association to protect and promote the interests of persons retired from Central and State Government Service, including the Defence Services and Local Bodies, was formed at Madras on the 15th May 1957. This Association - the first of its kind in India - known as "The Retired Officials' Association, Madras", elected the followidg Office Bearers :

Prof. M. Ruthnaswamy ... *President*

Mr. R. V. Krishna Iyer, Retired Secretary to the Madras Legislature, and

Mr. K. Narayanan Nair, Retd. P. M. G. *Vice Presidents*

Mr. P. Rajanandam ... *Secretary*

Mr. P. Amrithalingam ... *Jt. Secretary*

Mr. C. R. Krishna Rao ... *Treasurer.*

The Association also elected five other Committee members.

Note: Under the existing circumstances, there seems to be need for such an Association for the Railway Retired Officers also. It is hoped that a move will be made and that sufficient response will be forthcoming. If necessary, such an Association might work in collaboration with the Association already formed. Those interested may address the undersigned for taking necessary action.

Ed.—R. A.

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Executive and Finance

In a Radio Broadcast on the 16th April on the Coal Industry, Sri S. Sarangapany, G. M., Eastern Railway, said : "With the rising tempo of work, the responsibilities of the FA & CAO have greatly increased, but here again, reasonableness and team spirit have enabled orderly and rapid progress to be achieved without risking serious irregularities".

* * *

Enquiry into condition of Rail Bridges

With the monsoon approaching, the Union Government has appointed four retired Railway Officers to review the existing conditions of Rail Bridges in different Zones. The four Officers are required to examine the Bridges on the Railways noted against them and have to submit their Reports before the 31st October 1957.

Mr. B. B. Verma, Retired General Manager ...	N. E. Rly.
Mr. P. C. Khanna, Retired C. E.	...N & W Rlys.
Mr. M. R. Venkatram, Retired C. E.	... C & S Rlys.
Mr. S. D. Bamja, Retired E. N. C.	E & S.E. Rlys.

Each of these Officers is expected to examine the existing systems of maintenance, including entries of Inspections in Bridge Registers, action taken on them and to make recommendations for further improvement. After examining Bridge records available on the Railways, they are to issue instructions, if necessary to compile such records in a manner which may be found useful for reviews. They are also authorised to give general guidance to Dy. Chief Engineers (Special) on reference from them in matters like determination of the maximum flood discharge for Design purposes, adequacy of water-ways, soundness of Bridge structures including protection works and remedial measures to be adopted wherever necessary. They are also required to make suggestions about pre-monsoon precautions and the system of patrolling to safeguard bridges and vulnerable formations during the monsoons in case this aspect of the work comes up before them.

* * *

New Marshalling Yard near Delhi

A new Railway Marshalling Yard is to be built at Tughlakabad near Delhi, at a cost of Rs. 1 crore. This proposal is expected to relieve to a very great extent, the existing pressure on the main yards at Delhi and New Delhi Marshalling yards where heavy congestion is caused at present.

* * *

Divisionalisation on North Eastern Railway

With a view to improve the efficiency of the Railway organisation of the N. E. Rly., it has been decided to introduce divisionalisation system on that Railway, by dividing it into seven divisions and locating them at Lucknow, Banaras, Izatnagar, Muzaffarpur, Katihar, Alipur Duar and Pandu. This system will be on the same lines as existed previously on the E. and N. Railways and as introduced recently in the Central, Western and Southern Railways.

* * *

The Railway Staff College, Baroda

Under a scheme of expansion sanctioned by the Railway Board at a cost of about Rs. 17·5 lakhs, the capacity of the Railway Staff College at Baroda is to be nearly quadrupled; its present capacity for training thirty officers at a time is to be increased to 110. This expansion has been found to be necessary to meet the growing need for trained Officers in connection with the Railway

Expansion programme during the Second Five Year Plan.

The Baroda College is the only one of its kind in the country and was opened in Jan. 1952 to train young Officers in the Fundamentals of the Railway Departments. The College has a Transportation Model room and also a Demonstration Railway Yard, complete with Signalling and Interlocking.

* * *

Public Accounts Committee for 1957-58.

Fifteen Members from the Lok Sabha and seven Members from the Rajya Sabha have been elected as under:

Lok Sabha: Messrs Ram Subhag Singh, Niharan Chandra Laskar, T. N. Singh; Prof. N. G. Ranga; Messrs Ramlal Vyas. A. C. Guha. N. R. M. Swamy, Upendranath Barman, J. M. Mohammed Imam, H. C. Dasappa; Srimati Tarakeshwari Sinha; Messrs. Prabhat Kar, Jaipal Singh, N. Sivaraj and Vijayarama Raju.

Rajya Sabha: Messrs P. T. Leuva, R. M. Deshmukh, Shyam Dhar Misra, M. Govinda Reddy, Jaswant Singh, J. V. K. Vallabha Rao and Srimati Pushpalata Das.

* * *

Statistics of Indian Railways

Gross Earnings: The approximate gross earnings of Indian Railways during April 1957 amounted to Rs. 30·18 crores showing an increase of Rs. 2·65 crores over the actuals of April 1956.

Goods Tonnage: The total number of tons lifted during the month of April 1957 compared with March '57 and April 1956, was as under:

Gauge	April '57	March '57	April 56	Percentage of increase or decrease: columns 2 to 3	2 to 4.
1	2	3	4		
BG	72,71,000	76,97,000	67,94,000	—5·53	Plus 7·02
MG	21,97,000	22,32,000	18,98,000	—1·57	Plus 15·8

Wagons Loaded: The number of wagons loaded with goods traffic during April 1957 decreased by 4·50% on the BG and 4·97% on the MG, as, compared with March 1957; but as compared with April 1956, the number showed an increase of 8·82% on the BG and 12·3% on the MG.

The *differences in loading* between April 1956 and April 1957 are accountable generally as under:

BG: Increase under coal and coke, grains and pulses, cotton manufactured, jute raw, sugar, cement, pig iron, manganese ore, iron ore and coal for other Government Railways and manufacturing units.

Decrease under: Oilseeds, cotton raw, jute manufactured and other metallic ores and other Stores (Railway coal and materials.)

MG: Increase under Coal and coke for public, grains and pulses, cotton manufactured, jute raw, jute manufactured, sugar, cement. iron and steel. tea, manganese ore, iron ore, coal and other stores for Railways.

Decrease under Pig iron, other metallic ores, and miscellaneous smalls traffic.

* * *

FA & CAO., Southern Railway

Mr. M. R. Swaminathan, M.A., B.L., Financial Adviser and Chief Accounts Officer, Southern Railway, Madras, proceeded on refused Leave, preparatory to retirement, with effect from the 29th May 1957.

Born on the 29th Nov. 1901, he joined the service of the ex. G.I.P. Railway in 1927 in a non-Gazetted post. In April 1931, he was posted as a Probationer, IRAS., in the ex. G.I.P. Railway; worked as Accounts Officer, Gr. II in the Ex. G.I.P., N.W. and E.I. Railways upto April 1934; and also in the Railway Clearing Accounts Office upto March 1937. He then served on the E.B. Railway as a Junior Accounts Officer and was promoted permanently to the Senior Grade in Sep. 1939. He entered the Junior Administrative Rank in Aug. 1944 and held the post of Dy. Chief Accounts Officer and Dy. Financial Adviser on several Railways and also served as the Joint Director, Finance, Railway Board. On 2-12-1952, he assumed charge as the Financial Adviser and Chief Accounts Officer of the Western Railway and was then transferred to the Southern Railway in April 1955. His service on the Southern Railway was extended by six months and the leave at his credit (refused) was taken by him from the 29th May 1957.

He was provisionally confirmed on Nov. 3, 1953 and finally from Oct. 2, 1955, as FA & CAO of Indian Railways.

He was well-known for his genial disposition and sympathetic attitude towards the staff. We wish him his well-earned rest for a long time.

* * *

Railway Privilege Ticket Orders

It is learnt that the Railway Board has recently issued orders which have retrospective effect from 1st Jan. 1957, whereby the number of Privilege Ticket Orders admissible per annum to Railway Staff will be as under:

Class I and II (Gazetted Officers)—9 sets of PTOs as against Nil for a very long time.

Class III and IV—Six sets as against three hitherto.

Personnel

Southern Railway

Shri M. V. Seshadri, FA & CAO., Western Railway, was transferred to Madras as FA & CAO., S. Rly.

Mr. M. R. Swaminathan, FA & CAO, S.Rly. proceeded on LPR from the 29th May 1957.

The following transfers of Accounts Officers were also effected:

Shri L. Venkataramiah, Offg. AAO., Admn., posted as Offg. AAO., Stores, Perambur.

Mr. T. K. Venugopalan, Offg. AAO/Stores, Perambur, transferred as D. A. O., Madurai.

Shri T. Ramamurthy, DAO/Madurai, transferred as DAO/TPJ.

Shri K. P. Anantha Narayanan, DAO/TPJ transferred as DAO/Olavakkot

Shri V. S. Gopalan, DAO/Olavakkot is transferred to Headquarters Office, Madras, as AAO/Admn.

Western Railway

Shri A. V. Poulose, DAO., BCT., is transferred as Efficiency Officer at the Headquarters Office, Churchgate, Bombay.

Shri G. Viswanathan, Chief Engineer, Western Railway is transferred as C. E. Central Railway.

Central Railway

Shri D. Thambidurai, Asst. Audit Officer, Bombay, took over charge as Asst. Audit Officer, Jhansi, from the 13th Feb. 1957.

Subjects of Moment

Occupation of Quarters by Railway employees after termination of Services

It was stated in Railway Board's Order of 1956 that if an employee, to whom a residence is allotted, retires, resigns or is dismissed or removed from Service, the allotment shall be cancelled with effect from one month after the date of retirement, resignation dismissal or removal, as the case may be, or with effect from any earlier date if vacated earlier; and that during this period of one month which usually counts from the date the employee ceases to be in active service, the assessed rent of the quarters (subject to 10% of the occupant's salary whether he or she were eligible for free quarters or not) shall be recovered. The Board has since advised that in the case of staff eligible for rent-free quarters, retiring from service due to any of the reasons mentioned above without availing LPR, no rent is recoverable for the grace period of one month from the date of termination of service. And further in case of staff eligible for rent free quarters proceeding on L.P.R., no rent is recoverable for the first two months of such L.P.R.

[R.B. No. F (x) II—52—QRI/2 of 18-4-56 & later.]

* * *

Grant of permission to Railway Servants to participate in AIR Programmes and to receive honorarium therefor

With the issue of the Railway Services (Conduct) Rules 1956, Railway Servants are now not required to obtain any sanction to broadcast on All India Radio if such broadcasts are of a purely literary, artistic or scientific character. In such cases, the onus of ensuring that the broadcasts are of such a character rests on the Government servant concerned.

2. A question has, however, arisen whether the permission of competent authority is now necessary for the purpose of acceptance of honorarium under Rule 2035 (b) by a Railway servant in such cases. It has now been decided that in cases in which no sanction is required for such broadcasts, no permission is necessary for Railway servants to receive the honorarium.

3. In cases where sanction to broadcast is necessary, such sanction if given, should be taken to carry with it also the sanction to receive the honorarium.

[R B. No. E(G) 57HO 1-2 of 19-4-1957.]

* * *

Grant of special passes and special casual leave to the Members of the Managing Committee of Railway Employees' Cooperative Insurance Societies

A question has been raised whether the orders contained in the Board's letters No. 1000-TG/53/17 dated the 13th Jan. '54, 6th Apr. 1954 and 4th Apr. 1955, also apply to the Railway Employees' Cooperative Insurance Societies. The Board have decided that the members of the Managing Committees of these Societies also may be granted special passes and special casual leave for attending the meeting of the Managing Committees including those of the Board of Directors and the Sub Committees (and not for attending Meetings General, Ordinary or Extra-ordinary of the Share holders) subject to the condition that these Insurance Societies are registered under the Indian Cooperative Societies Act and are recognised by the Railway Administration.

[R.B. No. $1000\text{-}\frac{\text{TG-IV}}{\text{E (G)}}$ 57 Pt dated 2nd Apr. 1957.]

* * *

Inclusion of family in duty passes issued to Gazetted Officers

Reference from the Eastern Railway as under: "in accordance with paragraph 94 (19)

ii of Indian Railway Conference Rules Pt. II, Officers when travelling on duty either over home or foreign line are allowed to take their family in their duty passes whether metal or cheque. A question has arisen, if for any reason an officer after having reached a certain station is required to return to headquarters by Air or by some other means of transport leaving behind his family, whether the family can utilise the duty pass already issued, for their return Journey. As there is no provision in the pass rules to cover such cases, it is requested the Board will kindly communicate their decision early.."

The Board have decided that in such cirumstances the Officers concerned may obtain passes for their family from the Divisional Superintendent of the Division to enable the family to return to Headquarters. Wherever necessary, the Station Masters may also be authorised to issue such passes.

[R.B. No. $\frac{\text{1000-TG-IV}}{\text{E (G)}}$/57/1 of 11-3-57.]

* * *

Acceptance of dowry by Railway Servants

With reference to Rule 10 (1) of the Railway Services (Conduct) Rules, 1956, the point has been raised whether the acceptance of a Dowry either in cash or in kind by or on behalf of a Railway Servant or his dependents from the parents or other relatives etc., of the bride at the time of marriage requires the prior sanction of Government. The matter has been considered by the Board and it has been decided that tbe dowry should be regarded as a customary gift which the recepient may accept without prior sanction; but subject to the provisions of the rules 10 and 15, all such gifts should be reported to the Government or other prescribed authority. If a dowry is given by or on behalf of a Railway Servant, the provisions of Rule 15 will apply and the fact should be reported by him to the prescribed authority, where such a report is necessary. similarly when a Railway Servant makes purchases of movable property, like jewellery etc., for presentation by way of dowry etc., the fact should be reported to the prescribed authority if the value of the transaction exceeds, Rs. 1000/-.

The above should be brought to the notice of all Railway Servants.

[R.B. No. E (D & A) 57GS 1-11 of the 23rd April 1957.]

* * *

Issue of passes to candidates summoned for test/interview by the Railway Service Commissions

Reference: Board's letter of even number dated the 10th Jan. '57. In supersession of all previous orders on the above subject, the Board have decided that free Railway passes to the candidates called for test/interview should be issued only in those categories in which the response is poor. In the case of categories where the recruitment is with a 'regional bias,' passes should not be issued without Railway Board's sanction in each case, irrespective of the nature of the category or of the response.

The candidates belonging to Scheduled Castes, Scheduled Tribes and Anglo Indians will be eligible for grant of free Railway passes in terms of Board's letters No. E53RR1/27/3 dated the 2nd June 1956 and 11th July 1956.

[Board's letter No. E (NG) 56/RR1/16 dated the 11th May 1957.]

* * *

Rules regarding payment of Special Contribution to the Provident Fund/Gratuity.

The following amendments to the Railway Establishment Code have been sanctioned.

I. Appendix XXV-R :

Substitute the following for the Railway Board's decision below Rule 1314 (2) (e)-R :

"A Railway servant who is physically or mentally incapacitated for the post which he occupies but is not incapacitated for performing other duties and who does not accept an alternative employment offered to him in terms of Rule 150 (A)-R, may be granted special contribution under this clause provided the Controlling Officer is satisfied that the alternative employment offered to him was not suitable ".

[R.B. No. E 55 RG 6-19 dated 25-4-57].

II. Appendix XLI-RII. (pages 263, 264, Vol. II.)

Insert the following as a new clause (a) under this Appendix (Pensionable Inferior Railway Servants, Gratuity Pension and Retirement Rules), and renumber the existing clauses (a) as '(b)' and (b) as '(c)' respectively :

(a) In the case of a Railway servant, subject to Liberalised Leave Rules :

(i) Leave on average pay ;

(ii) Leave on medical certificate to the extent of three eightieth of the total service excluding the periods spent on Extraordinary Leave :

Provided that in the case of persons who were prior to 1-2-49 subject to the Leave Rules in Chapter VII-RI or the Railway Fundamental Rules and who opted for Liberalised Leave Rules with effect from that date, the leave availed of prior to 1-2-49 shall count as service qualiying for pension in accordance with clause (b) or (c) as the case my be ".

[Railway Board's letter No. F (E) 57/PN-10(1) dated 23-4-57].

III. Rule 313-R I.

Introduce the following note below this rule;

"Note : Travelling allowance under this rule will be regulated by the pay and grade of the post which a Railway Servant would have held had he not proceeded on leave ".

[R. B. No. (F (E) 56/AL 28/(16) dated 22-4-57].

* * *

Expeditious Settlement of Provident Fund Dues

Reference Board's letter No. E (W) 56 PF 1/43/3 dated the 13th Dec. 1956 in which the Railways were, *inter alia*, required to adopt the revised proforma sent therewith for future monthly returns. To enable the Railways to understand as to what information should be furnished in the revised statement, the purpose for which the revised proformae have been devised is explained below.

Statement I—" Details of individuals awaiting settlement as on the last day of the month."

This is to know how many employees have been kept waiting for some payment or other. This statement should show the number of *individuals* to whom either PF dues or S.C.P.F. dues or both are yet to be paid fully or partly. The details should be given under the three headings indicated in the vertical columns, each vertical column being split up into the headings given in the four horizontal columns. For instance, the number of cases in which S.C.P.F. dues have not been paid should be split up into so many cases in which PF dues have been fully paid, so many cases in which PF dues have not been paid and so on, and the number shown in the relevant horizontal column.

Statement II. Details regarding relinquishment of service during the month.

This is to know how much new work has been created in the month. The statement should show the number of individuals who relinquished service during the month, under the four sub-headings given the proforma.

Statement III. " Reasons for delay ".

This is to find out the progress made in regard to clearance of PF cases and the SCPF cases separately and to understand reasons which hold up movement of the cases. As explained in the " Note " in the proforma, two separate statements should be prepared—one for the totality of the outstanding PF cases and the other for the totality of the outstanding SCPF cases. A case in which both PF and SCPF are outstanding will be included in both the statements—in one statement due to PF being outstanding and in the other statement due to the SCPF being outstanding.

Statement IV. " Number of employees in respect of whom both PF and S.C. to PF dues are to be paid—part or whole—and length of wait ".

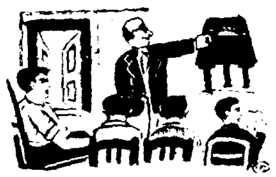
This is to asses the speed with which staff are settled. The figures should be given as indicated in the proforma. No reasons for delay need be furnished on this statement as these cases would be covered by the two statements prepared under Statement III so far as reasons for delay are concerned.

Statement No. I

Details of individuals awaiting settlement as on the last day of the month of....... 195

	Number of cases in which SC to PF dues have been fully paid		Number of cases in which SC to PF dues have not been paid		Number of cases in which SC to PF dues have been partly paid	
	Normal retirement	Other than normal retirement	Normal retirement	Other than normal retirement	Normal retirement	Other than normal retirement
1. No. of cases in which PF dues have been fully paid.						
2. No. of cases in which PF dues have not been paid.						
3. No. of cases in which PF dues have been paid except for amounts withheld towards house-rent, debits etc.						
4. No. of cases in which part payment of PF dues has been made such as employee's contribution and interest thereon.						
TOTAL.						

(Continued on Page 106)



Readers' Forum

"New Deal" for Accounts Clerks, Grade II

The General Secretary of the Indian Railway Accounts Brotherhood has sent us a copy of a petition addressed to the Railway Minister stating that the New Deal for Gr. I clerks of the Accounts Department has not really been fair to them and that, apart from their having been neglected in the initial stage at the time of introduction of CPC scales, their cause has again been side-tracked in this New Deal. As an example is cited that a Grade II Clerk with one year's Service on a pay of Rs. 60/- on 1-4-1957 (if qualified) would be promoted as Grade I Clerk in Apr. 1957 with his pay fixed at Rs. 105/- in Apr. 1957, but with retrospective effect from 1-4-1956; whereas a Grade II Clerk who qualified himself between 15-8-47 and 1-4-1956, but who was not promoted for want of vacancy, is not eligible for a similar promotion. In effect, this would mean that a Clerk duly qualified and having several years of experience would be in a far more disadvantageous position than a clerk who entered service late and also qualified himself late.

This would, not only damp the spirit of experienced clerks waiting indefinitely and helplessly for chances of prospects, but also prevent adequate utilisation of their energies and initiatives. This obvious anomaly requires immediate removal and it is hoped that the Railway Board would review all such cases and render justice in principle.

(Continued from page 105)

Expeditious settlement of PF and S.C. to PF dues and submission of Statements to Railway Board

Further to Railway Board's Orders of Jan. 1957, the Board has ordered that future returns commencing from those relating to the month of April 1957 should be submitted in the revised Pro forma along with the old statement II, IIIA and IIIB.

The FA & CAO will, as hitherto, consolidate and transmit the returns in duplicate on or before the 12th of every month for submission to the Board.

[R B. No. E(W) 57PF1-1 dated the 11th of April 1957.]

Statement No. IV.

Number of employees in respect of whom both PF and S.C. to PF dues are to be paid—part or whole—and length of wait.

	3 months or less	More than 3 months but upto 6 months	More than 6 months but upto one year	More than 1 year but upto 2 years	More than 2 years but upto 3 years	Over three years.
Normal retirement						
Other than normal retirement						

RAILWAYS in PARLIAMENT

LOK SABHA:

Discussion on Railway Budget.

Mr. S. A. Dange appealed to Government to postpone electrification scheme so as to enable the withdrawal of the proposed tax on passenger fares. He urged Government to utilise what he called a "new force in Society—the workers" to curb the "normal corruption associated with the capitalist form of economy." "The Government should rely on this new force to see that there is no wastage and corruption in the purchase of stores and locomotives and wagons and in expediting other works".

A Pay Commission should be set up to recommend new pay scales to rectify the present *chaotic* condition.

Mr. Sinha San Singh: Railway Administration must stop forthwith all its schemes for putting up new concrete stations having cement platforms and yard and constructing bigger buildings for Railway officials. This money should be diverted to obtain more car riages and trains to relieve congestion on Railways.

Mr. D. C. Sharma: The Railway Administration was dealing with the transport problem facing the country in a piecemeal manner and in the most casual and perfunctory way. The zonal and the divisionalisation schemes had been working for quite sometime now, and required to be reviewed.

Mr. Mulchand Dube: Instead of spending money on doubling of certain lines, the amount could be better utilised on construction of new lines. He urged that the tax on passenger fares should not be levied for the first thirty miles.

Mr. K. T. K. Thangamani: The Government were not paying sufficient attention to the problem of overage of locomotives and carriages. A five percent increase had been recorded in the life of the "overage locomotives". The disasters at Mahabubnagar and Ariyalur could be ascribed in certain aspects to "overage" of locomotives.

Mr. N. C. Barucha: He asked the Railway Minister to effect rigorous economies in operational costs. He said that the budget showed an increase of Rs. 12 crores under the head "Fuel costs". He asked how this increase had come about and said that if the Minister instituted an inquiry it would reveal how leakages were occuring under this head. He also asked the Minister to scrutinize expenditure under the head "repairs" and on the purchase and consumption of stores. If all these items of expenditure were examined and economies effected, the Minister might not find any need for increasing the freights and fares.

Mr. Feroze Gandhi: The Railways would be injecting about Rs. 1125 crores into the second plan, which was more than the total capital investment in 100 years on the Indian Railways. The total expenditure had been rising faster than total receipts. It was time that a watchful eye was kept in the manner in which expenditure was rising.

Most of the goods traffic was moved by the Broad gauge and the rest by the Metre Gauge and yet the increase in the number of wagons on the M. G. was 19,500 while it was 8421 on the B. G.

The impact of the Second Plan was going to be felt by the B. G. and not the M. G.

He suggested re-examination of the criteria by which wagons were declared 'overaged'. The age should be determined by the mileage and not by its age in years. He also cited an instance where in connection with the import of Railway M.G. coach shells, there was heavy infructuous expenditure and that in this case the persons responsible for the bungling had yet to be fixed.

(Note: This case has been reported in detail at page 387 of the RAILWAY ACCOUNTANT for March 1957—Ed., R.A.).

"I am totally opposed to diverting Railways' revenues to the States and even to the Central Government."

Mr. *Mahavir Tyagi*: urged the Railway Minister to effect economies in the railway administration. If the right approach was made to the officers and other employees, he said, economies running into several crores could be effected.

Mr. Tyagi said that the people living in the hills had to pay more for both fares and freights on the Rys. in their area. This was a discriminatory policy which should not be continued.

Mr. Jaswant Raj Mehta: The Planning Commission had not acted with foresight when it reduced the allocation for the Railway Plan. He said that the whole House would support the Railway Minister if he put up a "stout fight" with the Planning Commission and Government for greater allocation of funds for the Railway plan.

Mr. *Rajendra Singh*: Thefts of railway property like coal seemed to be a normal feature in some parts. This must be stopped.

Negotiations with World Bank

A delegation from the Government of India was now conducting further negotiations in Washington with the World Bank for a loan for the expansion of Indian Railways, the Deputy Finance Minister, Mr. B. R. Bhagat told Mr. L. N. Mishra. Technical scrutiny of the project by a team of consultants from the World Bank was completed in Feb. this year.

* * *

RAJYA SABHA:

Railway Budget

The problem of *overcrowding* in Third Class railway compartments was mentioned by a number of members in the Rajya Sabha when the House began a debate on the Railway Budget. **Members urged provision of *more amenities to Third Class passengers*.**

Mr. P. S. Rajagopal Naidu questioned the propriety of the Railway Ministry's rejection of the finding of the Mahbubnagar Accident Inquiry Commission.

Mr. Naidu said that the budget included no provision for an increase in passenger traffic. He would suggest that since the World Bank was going to give loans for the development of Indian Railways, the original development plan involving an outlay of Rs. 1,480 crores in the Second Five-Year Plan could be adhered to. This should also enable opening of new lines as originally intended.

Departmental Catering

Dr. Seeta Paramanand asked why a regular profit and loss statement of departmental catering was not prepared.

Mr. Bhupesh Gupta: Economy must be effected in the top-heavy expenditure of the Railways. Members of the Railway Board, should set an example by a voluntary surrender of part of their salaries.

Surcharge on Railway Fare

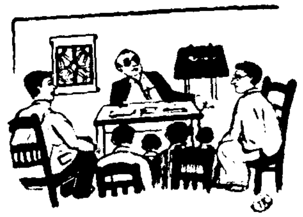
Mr. Kishen Chand: said there was no justification for levying a surcharge on Railway fare when there was no assurance of providing more passenger accommodation. He also opposed increase in freight charges which he said, would increase the cost of the finished products.

Mr. Deokinandan Narayan said that for a country like India, de luxe trains were a luxury. These trains should be converted into Janata trains so that overcrowding could be lessened.

Among his other suggestions were one urging that bookstalls on the railways should be run by the Railways themselves instead of by contractors, and exemption of the first 30 miles from the proposed tax on railway fare.

Mr. *Sonusingh Patil* said that non-official representatives of the public should be associated with the Rly. Board.

Mr. Patil also made a strong plea for the removal of overcrowding in third Class coaches and for an increase in the payment to the general revenues from out of railway earnings.



STUDENTS' CORNER

Appendix III-A Examination - 1956

Full List of Passes

The following candidates, who appeared at the Appendix III-A Examina-on held in December 1956, are declared to have passed the Examination:

A - Accountants; S - Inspector of Station Accounts; St - Inspector of ;ores Accounts.

Our hearty congratulations to all of them.

Mg. Ed., R. A.

oll No.	Name	Group	Roll No.	Name	Group
	Northern Railway		91	Shri Padam Nath Sachdev	A
2	Shri Ranjit Singh Bhatia	A	92	,, O. P. Handa	A
3	,, Shiv Narain Kaushik	A	104	,, Harkesar Singh	S
4	,, Sat Pal Arora	A	105	,, Rameshwar Dayal Sotie	S
9	,, Prakash Chander Puri	A	106	,, Harbans Dubey	S
16	,, Jaswant Singh Saini	A	108	,, Satya Pal Arya	S
18	,, Mulk Raj Sharma	A	109	,, Tika Ram Jain	S
19	,, Rajinder Pall Gupta	A	110	,, Ruldoo Ram Handa	S
26	,, Chiranji Lal Kapur	A	111	,, Hari Prakash Rishi	S
46	,, Rameshwar Dayal Sharma	A	112	,, Davendra Lal Rawlley	S
47	,, Sukh Ram Dass	A	113	,, Om Prakash Sharma	S
48	,, Om Parkash Nangia	A	122	,, Lakshmi Narain	S
49	,, Niranjan Singh	A	130	,, Rulia Ram Gupta	S
54	,, Suraj Parakash	A	131	,, Kundan Lal	S
57	,, Baldev Raj	A	134	,, Om Prakash Vasudeva	S
61	,, Roshan Lal Sharma	A	135	,, Mahesh Chandra Srivastava	S
62	,, Satya Pal Vij	A	138	,, K. L. Puri	S
69	,, Hem Raj	A	141	,, Yoginder Nath Chadha	S
70	,, Tarlochan Singh	A	142	,, Parma Nand Sharma	S
77	,, Tarlochan Singh	A	143	,, Des Raj Manchanda	S
80	,, S. Gopalan	A	144	,, Ishwar Dutt	S
81	,, Daulat Ram	A	145	,, Harbans Singh	S
87	,, Tilak Raj Aggarwal	A	146	,, Harbans Lal Goswami	S
88	,, Nanak Chand	A	147	,, Narinder Singh	S
89	,, R. L. Sethi	A	148	,, Ram Narain Jain	S

Roll No.		Name	Group
149	Shri	Krishan Chand Bhalla	S
150	,,	Ramsaran Das Chadha	S
154	,,	Baljit Singh	S
157	,,	Manphul Singh	S
158	,,	C. S. Mehta	S
159	,,	Madan Lal Puri	S
160	,,	Darshan Singh Utwal	S
161	,,	Chaitan Swarup Jain	S
162	,,	Lajpat Rai Udasi	S
163	,,	Dhani Ram Sharma	S
165	,,	Om Parkash Shangari	S
167	,,	Kanwal Singh	S
184	,,	Gian Chand Khera	S
188	,,	Rajeshwar Nath Bhargava	S
198	,,	Onkar Singh Khosla	S
205	,,	Walaiti Ram	S
219	,,	Om Parkash Gupta	S
223	,,	Rawal Singh Bhatia	S
226	,,	Ajit Sing	S
234	,,	Gian Chand Khanna	St
236	,,	Raj Kumar Trikha	St
237	,,	Rajinder Singh Bir	St
258	,,	Ram Karan	A
260	,,	Shiv Nath Mal	A
265	,,	Chauth Mal	S
270	,,	Pukh Raj Bohra	S
282	,,	Lila Dhar	A
286	,,	Sansar Chand	S
287	,,	Ram Lal Jaggi	S
288	,,	Narsingh Das Roy	S
289	,,	Tirath Ram Pathak	S
292	,,	Dalip Singh Patpatia	S
293	,,	Shiv Kumar	S
296	,,	Kidar Nath Arora	S
304	,,	R. K. Ahuja	A
314	,,	Uma Dutt Tripathi	A
317	,,	A. W. Ansari	A
329	,,	Jagan Nath Pd. Tewari	St
331	,,	Murli Dhar Thakur	St
332	,,	Surendra Nath Sehgal	St
333	,,	Jaswant Singh	St
335	,,	S. R. Varma	St
336	,,	Har Pershad Singh	St

Central Railway

Roll No.		Name	Group
344	Shri	A Jairaj Jasudas	A
352	,,	A. K. Vaidyanathan	A
353	,,	P. G. Gangal	A
355	,,	G. S. Athavale	A
357	,,	S. P. Mainkar	A
358	,,	L. R. Motwani	A
368	,,	V. S. Mahajan	A
373	,,	K. G. J. Nambodiry	A
374	,,	Y. S. Shinde	A
389	,,	P. V. Subramanian	A
392	,,	P. V. Seshagiri	A
393	,,	A. G. Medhi	A
411	,,	T. S. Sethumadhava Rao	A
414	,,	G. Ramaswami	A
418	,,	S. A. Karandikar	A
419	,,	P. S. Sitaraman	A
421	,,	K. Parthasarathy	A
427	,,	P. V. Somanathan	A
436	,,	T. P. Lashkari	A
452	,,	T. S. Bhagat	S
465	,,	G. N. Bhide	St
469	,,	M. A. Phanse	St
471	,,	P. V. Banjamin	A
472	,,	N. Narasimhan	A
473	,,	N. Subramanian	A
480	,,	G. Rangachari	A
482	,,	R. D. Narang	A
491	,,	M. Narasinga Rao	A
501	,,	A. Subramanian	A
512	,,	Jagdish Chandar Sharma	S
531	,,	D. Pakiadas	S
533	,,	M. Sreenivasan	S
534	,,	S. W. Sule	S
536	,,	B. M. Ramanathan	St

Eastern Railway

Roll No.		Name	Group
541	Shri	Santosh Kumar Basu	A
542	,,	H. N. Ghosh	A
543	,,	Ram N. Bhattacharjee	A
546	,,	Gouri Shankar Chakrabarty	A
552	,,	Bipradas Ghose	A
558	,,	P. K. Ghosh	A
600	,,	Dhirendra Nath Ghose	A

Roll No.		Name	Group
601	Shri	Keshablal Bhattacharjee	A
609	,,	Jagadish Chandra Bhowmick	A
615	,,	S. K. Bhattacharjee	A
622	,,	Kamal Kumar Basu	A
624	,,	Ram Saday Ganguly	A
625	,,	N. K. Harinarayan	A
628	,,	Diptendu Chakrabarty	A
629	,,	Pradip Kumar Gupta	A
630	,,	M. C. Mukherjee	A
632	,,	Sisir Kumar Mallick	A
633	,,	S. N. Banerjee	A
634	,,	Manas Kr. Mazumdar	A
641	,,	P. C. Biswas	A
642	,,	S. H. Khan	A
644	,,	B. P. Bhattacharjee	A
653	,,	Arun Madhub Bhadra	A
668	,,	Bishnupada Bose	A
671	,,	Madhusudan Banerjee	S
677	,,	Barindra Nath Ghosal	S
678	,,	Kalipada Ghosal	S
680	,,	Nirmal Kumar Sanyal	S
693	,,	Madhusudan Chatterjee	St

North Eastern Railway

Roll No.		Name	Group
707	Shri	Yagya Narain Garu	A
710	,,	Suraj Bali Prasad	A
721	,,	Bansraj Singh	A
738	,,	Girja Prasad Verma	A
739	,,	Ripu Daman Srivastava	A
742	,,	Onkar Nath Tripathi	A
746	,,	Chandra Shekhar Pande	A
787	,,	Sarveshwar Sahai	S
801	,,	Radhey Raman	S
833	,,	Vidya Dhar	A
834	,,	Murari Lal Varma	A
852	,,	Asit Lal Chakravarti	A
853	,,	Shanti Ranjan Banerjee	A

Southern Railway

Roll No.		Name	Group
904	Shri	V. E. Ekambaram	A
909	,,	K. Padmanabhan	A
911	,,	R. P. Thangarajan	A
918	,,	K. N. Viswanathan	A
919	,,	J. N. Othirium	A
921	,,	S. Vemhan alias S.C. Andrews	A
924	,,	T. E. Ramanujan	A
953	,,	R. Govinda Poduval	A
954	,,	Y. Ramachandraiah	A
974	,,	P. Bhagavantha Rao	A
984	,,	S. Padmanabhachari	A
994	,,	G. L. Alexander	A
1009	,,	M. V. Dhananjayan	S
1014	,,	T. A. Srinivasan	S
1015	,,	B. Sundarasivudu	S
1017	,,	T. E. Raghavachari	S
1025	,,	A. Kuppuswamy	S
1032	,,	K. S. Subramaniam	S
1034	,,	P. Krishnaswamy	S
1039	,,	A. S. Venkateswaralu	S
1041	,,	V. Vembu	St
1048	,,	V. Rangarajan	A
1049	,,	A. Sivaji	A
1057	,,	R. Kannan II	A
1067	,,	V. Gopalan	A
1068	,,	R. Sukanantha Raju	A
1074	,,	N. Krishnan Thampi	A
1076	,,	V. Rajagopalan	A
1082	,,	L. K. Sambandam	A
1090	,,	S. Gopalachari	A
1092	,,	S. Souri Rajan	S
1093	,,	R. Subramanian	S
1097	,,	S. Anantha Padmanabhan	S
1099	,,	C. Yohannan	S
1104	,,	P. E. Dorai Raj	S
1105	,,	P. Azariah Samuel	S
1106	,,	G. Balakrishnan	S
1107	,,	V. Charyan Alexander	S

Roll No.	Name	Group
1109	Shri T. G. Rajaratnam	S
1111	„ A. Devaji Rao	S
1123	„ T. A. Manickavasagam	S
1163	„ M. Chikkiah	A
1164	„ H. S. Nagar	A
1171	„ R. Nagarajachar	A
1176	„ P. S. Venkatasubramanian	A

South Eastern Railway

Roll No.	Name	Group
1189	Shri S. M. Bhattacharjee	A
1198	„ Biswanath Ghosh	A
1203	„ B. T. Chosh	A
1204	„ Madhusudan Chakrabarty	A
1206	„ R. K. Biswas	A
1207	„ Murli Dhar Pal	A
1210	„ Kanialal Gupta	A
1217	„ Abhayapada Banerjee	A
1223	„ S. L. Gayon	A
1225	„ Debi Charan Chatterjee	A
1227	„ N. K. Paul	A
1235	„ U. N. S. Rajan	A
1251	„ R. K. Jha	A
1254	„ B. K. Biswas	A
1287	„ D. Dey	A
1298	„ P. N. Dhunia	A
1299	„ N. R. Kola	A
1302	„ B. Purneswar Rao	A
1305	„ B. Ch. Appa Rao	A
1307	„ D. B. Bhattacharjee	A
1310	„ Sareswardas Sen	A
1322	„ Dhirendra Nath Banerjee	A
1341	„ N. R. Roy	St
1343	„ D. P. Ghosh	St

Western Railway

Roll No.	Name	Group
1362	Shri A. R. Mondkar	A
1368	„ P. N. Subramanian	A
1373	„ V. U. Nedungadi	A
1374	„ K. P. Srinivasan	A
1375	„ K. G. Ramachandran	A
1376	„ N. Jayaraman	A
1384	„ P. P. Kadri	A
1391	„ P. G. S. Menon	A
1402	„ V. S. Naik	A
1408	„ M. V. Ruperelia	A
1412	„ R. Gopalkrishnan	A
1428	„ Om Prakash Gupta s/o Basantilal	A
1432	„ Rattan Singh	A
1433	„ Triloki Nath Gupta	A
1453	„ Raghu Nath Rai	A
1458	„ Madan Gopal Gandhi	A
1474	„ J. P. Srivastava	A
1478	„ B. K. Argad	A
1481	„ Tulsiram Totla	A
1482	„ S. C. Balchandani	A
1490	„ Suraj Singh Randhawa	S
1492	„ P. N. Mehra	S
1507	„ Dharampal Swaroop Bhatnagar	S
1511	„ Om Shankar Sharma	S
1529	„ K. R. Badheka	St
1530	„ N. M. Bansal	St
1533	„ B. K. Khare	St
1597	„ A. P. Srivastava	St
1536	„ Z. S. Sahrawat	A
1542	„ Om Prakash Saxena	A
1546	„ Amarnath Bandlish	S
1550	„ Dev Raj Bhatia	S
1556	„ Abnash Chander Chopra	S
1564	„ Kanwarsingh Sharma	S
1568	„ Dalip Chand	S

Chittaranjan Locomotive Works

Roll No.	Name	Group
1571	Shri Balaram Biswas	A
1575	„ B. M. Das	A
1577	„ K. N. Bhattacharyya	A
1578	„ M. S. Bhattacharyya	A
1580	„ B. B. Roy	A
1581	„ A. K. Lahiri	A

Integral Coach Factory

Roll No.	Name	Group
1591	Shri M. N. Krishnamurthy	St

The summarised position of passes is as detailed below:

Railway/Office	Accountants	Inspector of Station A/cs	Inspector of Stores A/cs	Total	Approximate percentage of passes to total candidates *
Northern	32	51	9	92	27
Central	26	5	3	34	17
Eastern	24	4	1	29	18
North Eastern	11	2	–	13	7
Southern	25	19	1	45	16
South Eastern	22	–	2	24	14
Western	22	9	4	35	16
C. L. W.	6	–	–	6	†
I. C. F.	–	–	1	1	†
Grand Total	168	90	21	279	17·54

* Out of nearly 1600 candidates, the number who either withdrew or stopped away is not now available. Hence a near approximate has been taken for this working.

† Number of entrants not known.

* * * *

Pension Scheme for Railway Staff

The question of the introduction of pension system of retirement benefits for Railway staff has been under consideration of the Government of India for some time past. The Railway Minister, in his "Rly. Budget" speech on the 14th May, 1957 in the Lok Sabha" said that definite proposals have since been formulated which be intended to discuss in the near future with the representatives of organised labour.

The exact details of the proposals are not known. It is, however, reasonable to hope that options will be given to all existing employees, either to retain the existing system or to change over to one of the alternative systems of benefits. In this connection, it may be mentioned that, while in regard to Govt. servents in other than Rlys. the old pension system was liberalised in 1950 to provide not only pension but also death-cum-gratuity, no liberalisation was made in regard to the Provident Fund (including Special Contribution to Provident Fund) benefits applicable to Railway staff, which were introduced long back, almost from the time the Rlys. were started.

It may, however, be presumed that the pension scheme to be introduced on the Railways will lay down details of benefits which will be not less than those provided in the Liberalised Pension Rules (providing for pension and death-cum-retirement gratuity) introduced by the Government of India in 1950. A broad idea of the comparative benefits under the existing P. F. Scheme and the Liberalised Pension Scheme introduced in 1950 for other than Rly. servants, may be seen from the statement below furnishing the details of benefits under both the schemes in a hypothetical case.

Hypothetical illustration.

Statement showing the benefits under the existing P. F. Scheme and those under the Pension and Death-cum-Retirement Gratuity Rules introduced by Government of India in April, 1950 (as modified from time to time).

For a permanent Class II Officer retiring after 32 years' service.

Total service ...	...	32 years.
Emoluments on date of retirement ..	Rs. 692/8/-	(Rs. 650+Rs. 42/8/- D. P.)
Average emoluments including Dearness Pay during the 3 years prior to retirement. ...	Rs. 620/- + or Rs. 662/8/-	Rs. 42/8/- Dearness pay)

1. Retirement benefits under the existing P. F. Scheme.

(a) P. F. Subscription of the Officer including interest ...	Rs. 13,000
(b) Bonus contributed by Govt., including interest ..	Rs. 12,000
(c) Special Contribution to Provident Fund Rs. 692-8-0 x 12 ...	Rs. 8,310
Total ..	Rs. 33,310

2. Retirement benefits under the Pension Scheme (as per Liberalised Pension Rules of 1950 applicable to non-Railway Govt. servants).

(a) Officer's subscription to P. F. which is refundable, in any case, as in the case of G. P. F. ..	Rs. 13,000
(b) Retirement gratuity — ($\frac{9}{20}$ of last monthly emoluments per year of service) $\frac{9}{20} \times 32 \times 692$-8-0 = Rs. 9,972/- This represents $\frac{9}{20} \times 32$ or 14.4 months' emoluments. This is subject to a maximum of 15 months'emoluments. (In this case, it is less than 15 months' emoluments) ..	Rs. 9,972
If the fraction in the number of months is omitted, the amount payable would be 14 months' emoluments (Rs. 9695/-)	
(c) Retirement pension - This is calculated at 3/8 of the average monthly emoluments during the last three years service $\frac{3}{8} \times 662/8$/- (average emoluments during last 3 years) Rs 248/7/- per mensem. (This will be rounded off to the nearest Rupee). Assuming pension is drawn for 5 years after retirement, the total amount will be ..	Rs. 14,906
Total	Rs. 37,878

The maximum pension admissible per annum is Rs. 6,750/- or Rs 562/8/- per mensem.

While the Special Contribution to P. F. admissible to an officer is limited to 12 months' pay or Rs 25,000 -whichever is less, under the existing Railway rules, the death-cum-retirement gratuity is subject to a maximum of 15 times the emoluments (emoluments will be subject to a maximum of Rs. 1,500/- per mensem); and further, in the event of death of an Officer while in service, the gratuity will be subject to minimum of 12 times the emoluments of the Officer at the time of his death.

The other benefits admissible under the Liberalised Pension scheme are :—

1. Up to 1/3rd of retirement pension may be commuted.
2. In the event of the death of the Officer in service or within 5 years of superannuation, family pension is admissible at the rate of half the retirement pension, subject to a maximum of Rs. 150/- p. m., for a period of 5 years from the date of death while in service, or for the unexpired period of 5 years from the date of retirement in case of death after retirement. Family pension is admissible only for those who have completed 25 years qualifying service. The amount of pension commuted will be deducted from the amount of the family pension.
3. In the case of an Officer who has completed 30 years' service and who dies after retirement from service, if the amount actually received by him is less than 12 times the emoluments, gratuity equal to the deficiency is admissible to the nominee, provided the Officer had not commuted a portion of his pension before death.

* * * *

Fixation of initial pay in the prescribed scales of pay of war service candidates and temporary Government employees appointed to Civil Posts on a Permanent or Temporary basis

The final orders of the Railway Board in regard to the manner of fixation of pay of war service candidates and temporary Government employees appointed to Civil Posts have been received except in the following cases.

2. A. Fixation of pay of War Service candidates initially appointed on a temporary basis but subsequently confirmed.

In para 2 (ii) of Railway Board's letter No. E49 CPC/177 dated the 2nd Feb. 1954, the Board have stated that when the War service candidates appointed on a temporary basis are confirmed, they should be allowed the same pay as they were drawing immediately before confirmation or the pay admissible after their fixation of pay under the rules applicable to the staff appointed on permanent basis, whichever is more advantageous. The exact implication of this provision was asked to be clarified by the Board and the Board have stated that the matter is still under consideration. The pay of such employees should be fixed initially on their appoinment to the Railway in Civil Posts according to the instructions given below and no further refixation on their confirmation should be made until receipt of the Board's orders.

B. In a Circular dated 31-7-56 the pay of the employees appointed prior to 16-8-47 was asked to be refixed in accordance with the orders contained in Railway Board's letter of 2-2-54 and the pay thus fixed was asked to be drawn provisionally with effect from August 56 without any arrears for the back periods.

3. In respect of war service candidates appointed against reserved vacancies on a permanent basis and those appointed in civil posts on a temporary basis on or before and after 16-8-47, the date from which arrears are payable is detailed below :

A. (i) War Service candidates/retrenched personnel appointed against reserved vacancies i.e., (70% of the permanent vacancies which occurred during the period from 1-6-42 to 31-12-45.

The fixation of pay in the case of these war service candidates should first be made in the pre-prescribed scale (i.e. post-31 scale of pay applicable to the post) and their pay in the prescribed scale should be fixed under the RS

(ROP) Rules 1947, either from 1-1-47 or from 16-8-47 according to the option exercised by them by applying the orders under Rule 8 (1) thereof. These candidates were already permitted to exercise the option to come under the prescribed scales either from 1-1-1947 or from 16-8-47 within 31-3-54, vide Board's letter No. E49/CPC/177 of 6-11-51 and 2-2-54. The period of war service that should be taken into account for purposes of fixation of pay is the period spent on war service after 3-9-39 after the attainment of the minimum age of entry into service to the date of demobilisation: vide Railway Board's letter E47/RC/1/82/3 of 18-5-49. In such cases, the actual period of service in years, months and days will have to be taken into account and not only completed years of service. Further, a war service candidate who has earned a disability pension in the Army can be allowed the concessions regarding fixation of pay under these orders in addition to the pension under the Army Service. In the case of these employees, the arrears of pay consequent on such refixation if any due are payable from the relevant date of option or the date of appointment in the Railway whichever is later.

(ii) War service candidates appointed against reserved vacancies after 16-8-47.

The initial pay in these cases should be fixed as in item (i) above in the post-31 scale of pay from the assumed date of appointment (this date being determined by prefixing to the date of appointment the period of war service rendered by the candidate) and then in the prescribed scales from the date of their option under the RS (ROP) Rules. The option in these cases should be exercised by the employees within 3 months from 2-3-57, i.e., before 2-6-57. The manner in which such options should be exercised has already been dealt with in the orders regarding implementation of the prescribed scales of pay and the same procedure will have to be followed. The other conditions laid down in sub-para (i) above are applicable to these employees also. For purpose of fixation of pay in the prescribed scale, interim relief should also be added to the pay admissible in post-31 scale, even though the employees did not actually draw the same in view of the fact they were appointed after 16-8-47 only. In the case of war service candidates appointed in the reserved vacancies, the entire period of qualifying war service will have to be reckoned and the conditions stipulated in rule 2 (b) of RS (ROP) Rules do not apply to them.

(iii) In respect of War Service candidates appointed against reserved vacancies, the benefit of war service on appointment to such posts should be given irrespective of the fact whether they had or had not been given the benefit of war service in any other post previously on temporary appointment.

3. B. War Service candidates appointed in non-reserved vacancies on temporary basis on or before and after 16-8-'47.

(a) The initial pay in respect of candidates appointed on or before 16th Aug. 1947 should first be fixed in the post-31 scale of pay from the assumed date of appointment giving credit to completed years of war service and then refixed in the prescribed scales of pay under the RS (ROP) Rules, 1947 with effect from the date of option. It should be noted that only completed years of war service should be taken in such cases and not the actual period as in the case of war service candidates appointed against reserved vacancies. In the case of those candidates appointed on a temporary basis after 16th Aug. '47, the fixation of pay should be made in the pre-prescribed scale as in the other cases and then refixed in the prescribed scales under the provisions contained in Rule 2017 (a) (ii)-RII.

(b) For the purpose of fixation of pay, the period of war service that should be taken into account in the case of candidates appointed on a temporary basis should be regulated as under:

(i) In the case of Members of His Majesty's Forces completed years of war service between 3-9-'39 to 1-4-'46 must be taken. If, however, they continued to render war service beyond 1-4-'46, the period of service rendered after 1-4-'46 in a post carrying pay equal to or higher than the scale attached to the Railway post should be allowed to count for purposes of fixation of pay.

(ii) In respect of the other war service candidates, service rendered between 3-9-'39 and 1-4-'46 in posts carrying scales of pay equal to or higher than the one attached to the post on the railway to which a person is appointed, should be taken.

(iii) In the case of retrenched personnel, temporary service in Civil posts rendered after 3-9-1939 in posts carrying a scale of pay equal to or higher than the one attached to the post on the Railway to which the person is appointed should be taken.

(c) It has further been decided that in the case of a candidate who rendered war service in a civil post, the benefit of his war service should, for purposes of fixation of his initial pay on appointment to non-reserved vacancies be given under item (ii) or (iii) or sub para (b) above as may be more beneficial to the individual concerned.

(d) While reckoning war service for the candidates appointed to non-reserved vacancies, in the case of candidates who were members of His Majesty's Forces or candidates with other war service, the completed years of service should be reckoned excluding any extra ordinary leave taken during that period. In the case of retrenched temporary personnel leave taken during service which had not been declared substantive and extra-ordinary leave should be excluded from the temporary service which is taken into account.

(e) Interim relief should be taken into account only in the case of candidates appointed on or before 16th Aug. 1947 for the purposes of Note under Rule 8(1) (c) of the RS (ROP) Rules.

(f) In the case of candidates appointed on temporary basis, the concession envisaged under these orders is not applicable to persons of the following categories:

(i) who resigned from war/temporary service and are re-appointed subsequently to railway posts on a temporary basis.

(ii) who availed themselves of the concession in question once, and after retrenchment or otherwise are reappointed to railway posts on a temporary basis.

In such cases, the intention is to grant the concession in question only in the first appoint ment which a war service candidate/retrenched temporary employee undertakes after his release from war service or retrenchment from Civil Posts as the case may be, the fixation of pay in subsequent appointments being governed by normal rules.

4. In cases where fixation was made straightaway in the prescribed scales before 10-8-49, the pay so fixed and drawn by the staff would not be reduced. In cases where pay was fixed on a provisional basis with a warning that it was liable for adjustment on a later date on final fixation, no protection of pay provisionally fixed need be given.

5. *Arrears:* Arrears are payable consequent on refixation from the relevant date or the actual date of appointment whichever is later. In the case of those appointed after 16-8-'47 the arrears are payable from the actual date of appointment.

6. *Ex-Mysore Railway Staff.* Those candidates who were appointed on the Ex-Mysore State Railway prior to 1-4-50 are not eligible for fixation of pay under these orders.

7. (i) The fixation of pay in the case of staff who were employed in the Military Accounts Department or as non-combatant Clerks in the army drawing pay in scales corresponding to scales of pay on the Railway will be governed by the orders contained in Ministry of Finance OM/F6 (38) E-III/50 dated 18-1-'51.

(ii) The Ex-Combatant clerks in the army who were drawing pay in the scales not identical with those admissible to ex. Clerks of the Military Accounts Department should have their pay fixed in accordance with the rules applicable to war service candidates.

8. All war service candidates appointed in reserved vacancies after 16-8-'47 should be asked to exercise their option to elect the prescribed scales on 1-1-'47 or 16-8-'47 immediately. In the case of war service candidates appointed before 16-8-'47, either a permanent or temporary post, they would have already exercised their option prior to 31-3-'54 in accordance with the orders quoted in para 3 (i) above. In the latter cases, the fixation of pay in the prescribed scale should be proceeded with at once in the light of the above instructions. In respect of those appointed after 16-8-'47 in reserved vacancies, the fixation of pay should be made as and when the declarations of options are received. The fixation of pay thus made should be certified by concerned Accounts Officers before claiming arrears of pay consequent on such fixation. For this purpose, the Executive Officers should supply all the service records and war service particulars to the concerned Accounts Officers and prompt action should be taken with a view to having the pay refixed according to the orders at as early a date as possible. The arrears should be drawn immediately after the certification is made and the arrear bills should be checked promptly by the concerned DAOS, SAO/W, etc. As the Board desire that special steps should be taken to finalise the fixation of pay of war service candidates as early as possible, the DPOs, DAOs and other Executive and Accounts Officers should work in conjunction with a view to avoid unnecessary correspondence on any doubtful questions that may arise consequent on such fixations. Any doubt which may arise in connection with such fixations which could not be settled with the concerned DAOs or other Accounts Officers should be **referred to FA & CAO.**

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Stores Budgeting

With a view to improve the system of Stores Budgeting on Indian Railways, a Committee was appointed in November 1956, consisting of the Director, Railway Equipment, Railway Board, F A & C A O Northern Railway, FA & CAO, Western Railway, the Controller of Stores, N. E. Railway and the Joint Director, Finance (PP), Railway Board, and Joint Director, Finance, Budget, Railway Board, as member—Secretary.

On the recommendations of this Committee, the following suggestions were adopted by the Railway Board :

1. That the concerned Directorate of the Railway Board should obtain from other Ministries concerned an advance forecast of the prospects of availability of critical materials and inform each Railway of the quantities it is likely to receive of these materials about the same time as the monetary ceiling for the preparation of its works programmes is communicated to it, and also, periodically, in time for the Railways' August Review, their revised estimates and their final modifications (the D. R. E. intimating these forecasts for iron, steel and timber, and D. C. E., for cement and wooden sleepers).

2. That the Railways, in using these forecasts, should also take into account any further information available with them of actual supplies or the prospects of supplies within the budget year of these materials, and should maintain liaison with the suppliers, the Iron and Steel Controller, etc , for supplies within the Budget year against major orders costing Rs. 1,000 and above individually, and the Controllers of Stores should also take into account local purchases made outside the quotas or to make up the quotas, in revising the estimates.

3. That an attempt should be made at the Ministry level to arrange with the Director General, Supply and Disposals, for periodical forecasts of expenditure on Railway purchases through him.

4. That the Stores Departments on Railways must maintain suitable records for watching the progress of indents, separately for supplies through procurement agencies and for supplies to be obtained by direct purchase, and that this must be in a form which will facilitate a watch being kept on major orders individually costing Rs. 1000 or more. It should be left to Railways to decide whether, in view of the past record in estimating for stock items for general purposes, a special watch on commitments against major indents for them is necessary. Forecasts received from other procurement agencies should be cross-checked with the commitments as they appear in Railways' own records.

The main object of the above proposals was to isolate difficult items of expenditure and ensure good budgeting under other items. It was necessary to avoid heavy lapses in capital grants. Budget Estimates for Stores Balances were being framed from estimated balance of Stores at the end of the year rather than the purchases of the various categories and the workshops manufacture. One great difficulty was the absence of any means of assessing the progress of supplies except from anticipated balances.

It has also been decided that the Stores Budget should confine itself to Stock items and that machinery and plant and some building materials such as Bricks need not pass either through "Stores" or "Purchases" accounts; but could be charged directly to final heads, and so shown in the Budget also. Steel, Permanent-way, Cement, etc., should continue to pass through "Purchases" and "Stores Transactions ".

[R. B. No. B. 4141—Stores Budgeting dated 10-4-'57]

* * *

Siding Charges

Para 2234-A requires a review of the financial position of the Railway sidings, annually. Registers are accordingly kept in the Goods Section of every Railway Accounts Office and posted from audited invoices separately for each siding for recording the earnings derived from such sidings. The totals of such siding charges are checked every month with the amounts shown therefor in the Station Balance Sheets, differences being taken up and rectified in due course. Siding charges are thus checked with reference to the rate, number of wagons and the minimum charges fixed for the placement in the siding as per agreement in force. The minimum is reckoned for each trip. Demurrage charges, if any, due for wagons detained in the siding beyond the free time allowed are levied as per tariff rules and accounted for. Where a siding is used, under competent sanction, by a Department, Firm or Merchant, other than the one for whom it was originally constructed, stations will send separate statements for each user and each statement should be scrutinized independently. Where sidings are opened for smalls goods traffic, the siding charges pertaining to each siding should be shown by the Invoice Audit Clerk on the Invoice and carried over or checked into Abstracts and Summaries and the earnings for each siding worked out separately for posting in Siding Charges Register. Similarly, in the case of Foreign Outwards Traffic, figures relating to Siding charges should be furnished to the Local Invoice Checking Section for posting into Siding Charges Register. The Register should contain the following headings :

Name of Siding at ....Station
Siding charges per four-wheeler
Minimum Charges per trip
Siding charges for "Smalls" at per maund
Minimum charges per consignment
Earnings for the month of ....
(a) Wagons Loaded traffic as per Siding charge statement
(b) Smalls traffic
(i) Local Inwards & Local Outwards
(ii) Foreign Inwards and Foreign Outwards

Total ...

Siding charges Registers are perused by Section Officers monthly and consolidated figures for the year for each siding are sent to the Expenditure section of the Railway after the close of the year's accounts, to enable a review being made of the working of the sidings in terms of para 2021-E.

* * *

Appendix III-A Examinations

The following is a comparative statement of the number of Passes year by year under different categories

Railway	Number of Passes: Accountants 53	54	55	56	Inspectors of Station A/cs 53	54	55	56	Inspectors of Stores A/cs 53	54	55	56	Total 53	54	55	56	Percentage of Passes 53	54	55*	56*
Central	4	16	19	26	1	5	4	5	–	1	11	3	5	22	34	24	8·3	18·2	23	17
Northern	11	22	16	32	3	8	9	51	–	–	9	9	14	30	34	92	14·7	18·6	14	27
N. E.	5	8	13	11	–	1	1	2	–	–	7	–	5	9	21	13	9·2	11·5	18	7
Southern	15	17	14	25	9	6	10	19	–	2	1	1	24	25	25	45	17·1	13·6	10	16
Eastern (A)	12	17	19	24	3	1	–	4	–	2	4	1	15	20	23	29	14·1	14·8	21	18
S. Eastern			18	22			1	–			3	2			22	24				14
Western	3	11	18	22	3	7	1	9	2	2	4	4	8	20	23	35	11·3	17·0	13	16
C. L. W.	1	3	2	6	–	–	–	–	–	–	–	–	1	3	2	6	20	50	?	?
G. B. P.	–	–	1	–	–	–	–	–	–	1	–	–	–	1	1	–	–	50	?	–
I. C. F.	–	–	1	–	–	–	–	–	–	–	1	1	–	–	2	1	–	–	?	?
Ex.R.C.A.	2	–	–	–	12	–	–	–	–	–	–	–	14	–	–	–	15·0	–	–	–
Total	53	94	121	168	31	28	26	90	2	8	40	21	86	130	187	279	13·78	16·15	15	17·54

* only approximate as the correct no. of candidates who took the examination is not available.

(A) Figures for 1953 and 54 are combined for Eastern & South-Eastern.

INCREDIBLE :... ...

but yet True :

The general knowledge exhibited by several candidates appearing for competitive examinations for recruitment to Civil and other Services is constantly being reported as very poor. We have some very interesting and amusing 'extracts' from the candidates' Answers in one of the States Public Service Commission Examinations held recently :

Ships are being built in Kanpur, Mysore and Poona.

India's most famous Diamond is Gold.

Vitamins are the inhabitants of Viet Nam.

Fireworks get colours from the Sun.

Tariff Wall is the Wall of China.

Blue Blood is the water of the sea.

Dr. Rajendra Prasad is the Chairman of the Chinese Republic.

Mahatma Gandhi is the fastest human being on the Earth.

THE RAILWAY ACCOUNTANT

JUNE 1957

BUDGET SUPPLEMENT

Speech of Shri Jagjivan Ram, Minister for Railways, introducing the Railway Budget for 1957-58 on 14th May, 1957

Railway Budget at a Glance

(Rupees in crores)

	Actuals 1955-56	Revised Estimate 1956-57	Budget Estimate 1957-58: As proposed in March 1957.	As now proposed.
Gross Traffic Receipts	316·29	350·00	368·50	377·90
Working Expenses	213·22	229·34	244·16	244·16
Net Miscellaneous Expenditure	7·73	11·02	14·12	14·12
Appropriation to Depreciation Reserve Fund	45·00	45·00	45·00	45·00
Total	265·95	285·36	303·28	303·28
Net Railway Revenues	50·34	64·64	65·22	74·62
Dividend to General Revenues	36·12	37·69	43·79	43·79
Net Surplus	14·22	26·95	21·43	30·83

Text of Speech

NO CHANGES IN ESTIMATED EXPENDITURE

I rise to present the statement of receipts and expenditure of the Railways for the year 1957-58 :

The estimates of expenditure for the current financial year already presented by me on March 19, 1957, to the then Lok Sabha for a 'vote on account' remain practically the same, except for a few minor alterations which have been made in individual Demands. These alterations are brought out briefly in the Supplement to the Explanatory Memorandum on the Budget and in detail in the explanatory notes in the Demand Book. On the earnings side, however, I have certain new proposals to make for the consideration of the House, and these affect the financial picture substantially.

2. Hon'ble Members are aware that the Ministry of Rys. had originally prepared their Second Five-Year Plan for an

7. Taking the increase in parcels and goods earnings into account, the total surplus for the current financial year is now estimated at Rs. 30.83 crores, which will be credited to the Development Fund.

CONCESSIONS TO PASSENGERS

T. B. PATIENTS AND THE BLIND TO BENEFIT

8. Although the view has been pressed, both in this House and elsewhere, that concessions for passenger traffic should be reduced or withdrawn in the context of the prevailing overcrowding and the need to enhance earnings, I do not at the moment propose to cancel any of the existing concessions. In fact, I propose extending the concession of a single ticket to cover a blind passenger and his attendant, which applies at present only to blind persons under the care of recognised institutions, to all blind persons. A similar concession is being extended to patients suffering from tuberculosis for their journeys for admission to and on discharge from hospitals and sanatoria. Both these concessions will, of course, be subject to production of appropriate certificates to avoid misuse.

PROGRESS OF RAILWAY PLAN

9. I am sure the House would be interested to know the progress already made in the implementation of the Railway plan of Rs. 1,125 crores, and I would invite the attention of the Honourable Members to the introductory section of the White Paper on the Railway Budget for 1957-58, which gives the details of the progress made in the year 1956-57 and that programmed in the current financial year. But briefly, a sum of Rs. 193 crores had been provided in the Budget for 1956-57 for expenditure on Works, Plant Machinery and Rolling Stock, against which the Railways' final eatimates in the last week of the year amounted to Rs. 178 crores, the short-fall being almost entirely on the Works side. The revised estimate of expenditure on civil engineering works in 1956-57 was nearly Rs. 11.8 crores less than the original estimate of Rs. 88.16 crores, and the final estimates fell short even of the revised estimate by nearly Rs. 6.6 crores. While this last surrender of funds was partly because the on account payment proposed to be made for the purchase of the Bombay Government plant in the Chola Powerhouse could not materialise due to the negotiations not having reached any finality, it has become apparent from an analysis of the civil engineering expenditure during the last year that by far the greater portion of the short-fall was due to the shortage of materials, particularly permanent way items like rails, sleepers and fittings and signal and interlocking stores and equipment. It will be appreciated, however, that some time is required to gear up the construction organisation to the desired tempo and it was not possible to do so in the very first year of the Plan. However, all the factors contributing to the short-fall have been carefully examined and are being further tackled with a view to ensure better progress in this and the coming years towards full implementation of the Plan.

PROGRESS ON NEW CONSTRUCTIONS

10. Considering the acute shortage of essential materials, particularly steel, required for permanent way, bridge girders, cement etc. the progress made on new constructions has been quite satisfactory and the projects have been executed with commendable despatch. During the year 1956-57, the 24 mile long Champa-Korba and 26 mile long Fatehpur-Churu branch lines were opened to traffic, as also the 37 mile long Ernakulam-Kottayam section of the Quilon-Ernakulam link, making an aggregate of 87 miles of new railway lines. The construction of eight other projects totalling 524 miles is in progress. Recently, a link between Chandrapura and Muri, a distance of approximately 43 miles, has been sanctioned and the work is expected to get into full swing immediately after the monsoon. The 7-mile link between Gandhidham and New Kandla which was opened for goods traffic last year has now been opened to all traffic. Work is also

in progress on nearly 700 miles of doublings, of which about 370 miles are on the Southeastern Railway, 116 miles on the Western Railway and 78 miles on the Southern Railway. At the close of the last financial year more than 1,50,000 men were working on the various projects.

11. Approved surveys totalled 2,800 miles during 1956-57, of which the field work on nearly 2,000 miles is still in progress. Of the surveys sanctioned in 1955-56 or which were already in progress, those for the Madhopur-Kathua, Baraset-Hasnabad and the Mangalore-Hassan lines and for the avoiding lines in the Delhi areas have been completed. Surveys for the Guna-Ujjain portion of the Gwalior-Ujjain and the Nizamabad. Ramagundam. Muzaffarpur-Darbhanga, Robertsganj-Garhwa Road, Rampur-Haldwani, Bhaili-Bhadran and Sojitra-Dholka and Kadur-Chickmaglur-Sakhleshpur projects are nearing completion. Those for the Sambalpur-Titilagarh, Sitamarhi-Sonbasa, Bangalore - Salem, Trivandrum - Tinnevelly-Cape Comorin, Vellore-Conjeevaram, Kotah-Chitorgarh, Udaipur-Himmatnagar, Satna-Rewa-Govindgarh, Nipani-Sakleshwar-Ghataprabha, and Bukhtiarpur-Rajgir projects and the branch lines in the Karanpura and Kathara coalfields are still in progress.

12. The proposal for a second road-*cum*-rail bridge over the Jamuna at Delhi, with an avoiding line between Tughlakabad and Ghaziabad is under detailed examination and the survey of the railway alignment is expected to be completed shortly. Model experiments are also being conducted by the Central Water and Power Research Station at Poona on the suitability of the site proposed for the bridge. Approval was also given to surveys for the conversion of the Kurduwadi-Miraj Narrow Gauge and the Poona-Miraj-Kolhapur Metre Gauge sections to Broad Gauge. An urgent reconaissance survey was also conducted of the Jaldhaka and Torsa River crossings on an alternative Assam Link route.

NO FRESH SURVEYS OF LINES PROPOSED

SHORTAGE OF FUNDS AND MATERIALS

13. Honourable Members will observe from the details that I have just given that surveys of a large mileage have already been completed and those of other lines aggregating again to a considerable mileage are also in progress. When all these survey reports are received and examined, some of the lines might be eliminated on financial and other considerations. But even in regard to the rest, I see no prospect of their construction being taken in hand during the Second Plan period due to shortage not only of funds but of materials also. In these circumstances there can be no point in undertaking any fresh surveys, thereby dissipating our man-power, which is so urgently required for speeding up approved Plan projects. It will not, therefore, be prudent to sanction any new surveys during the year 1957-58, unless they are connected with an approved development project or required urgently on operational grounds or on strategic considerations.

14. Of the twelve dismantled lines the restoration of which was approved by the Central Board of Transport, eleven had been restored by 1955, and approval was accorded in 1956-57 to the restoration Rohtak-Gohana portion of the Rohtak - Panipat Link, the only remaining line. Owing to the limitation of funds in the Second Five-Year Plan it has not been possible to consider the restoration of more lines.

15. The House is already aware of Government's anxiety to stabilise and strengthen the railway route to Assam. In 1947 the railway connection to Assam was cut off and the Government took immediate action to re-establish it along the narrow strip of Indian territory through the Northern Districts of Bengal by constructing three new railway links to join the old railway sections in this area. The old portions Bagrakote to Mal and eastward to Madarihat were built early in the century as branch

lines by the ex-B.D. Railway, mainly to serve tea gardens. Before embarking upon any large scale measures to strengthen the old lines for present-day requirements, Government appointed a Committee of experts to suggest measures for stabilising the Assam Rail Link route. Their report has now been received and is being studied. In the meantime all possible measures have been taken to keep the lines of communication intact. A very senior and experienced officer has been posted with special staff to assist in maintenance work during the coming monsoon and to start upon construction work for strengthening the route as soon as the working season begins.

ELECTRIFICATION SCHEMES

NEW SYSTEM TO BE ADOPTED

16. Honourable Members will have seen a reference in the White Paper presented in March last to the electrification of certain sections of the Indian Railways during the Second Five-Year Plan. There is a provision of Rs. 80 crores in the Plan for the electrification of about 800 miles of the Indian Railways, the sections included in the Plan being the Calcutta suburban area and the main line sections from Burdwan to Gomoh on the Eastern Railway, Igatpuri to Bhusaval on the Central Railway and Tambaram to Villupuram on the Southern Railway. The necessity has since become apparent of extending electrification to the sections from Gomoh to Moghalsarai, Asansol to Rourkela, and Rajkharswan to Barajamda, involving an additional mileage of about 500. The Plan was formulated on the assumption that the electrification would be on the direct current system adopted on the existing electrified sections near Bombay and Madras. In view, however, of the successful operation of electrification on the single phase alternating current system on the French National Railways, followed by the reported decision of many other advanced countries to adopt this system, investigations were made of its feasibility for main lines in India. These investigations were considerably facilitated by the kind loan by the French National Railways of the services of their electrical engineering experts. I take this opportunity to express the gratitude of the Government of India to the Government of France and to the French Railway authorities for this valuable assistance. It has now been decided tentatively to adopt this system for main line, electrification on Indian Railways also, due to its operating and financial advantages over the direct current system, and the technical details of this system are now under investigation.

17. As in previous years, sustained efforts will continue in the current year to make railway travel more pleasant and comfortable, and a provision of Rs. 2·98 crores has been made for the purpose. A survey has now been completed of the amenities available at all stations and the extent to which they will have to be supplemented to reach the minimum standards of amenities prescribed for such stations. I need hardly mention that the full implementation of these measures will take time, depending upon the availability of materials.

PURCHASE OF RAIL MATERIALS

MISSION TO BE SENT TO EUROPE

18. As already stated, acute shortage of construction materials of almost all descriptions, and more specially, steel, cement, pipes and signalling equipment, prevailed during 1956-57. I mentioned last March that steps were being taken in conjunction with other Ministries for improving the procurement of rails, sleepers, etc. It has subsequently been decided that the Ministry of Railways should take over the procurement of the specialised railway items of steel requirements, and a mission is being sent out to Europe and other countries to expedite the procurement of rails, sleepers, etc., the shortage of which is seriously hampering the implementation of the Railway Plan. The procurement of wooden sleepers has been considerably promoted by exploiting the usage of a greater variety of new species with and without treatment, by the relaxation

of specifications, by increased supplies from the Andamans and by initiating measures for exploring the possibilities of the import of timber sleepers from Burma, Australia, Thailand, Malaya, Indonesia and Brazil. In spite of all these efforts, wooden sleepers can meet only about one-third of our total requirement of sleepers, and the Railways have, therefore, been forced to use metal sleepers which also cannot be procured in sufficient quantities. It is proposed now to use concrete sleepers also, in big yards to start with.

WORLD BANK LOAN

19. The House must be aware that the Government of India have approached the World Bank for a loan to help finance the Railway Plan, and that, following the conversations in Washington last winter between the World Bank and a mission of Railway officers, a team of experts was sent out by the World Bank to study conditions on Indian Railways on the spot. This team has submitted its report to the World Bank, and a mission including two Members of the Railway Board is proceeding to Washington immediately to finalise the loan negotiations. It is hoped that the loan will provide substantial relief from the foreign exchange difficulties besetting the Railway Plan.

20. During the year under review there was serious damage due to abnormal floods, especially on the Northern, North-eastern, Central and Southern Railways. There were two cases of unfortunate accidents to trains carrying passengers at railway bridges due to the bridge approaches being washed away by high and unprecedented floods, one near Ariyalur on the Southern Railway and the second near Mahbubnagar on the Central Railway. Commissions of Enquiry were appointed to investigate into the causes of these accidents. The Commissions' reports have been received and very carefuly studied and the conclusions of the Ministry thereon are embodied in the notifications which have been published for general information.

BENEFITS TO EMPLOYEES

PLAN FOR PENSION SYSTEM

21. Turning now to other aspects of railway administration, I had occasion to mention in my reply to the Budget discussions in March that two or three alternative proposals were being considered for the introduction for railway staff of the pension system of retirement benefits in place of the existing provident fund-*cum*-gratuity system. I am now in a position to say that definite proposals have since been formulated which I intend discussing in the near future with the representatives of organised labour.

22. Another matter mentioned during the March Session was the improvement of the channels of promotion of members of the Class IV staff in their own class and into the Class III Service. A committee has since been appointed to review the channels of promotion of these staff, with Mr. G. D. Tapase as Chairman, and a number of senior officers representing the Railway and Posts and Telegraphs Departments and the Planning Commission and two representatives of labour, as members. The committee is expected to start work immediately.

23. The question of improved housing and other amenities for Railway staff has been in the forefront both in the first and in the second Five-Year Plans. A little over 40,000 staff quarters were built during the first Five-Year Plan About 15,000 quarters were built last year; 15 000 quarters more are again programmed for the current year and it is anticipated that at the end of the second Five-Year Plan 64,500 new quarters will have been added to the number at the commencement of the Plan. The policy is to provide quarters not only for essential staff, who are liable to be called out for duty at any time of the day or night and, therefore, required to live near the places of their work, but also to other staff in areas where housing is difficult due to lack of private enterprise. In addition to building new quarters, improvements to existing quarters

estimated outlay of Rs. 1,480 crores, that was considered as the minimum required for the creation of the necessary extra rail transport capacity for goods and passenger traffic. An an increase of 30% in passenger services, and additional 60·8 million tons in goods traffic over that generated by the end of the First Five-Year Plan, making a total of 180.8 million tons was thought necessary in keeping with the targets fixed for other developmental projects and schemes in the General Plan.

The Railway Plan also provided for the construction of 3,000 miles of new lines. Due to the limited overall financial resources of Government, however, the Railways were allotted only Rs. 1,125 crores of which Rs. 375 crores were to be found by them over the Plan period from their own resources. To conform to the reduced allotment, the scope of the Railway Plan had necessarily to be cut down and, after eliminating most of the new lines except those essentially required for the projected expansion in steel and coal production, it was found possible to cater within the funds allotted for an increase of only 15 per cent in passenger transport and a total of 162 million tons in goods transport. The reduction in the target of passenger transport capacity restricted the possibility of any substantial relief of the over-crowding in our passenger trains during the period of the Plan. While the prospect of the continuance of the present state of overcrowding was undesirable, the enforced reduction of the provision for extra goods transport from 180.8 million tons to 162 million tons was much more serious from the point of view of the country's developing economy. After reserving capacity for 25 million tons on account of coal and other raw materials required for the new steel plants and expansion of the existing ones, 6 million tons more coal for other consumers and 4 million tons more for cement, a very meagre margin was left for the increase in the general merchandise traffic, including increases in trade and the output of all other industries and agriculture.

RAILWAY 5-YEAR PLAN

SUBSTANTIAL EXPANSION ESSENTIAL

3. The experience of the first year of the Second Five-Year Plan has made it abundantly clear that the demands on rail transport during the Plan period are likely to exceed even the original estimate of 180·8 million tons. It is, therefore, manifest that the allotment of Rs. 1,125 crores, which includes financial provision for carrying only an additional 42 million tons of traffic, will be quite inadequate. To cater for a higher volume of traffic a substantial expansion of the Railway Plan has become inescapable, and such an expansion must be planned straightway as the execution of the line capacity and signalling works essential for moving the higher quantum of traffic will take their own time. On a rough basis it is anticipated that an additional amount of over Rs. 100 crores at the present price levels would be required to carry 180·8 million tons. Apart from the demands of the larger quantum of traffic which the Railways must carry as the Plan develops, the rise in the cost of labour and essential materials like steel, cement, etc., since the Plan was prepared, has already made the allotment of Rs. 1,125 crores insufficient for creating capacity even for the increase of 15 per cent in passenger transport and 42 million tons of goods traffic, and it is estimated that achieving the physical targets originally included in the Rs. 1,125 crores Plan will itself require an extra amount of about Rs. 100 crores.

4. The two items of extra expenditure just mentioned add up to well over Rs. 200 crores. As my predecessor, Shri. Lal Bahadur Shastri, explained in February 1956, when proposing the present 6¼ per cent supplementary charge on goods and parcels freight, the Railway revenue resources computed on the basic level of fares and freights in force were estimated to amount during the Plan period to only about Rs. 325 crores including the contribution of Rs 225 crores through the Depreciation Reserve Fund, the expenditure on open line revenue works, interest on Railway fund balances and Revenue surpluses, leaving a gap of Rs. 50 crores to be filled in order to make up the Railway contribution of Rs. 375 crores envisaged in the Plan.

On present estimates it seems that the Revenue surpluses at the basic fare and freight rates may be somewhat higher and that the levy of the supplementary charge of 6¼ per cent would bring in about Rs. 71 crores extra over the Plan period. It is, however, quite clear that, on the basis of the present supplementary charge of 6¼ per cent on goods and parcels freight, the resources that will be left over after filling the initial gap of Rs. 50 crores will not amount to more than a small proportion of the extra amount of over Rs. 200 crores which has to be found if the Railways are to cope with the anticipated demand of goods transport by 1960-61. There is now universal recognition of the fact that transport capacity cannot lag behind other developments envisaged in the Plan and that the very success of the Plan would depend on the timely creation of the additional transport capacity. It is, therefore, essential that the necessary wherewithal to meet the extra expenditure has to be found as early as possible.

5. In March last, in presenting the Budget, I stated that the report of the Freight Structure Enquiry Committee was expected shortly and that when the budget was again presented in the new House, it would be possible to give an indication of the recommendations of the Committee and the effect of the implementation of those recommendations. I regret to say that it has not been possible for me to do so. The report in its final and complete form was received only recently. The task assigned to the Committee was a difficult one and I would, on behalf of the Government, express our deep gratitude to Mr. Ramaswami Mudaliar and his colleagues on the Committee for the thorough manner in which they have dealt with this intricate subject in their report.

FREIGHT STRUCTURE BODY'S REPORT

IMPLICATIONS OF PROPOSALS

While the recommendations of the Committee envisage an appreciable rise in the general level of freight rates, various aspects dealt with in the report have far-reaching implications and the recommendations, particularly those related to the augmentation of freight rates, call for a detailed study. It is anticipated that a complete examination of the recommendations and the preparatory work like the amendment of the Goods Tariff and the preparation of mileage tables which must precede the introduction of the new freight rates are not likely to be completed until the end of the current calendar year. As we are already well into the second year of the Plan, the augmentation of resources to meet the extra expenditure on rolling stock and works can brook no further delay; otherwise the Railways may be too late in creating the capacity required to carry the additional traffic load which, it is quite certain now, will devolve on the Railways during the Plan period.

6. It is proposed, therefore, to enhance, as from the 1st July, 1957, the supplementary charge on goods and parcels traffic from 6¼ per cent to 12½ per cent, certain commodities being exempt as at present. I have not made any changes in the passenger fares as my colleague, the Finance Minister, is considering this matter.

Consequent on the increase of the supplementary charge it is estimated that the additional earnings will be about Rs. 11.3 crores for goods traffic and Rs. 1.2 crores for parcels traffic per year. But since the increase is to take effect only from July 1, the extra earnings for this financial year are expected to be only about Rs. 9½ crores. It is hoped that towards the end of the current year it will be possible to introduce a selective variation in freight for goods traffic based on the recommendations of the Freight Structure Enquiry Committee and withdraw the flat supplementary charge.

have been undertaken on a large scale, such as by substitution of better types of quarters for the old, and provision of amenities like water-borne sanitation and electrification.

24. Though education is the responsibility of State Governments, Railway Administrations have, in the interest of the children of staff at stations where educational facilities were inadequate, opened a number of schools which are being maintained entirely from railway revenues. The necessity for the expansion of these facilities has formed the subject of discussion between the National Federation of Indian Railwaymen and the Railway Board, and a survey of large colonies has just been completed for the purpose of estimating the additional number of primary schools that should be opened to cater for the needs of the children of railway employees. Negotiations with local bodies and State Governments are at present being conducted to settle the terms on which the primary schools that are required will be opened.

25. In addition to the opening of primary schools in large railway colonies where educational facilities do not exist, it seems desirable that some provision should also be made for meeting the educational needs of the children of railway employees stationed at outlying places which have no schools in the neighbourhood and where the number of children of railway staff does not justify the opening of schools by or with the assistance of the Railway Administrations. I have decided tentatively that to start with, one residential school with primary as well as secondary classes should be opened in each linguistic area to cater for the needs of employees posted outside their own linguistic areas or at stations where adequate educational facilities do not exist or cannot be provided. My intention is that such schools should be constructed and run on an austerity basis. An investigation into this problem is being commenced forthwith.

26. In his speech introducing the Budget for 1956-57 my predecessor mentioned the appointment of an officer in the Railway Board's Office to review the existing medical arrangements on Railways and to plan for future expansion. I am glad to say that this review has been completed and the plans for future expansion of medical facilities on Railways have been drawn up. An indication of the proposed expansion in some directions has already been given in the White Paper.

27. I would like to refer in particular to the facilities for the treatment of Railwaymen suffering from T. B. In tackling this disease early diagnosis and treatment are extremely important. To enable incipient T. B. infections to be detected and treated in the initial stages of the disease, it has been planned to set up 80 Chest Clinics, and of these 33 are already in operation. We are at the same time doing all we can to augment the facilities for the treatment of advanced T. B. patients in sanatoria. My predecessor stated in February 1956 that 220 beds had been reserved for Railway employees in different Sanatoria. As has been mentioned in the White Paper, this figure has now gone up to 646 beds sanctioned, which we propose to increase by March, 1961, to about 1,350.

MEDICAL FACILITIES

28. In the past, the medical facilities provided on Railways concentrated mainly on the curative aspects of medicine. According to modern concepts the preventive aspect of medicine is equally important. This has been recognised on Railways by the decision to convert existing dispensaries into health units and to build new ones. The necessity for devoting whole time attention at the senior officers' level to health work has been recognised by the creation of a post of District Medical officer of Health at the headquarters of each Railway.

29. The proposal to which a reference was made while presenting the Budget in February 1956, for the association of surgeons and physicians of repute with the headquarters hospitals of Railways is materialising. Arrangements

are about to be completed for such specialists to be attached to the Northern Railway Central Hospital recently opened in Delhi.

30. The House is aware of preeminent position which the Railways occupied in the field of sports and athletics in the years gone by. For a few years during and after the war they were unable to devote much time and attention to such activities, but within the last four years they have, on the inspiration of my predecessor, Shri. Lal Bahadur Shastri, entered the field again, and I am glad to say they have restored their old traditions by winning the National Championships in Weight-lifting and Hockey. The championship in Hockey has been won after 27 years. More recently, the Central Railway won the Invitation Gold Cup, for which teams of all India repute compete by invitation. In the field of athletics railwaymen have set up and improved upon all-India records and they have also represented the country in international games. On my suggestion, the Railways organised during Railway week this year exhibitions of photography, painting and handicrafts and also staged cultural programmes of drama, dance and music, in which a large number of artists drawn from among railwaymen and their families all over the country participated. I was greatly impressed by the wealth of talent among railwaymen and I expect such a cultural meet will hereafter be an annual event.

31. Thus it will be seen that every endeavour is being made within the existing limitation of funds and other resources to ameliorate the living conditions of the railway employees in all possible ways. In doing so, we have to bear in mind the general standard prevalent in our country and work with this background. It must not be forgotten that we have undertaken a stupendous task in trying to raise the economic standard of millions of people as quickly as possible. This task can be successful only if all sections of our people give of their best, always bearing in mind the interests of the country above those of any particular group, section or State. The achievements of the Railways during the First Five-Year Plan and the dedicated work which has enabled railwaymen to record striking improvements in Railway operation leave no room for doubt that, in this critical period in the economic evolution of new India, railwaymen will be second to none in their devotion to duty and their spirit of sacrifice. I do not want to miss this opportunity to express my thankfulness to all railwaymen. I have full confidence that they will render even a better account of themselves in the fulfilment of the still bigger tasks lying ahead of them.

Rly. Minister's Concluding Speech In Lok Sabha

The Railway Minister, Mr. Jagjivan Ram, in his reply to the debate on the Railway Budget in the *Lok Sabha*, to-day assured members that he would pass on the suggestions made by them asking for exemption from tax on railway fares for some short distances to the Finance Minister. He expressed the hope that the Government would consider the suggestions sympathetically.

The Railway Minister stated categorically that as far as passenger traffic was concerned, he could not "hold out any hope of an appreciable improvement in overcrowding". 'At any rate it will not be possible in the course of the Second Five-Year Plan to reduce overcrowding to an appreciable extent", he said.

All that could be attempted, he said, was to "equalise overcrowding", on the various sections. Even if that could be done, it would be an achievement.

"If I can persuade the Planning Commission (to sanction funds) and if the resources of the country can afford it, the Railways can increase the capacity and relieve overcrowding. But I attach greater importance to the transport of goods traffic than passenger traffic because on the movement of goods hinges the success of the Second Five-Year Plan".

SURVEYS FOR NEW LINES

Many demands had been made during the debate for new lines or surveys. "I will get all the proposals made in the House examined and if resources permit, we will try to play our part in constructing those lines".

The Railway Minister also promised to examine suggestions for provision of drinking water, waiting halls and other amenities. He aid he would do "whatever we can" in the matter.

"PRESTIGE" BUILDINGS CONSTRUCTION STOPPED

In view of the need for conserving every ounce of cement and steel that could be saved, he had stopped the construction of all "prestige buildings". Recently, he said, something appeared in the Madras Press about the construction of a building in Madras. This building is not to be constructed but only a modest one.

MAHBUBNAGAR INQUIRY

Mr. Jagjivan Ram said that the issue here was a purely technical one. It was not a "trivial matter" of punishing a few officers here or there. If Government accepted the recommendations of the Inquiry Commission "all the bridges in many parts of the country" would have to be reconstructed. But technical people and experts serving not only on the railways but all Government Departments did not agree with the Judge. That was why Government did not accept his findings.

TRADE UNION ACTIVITIES

Mr. Jagjivan Ram strongly repudiated charges that the Railway Administration had victimised workers for genuine trade union activities. If any case of victimisation was brought to his notice, he said he was prepared to examine it personally. But he was determined not to tolerate any "discourtesy, indecency, indiscipline and misbehaviour" on the part of a railway worker whether he was an office-bearer of a trade union or not.

On the question of trade union unity, the Minister said it would be his earnest effort to persuade the employees to have only one federation on the railways. A single federation would give strength not only to the workers but also to the Administration and to the nation.

He asked those who had wanted a Second Pay Commission to consider whether they should not see the whole thing in its "proper perspective". Other employees of the Central Government had also made similar demands. Then what about the employees of State Governments, who were getting much less than the Central Government employees?

Mr. Jagjivan Ram said that he was keen to provide avenues of promotion to Class IV employees. He hoped that the Committee that was examining this question would submit its report within three or four months and the implementation of its recommendations would start "well within a period of one year". He wanted that even those who started on the lowest rung should be able to aspire to rise to the highest position. "That is what I did in the Posts and Telegraph Department" (when he was Minister of Communications).

EMPLOYMENT ON RAILWAYS

Complaints had been made about promotions to selection grades. Mr. Jagjivan Ram said that he would examine the matter and see that as far as possible even those who were not selected had a sense of justice.

Mr. Jagjivan Ram said that "austerity standards" for railway schools, which he had proposed, did not mean lowering of standards. He would see whether Parents' or Guardians' Committees could be set up. He had also decided that wherever there were an appreciable number of railway employees and no schools were available near about, the railways would run schools up to the Higher Secondary standard.

The Minister proposed to invite formally suggestions from every railway employee, to whatever category he might belong, as to how best efficiency could be improved on the railways and how wasteful expenditure could be avoided.

ELECTRIFICATION SCHEMES

Mr. Jagjivan Ram announced that the Railways would send a small delegation to European countries to study the performance of A.C. (Alternating Current) traction. He said that he had always been for A.C. traction because all developments on modern lines were in that line. Therefore, the tentative decision that had been taken earlier in favour of D. C. traction in the Calcutta area was being reviewed. He had no doubt that the weight in favour of A.C. was 'overwhelming'. The Railway Board was considering the utilisation of the D.C. equipment and rolling stock ordered for the Calcutta area on some other D.C. systems such as those in Bombay and Madras.

Justifying Government's electrification programme, Mr. Jagjivan Ram said that congestion in the Bengal-Bihar area, for instance, affected not only that particular region but the entire country. The only way to deal with the problem was through electrification. Electrification in such areas was not a luxury but a sheer necessity.

To save on dealers' commission on equipment ordered from abroad, Mr. Jagjivan Ram proposed to rely more and more on the State Trading Corporation. "I think, in the years to come, all our purchases will be directed or channelled through that Corporation and we will save a lot of commission".

He denied that India was buying American equipment even where it was dearer than elsewhere. Mr. Jagjivan Ram said that if the prices quoted by the Americans were higher, he had no objection to the Americans subsidising their own manufacturers but he would not give them more than what he would have to pay if he placed the order in some other country.

Mr. Jagjivan Ram refuted Mr. Feroze Gandhi's criticisms that the operational efficiency of the Railways was not up to the mark. He, however, assured the House that he was determined to improve the performance still further wherever possible. For instance, a wagon travelled only four hours in 24 hours. That was not peculiar to India. The figures for other countries were not very much higher. But he would try to improve the turn-round.

SOUTHERN RAILWAY

CONCESSIONAL HILL STATION RETURN TICKETS

During the period from the 1st April, 1957, to the 31st October, 1957, Return tickets to the undermentioned Hill Stations, at one and a half single journey fares for First, Second and Third classes (Mail/Express or Ordinary fares being charged for Second and Third classes, as the case may be), will be issued from such of the stations on the Southern Railway, as from which the chargeable distance is 150 miles or more. These return tickets are available for three months from the date of commencement of the outward journey. Advance booking on these return tickets is permissible under the same conditions as for ordinary single journey tickets.

1. Pathankot
2. Simla
3. Solon
4. Dharampore (Punjab)
5. Dehradun
6. Kathgodam
7. Kurseong
8. Darjeeling
9. Shillong Out Agency (Served by Pandu or Gauhati)
10. Abu Road
11. Ootacamund
12. Coonoor
13. Kodaikanal Road (including Kodaikanal Out-Agency)
14. Kotagiri Out-Agency (served by Mettupalaiyam)

Children above 3 and under 12 years of age, will be charged at half the concession fares.

Return tickets to the Out-Agencies mentioned above will be issued at one and a half single journey fares for the rail-portion and at two single journey fares for the road-portion of the journey.

No break of journey on the outward trip is permissible on these return tickets, but break of journey is allowed on the return trip, subject to the usual conditions governing break of journey on ordinary tickets.

Further information can be had from the Station Masters or from the Chief Commercial Superintendent, Southern Railway, Madras-3.

CHIEF COMMERCIAL SUPERINTENDENT.

BOUND VOLUMES

As was done in the past, some bound copies of Volume III from April 56 to March 57 of "The Railway Accountant" are available with the Managing Editor for sale at Rs. 12·50 plus postal registration charges.

Some bound copies of Volumes I and II are still available at Rs. 12·00 and 12·50, respectively as announced from time to time in the past; registration exclusive.

STRAY COPIES

Some stray copies of the Journal for previous months are also available at Rs. 1·13 per copy plus Registration charges. These copies are not likely to be available after some time.

ENLISTMENT OF NEW SUBSCRIBERS

In view of the admittedly helpful service that the Journal is rendering to all Railwaymen, more particularly to the Class III staff, it is hoped that subscribers would enlist more of their friends as regular subscribers as early as possible and thus enhance the representative nature of the Journal.

CORRESPONDENCE

Subscribers are reminded that it is essential for them to quote their *Member's Roll Number* with the indicative letter in all correspondence that they address to the Management. They are also requested to note that they should promptly renew their subscriptions before the expiry of their subscriptions as it is not possible always to guarantee issue of reminders individually in time.

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Subscribers are once again assured that all precautions are regularly taken at this end to see to the correct despatch of their copies of the Journals on the due date. They should watch for its receipt at their end within a reasonable interval for transport. If their copies are not received within such time, they should immediately contact the Local Postal authorities and lodge a complaint with them sending due advice to the Management.

Whenever duplicate copies are required to recoup the missing copy, subscribers should in token of their bonafides, remit at least Rs. 0·50 *plus* ordinary postage charges, usually Rs. 0·13, (or Rs. 0·63) along with the requisition for such duplicate copies. As a test against incorrect complaints, Certificates of Posting are obtained at the time of posting in various cases and this should be helpful in preventing missings.

NEW SUBSCRIBERS WITH RETROSPECTIVE EFFECT

Some applications are being received for enrolment from an earlier month. In these cases, they will have to pay for the old copies required, at the individual copy rate of Rs. 1·13; or if they wish to subscribe for a period of 12 months, a surcharge at 13 Naye Paise per month for each copy of the arrear month will have to be added to the subscription.

ACKNOWLEDGMENTS

The following Journals and Magazines have been received since the last Issue:—

Eastern Railway Magazine	Apr. '57	Central Railway Magazine	May '57
Lifeline	16-5-'57	Central Railway Newsletter	May '57
Western Railway Magazine	Apr. '57	Indian Railways	June '57
Southrailnews	May '57	Australian Accountant	Apr. '57
E. Ry. Newsletter	16-5-'57	Accountants' Journal, New Zealand	—
S. Rly. Newsletter	—	Wednesday Review	29-5-'57
W. Rly. ,,	Apr. '57	Railway Herald	—
Indian Railway Gazette	June '57	Educational Review	May '57
Careers & Courses	June '57	Chartered Accountant	May '57
INDIAN CONSTRUCTION NEWS	Mar. & Apr. '57	CHITTARANJAN	May '57

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CONTENTS

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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 28th 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.Os., 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

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TO SUBSCRIBERS

As announced in the June 1957 Issue of this Journal, owing to the prevalence of 'flu' everywhere, our Press was also affected and the Journal could not be brought out in time for being posted to the subscribers. Hence, for the first time in thirtynine months since the inception of the Journal, the posting of the Journal was delayed by four days and they were actually despatched to the various subscribers on the 18th and 19th June 1957.

We have received many complaints from subscribers in distant places that the Journals did not reach them even for days thereafter! Necessary action has been taken with the Postal authorities for taking up with their staff for the inconvenience caused to our constituents by either delayed delivery, or possibly, by non-delivery also in some places.

We request our Subscribers to put up with the unexpected inconvenience caused and we shall be glad if *bonafide* cases of non-receipt of the Journal even till the 10th of July are reported to us with the Subscriber's Number and address, after making a complaint to the local postal authorities about such non-receipt.

We hope that the Postal authorities will see that similar inconvenience is not repeated from this month onwards.

Editor, Railway Accountant.

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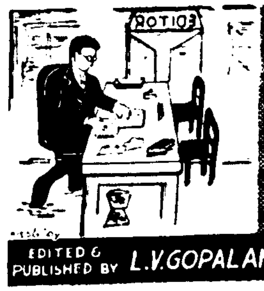

The **RAILWAY** *Accountant*
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A MONTHLY JOURNAL DEVOTED TO RAILWAY ACCOUNTS, AUDIT & FINANCE.

Vol. IV **JULY 1957** **No. 4**

Control of Expenditure and Promotion of Efficiency

At this juncture, when all minds are concentrated towards finding all means of resources — Finance, technical man-power, administrative and executive personnel, etc., — for the full and satisfactory implementation of the second five-year plan, despite the heavy and numerous odds against it — the foreign exchange position presenting an almost insurmountable obstacle at the moment — it is not only quite approppriate but absolutely essential that an internal appraisal should be made of the arrangements for the scrutiny and control of large amounts of expenditure under the second five-year Plan, and for the improvement in methods of working so as to secure both efficiency and economy. The formation of Finance Branch on Railways a few years ago and steps taken to develop its utility may be referred to in this connection, so far as financial control is concerned. On the technical side, the establishment of the Research Organisation has constituted not a little, during its few years of existence, to the improvements in technique in Railway working in all its aspects and fruitful results are already in evidence in several directions. By its very nature, research work is not one that pays immediate dividends, but is very often a long-drawn out and tiresome, though technically interesting, process, and once the fruits of research commence to be exploited in operation, financial savings in costs of magnitude would begin to flow. It is a truism that Statistics are nothing unless they are properly interpreted, correct conclusions drawn and quick ameliorative or correct action is initiated. It is indeed gratifying that the Statistical Officers of the Railways who met recently in Conference in the Railway Board's Office and the Executive of the Railway Board have begun to show an awareness of this truism and steps are under way to have interpretative analyses of the Statistics made out for the benefit of the concerned Executive and Administrative authorities to enable them to think on such data and devise measures for improving efficiency in the several directions indicated. The strenuous efforts and personal enthusiasm shown at a high level by Shri K. B. Mathur, Member, Transportation, Railway Board, and Shri J. Dayal, Financial Commissioner for Railways, in regard to reduction in the detention hours (and days) of the wagons in the largest Goods Yard of the country, Moghalsarai, have yielded excellent (& unexpected) results. At Hubli, also, a similar though less spectacular, improvement was rendered possible recently by the Executive. A 20% increase in production was reported recently in a Railway workshop. If 20% increase in train-miles for the same expenditure (excluding dependent costs like coal), is made possible by the strenuous efforts of the Operating and other staff by all measures in their power such as increasing the speed of Goods trains, reducing the detentions at Junctions, Yards, etc., a great step forward will have been taken and the anxiety in regard to the transport difficulty in movement of steel and steel products, when the Steel Plants go into commission in two or three years, will be allayed to a large extent to the relief of steel and other industries and to the satisfaction of the Railway Administration. Training Classes have been opened at various centres not only for technical staff but also for clerical category, and the effect of these will be reflected in the increased efficiency of the staff.

While thus the Railways are properly set for executing the Second Five-Year Plan, with economy and efficiency, there can be no self-complacency on the part not only of the authorities but also of the lower rungs of the staff down to the lowest, because it is common knowledge that once self-complacence sets in, efficiency is doomed and deterioration will raise its head — which should under no circumstance be allowed to happen, — and particularly at this juncture in the teeth of the Second Five-Year Plan. A critical review of the works and facilities proposed in the Second Five-Year Plan should be made -- and constantly — to see (a) if more outturn could be secured for the same expenditure by improving technique in construction and operation, and (b) if any of the facilities originally proposed could be dropped as redundant, due to new factors subsequently turning up or any other cause. That such a critical review is productive of benefits is evidenced by the reported cutting down of the mileage for the doubling of Bezwada-Gudur Section from 182 miles to about 100 miles, resulting in a sizeable saving of about Rs. 8 crores in the original cost of the scheme.

Control of expenditure and improvement of efficiency are inseparably intertwined in any organisation, and more so in the Railway Transport organisation. Railway Finance and Accounts Officers have a very important part to play in their laudable efforts in this direction, and as we had suggested in these columns sometime ago, the placement of accredited 'Finance' Representatives exclusively with each technical and executive branch, apart from the Central organisation would, we are sure, not only provide proper financial consultation and advice at the earliest stage, but be also welcome to the Executive on the Railways.

The Relationship Between Accounts, Finance, Statistics & Economics

BY Sri M. K. KRISHNAMACHARI, *Statistical Officer, Southern Railway.*

In the peculiar conditions prevailing on Railways to-day, I am sure nobody would consider it an extravagant statement if I were to say that there is not an adequate appreciation of the closeness of relationship between Accounts, Finance, Statistics and Economics. Actually, Statistics defined as the "science of large numbers", should even by definition devote a large portion of its thought, not merely to the details of compilation or to watch in *detail* the performances of the various units and sub-units of the Railway's functions but also, by studying the larger figures of the rational economy, give a lead on policy. In fact, only the latter function could be considered as the truer function of a statistician. True, the problem that a statistician would be setting to himself if he attempts to do the above is something that would be exceedingly difficult for him to do efficiently; but no true statistician can be satisfied with anything less. To try to attempt what is indicated above, a statistician should have a sound knowledge of economics and the statistical data of the country including a knowledge as to the definition and degree of validity of these data. He should also have a good knowledge of the financial figures of his Railway and Indian Railways. It would not do if the detailed figures of statistics and enquiries as to short-falls in these are mistaken as statistical enquiries, or the function of statisticians.

In the repertoire of the Railway statistician, besides an intimate knowledge of these statistical data of the country, a knowledge of statistical techniques such as the working out of 'correlations' should be available.

Now turning from the abstract to the concrete, one may ask,—is nothing at all being done on Railways in their Statistical Branches in any of these directions? Is there any clearing house for the exchange of these researches? I can only reply for the Southern.

To quote a few realms of thought where new ground has been broken on the Southern Railway's Statistical Branch, I could mention a study conducted in 1951 which showed that passenger earnings on Indian Railways re-acted in the long run to a very small extent indeed if at all to variation in fares, these earnings being influenced on the other hand almost entirely by the money supply with the people as reckoned by the concerned economic indices; under present conditions increase in train miles tended to result almost in a prorata increase in staff; that the economic development of the country after independence tends to concentrate very heavily in certain areas of the country in particular, even apart from such concentrations being due to the concentration of iron and coal in particular areas of the country—and so on and so forth. These huge issues are certainly capable of much greater attention than now—and with considerable profit.

May be it could be said that such enquiries are being done at Delhi. But it must be very firmly remembered that so far as economics is concerned ours is more a continent than a country—With our system of Government wherein economic statistical indices are compiled by provincial authority with consequent absence of that degree of coordination and central control that is possible in a centrally administered department, there is scope for considerable divergence in the modes of compilation and definitions adopted in the compilation of these economic statistical indices. Hence a coordinated study of Railway economic data with those of the country is often much better done at the Railway level than even the centre, the latter largely acting as a coordinating and guiding authority. In writing this, I wish to assure my friends that I am not merely theorising.

Meeting of Statistical Officers of Indian Railways—April '57

[Some preliminary information on this subject was published at pages 21 and 22 of this Journal for April 1957. Some more detailed information has now become available and as this is likely to be of interest to the Students of Statistics, the following are published].

* * *

In the course of dwelling upon the economic aspect of Statistics, Sri K. B. Mathur, in his Official address stated: Track costs on Indian Railways are fairly high. The method hitherto adopted of renewing main line track once in thirty five or forty years and the Branch line track after some other period is not a scientific method, since all main lines are not used equally owing to the variation in the density of traffic over them. Hence there is need for compiling some sort of statistics that might indicate what is the extent of wear as correlated to the volume moved on any particular section.

Gross ton miles moved on every section of the Railway line will naturally vary from section to section and if, therefore, these are separated according to variations in densities, *i.e.*, those of uniform density of traffic being brought together, the possibility of a fairly good comparison is obvious. Again, in order to determine the wear on Railway Track, it would be necessary to find out the number of axles moved per day or may be per year to have a better average. When this is related to the particular density, or a particular section, we might have a fairly intelligible item to think about. Such statistics, if prepared and studied, may be of very great use, whenever renewal of track is considered so that the weight of the rails might be decided from the economical point of view.

The variation in the methods of traction used on different Railways is another disturbing factor in the proper preparation of statistics. Bearing in mind that the main object of transport is to clear the maximum gross ton miles per unit of time, it is necessary to find out how bes the particular track can be used mos economically, *i.e.*, whether the section i being used to the optimum limit. Natu rally the optimum limit will be the maxi mum limit for gross ton miles moved o any particular line whether by lower bu. slower trains, or by shorter trains at faster speeds. The total number of trains is not the relevant thing, but only the maximum quantity of goods moved or the maximum gross ton miles achieved on any particular section.

It is necessary that assets should be used to the best advantage and statistics are to be prepared with this objective. Certain important statistical figures in connection with the usage of wagons are wagon miles per wagon day, net ton miles per wagon day. These figures have to be intelligently interpreted to present the correct ideas to the operator. Mere high net ton miles would not indicate improvement in wagon usage. These depend upon the commodity transported to a great extent and particularly those which occupy a full space in the wagon use. Hence, by the use of the same number of wagons, we can get higher net ton miles. This item of statistics should therefore be improved in order to give a more correct idea of the user of wagons.

Similarly, figures of average wagon load by merely showing an increase do not necessarily imply improvement in transport methods as the density of commodities transported affect this item. Hence it is necessary for the statistician to think about the best items of statistics which can be compiled in order to enable the operator to make the most economic usage of the Railway's assets. It necessarily, therefore, follows that merely following established methods will not be helpful at the present day juncture, but the Statistician must accept the changing conditions and adapt his methods and procedure accordingly.

"Gross Cost" in Estimates

Several points arise in connection with the rule laying down that the "gross cost" should be the criterion for determining tho powers of sanction to estimates. Apart from the credit value of released materials, in some cases, temporary arrangements and tools and plant required temporarily for the main work are provided in the estimate, and the question arises whether the gross cost of such works should be taken into account for determining the sanctioning authority *i.e.*, without taking into account the credit value for the materials released from the temporary arrangements or disposal of tools and plant. In such cases, only the net cost of temporary arrangements and tools and plant is provided for in the budget, and not the gross cost for obtaining the vote of the Parliament. If the principle that the gross expenditure initially incurred by the Railway should be voted by the Parliament, it would follow that the estimate should cover the gross cost of temporary arrangements and tools and plant for budget purposes and also for determining the sanctioning authority.

In the case of works partly chargeable to Railway and partly to another Government Department, the gross cost is budgeted for, for obtaining the vote of the Parliament, as the expenditure debitable to the other Government Departments is first incurred by the Railway and then recovered from them. It follows that, for purposes of determining the authority to sanction the estimate, the whole amount (*i.e.*, the amount debitable to the other Government Department plus that to be borne by the Railway) should be considered. This would, however, cut right across the original orthodox rule under which the amount chargeable to the Railway alone was taken into account for sending the estimate to the Railway Board for sanction or for putting up the proposal for administrative approval to them. The principle, it would appear, would apply equally to works the cost of which is wholly borne by another Government department (amount adjusted in the accounts through transfers via the Reserve Bank, and not against prior cash deposits by the other Government Departments), while the work is actually carried out by the Railway. That is, in such cases, the whole cost should be provided in the budget and credit shown separately for the expenditure to be recovered from the other Govt. Departments; the sanctioning authority would also be determined by the cost of the work, though no part of it is debitable to the Railway at all. In regard to the demand under which the work should be provided in the budget, Demand No. 14 for works costing not more than Rs. 3 lakhs (*i.e.*, OLWR) and Demand No. 18 (3) for works costing more than Rs. 3 lakhs (*i.e.* DF (3) Unremunderative Operating Improvements) would possibly be the only solution as some 'fiction' has to be introduced to accommodate such works the cost of which is initially borne by the Railway though subsequently transferred to the other Government Departments.

Charts to Aid Statistical Representation

[This article is based on the discussion of the Statistical Officers at Delhi in April 1957 and on the views expressed at the time by the Chairman, Railway Board, and the Financial Commissioner for Railways.]

It has been recognised that Statistical Charts could be exhibited at a central place on each Railway. Such charts should deal with the various aspects of Railway working and should give a pictorial view to any person who is interested in any particular topic dealt with therein. Not only was it important to select judiciously the topics for the preparation of these charts, but it is also necessary to compile them accurately from the available data regularly for definite periods and to add notes which would explain the important variations or points requiring scrutiny. It was also necessary that a central room, say in the General Manager's Office, should be allotted as a Chart Room, which an Administrative Officer of every Department should be made to visit and study the charts. These charts should always be kept current. Charts should certify several essential performances:

1. To record figures called for by Parliamentary Committees or by the Parliament, and also those required to be published by • obligation—statutory or otherwise—in the Annual Report and also in other publications on which any Member of the Parliament can cross-question the Railway Board.

2. To record figures required for purposes of management and administration, even though limited for domestic use.

3. To furnish such figures as would enable the common railway man to know how his Railway was working.

These figures should also attempt to spread knowledge of Railway matters to the general public, whether they were concerned with the Railway or not.

In fact the figures should be so compiled as to enable a correct examination of the figures with a view to ascertain the efficiency of the Railway's performance and the methods of improving it, wherever needed and possible, and show several things which ordinary statistics may not reveal normally. For instance, in marshalling yards, the amount of marshalling (*i.e.*, cost of operation may be the same, whether traffic is a little more or less than usual,) *i.e.*, variations in the service within certain limits given without the variation in cost of such service may result in incorrect appreciation of the results. Or again, where the facility for heavy repairs and in large quantities to locos or other rolling stock are available in workshops, the fact that such service has not been fully utilised may also affect the correct appraisal of the results. It is in directions like these that the charts should take into account other variable factors and incorporate them so as to present data for a truer realisation of the performance. These things, therefore, call for initiative and interest on the part of the statistician and to the tent he is able to play the game, the Railway's efficiency will also stand supreme.

Missing Returns

This article is also based upon the discussions at the Statistical Officers' Meeting at Delhi, held in April 1957, in which the Chairman of the Railway Board and the Financial Commissioner also took part. Though the discussion particularly related to Approximate Returns of Earnings, sent by stations to the Statistical Office, and similar returns due to them, still the general aspects of defects or otherwise relate to other Returns also to be submitted by the Stations to the Accounts or Commercial Offices.

The Article also takes into account some of the suggestions offered by the Railway Board to remedy defects and the results of the practical working of such remedies. The subject is a live one and is likely to be reverted to every now and again.

The subject of non-receipt of Returns from Stations is very much in the eye of the Commercial and Accounts Departments and has attracted pointed attention from the Administrative Officers. Reviewing the position, it seems as if not

all the trouble is legitimate but at least a greater portion of it is remediable by one method or another. Owing to the changing situation, the work at various stages has materially altered and unless facts are faced squarely, it is not possible to rectify the defect. If Returns are sent by Stations, as they should be, regularly, there should be little ground for their being treated as missing at the destination. It is, therefore, obvious that primarily the missing return is attributable to non-despatch. Perhaps, this non-despatch is in its turn accountable by the fact that the Stations have not been equipped with adequate staff or perhaps competent staff. It is too normal at present to find that the staff are not taking such interest in their work as they are expected to and as the staff in previous years used to. It is very necessary, therefore, that the Executive who controls these staff should go into the question in full and ascertain what are the facts that contribute to the non-despatch of the returns, either wholly or in time. If any defects noticeable here are rectified, the next place to look into would be the destination. Whether the returns received have been duly recorded and properly taken care of or whether their non-receipt has been promptly taken up with the station staff and followed up are points which require scrutiny. Also a very important factor seems to be the interest the staff entrusted with this work takes. In the past, linking up work between sections was not only good, but was also being carefully watched from time to time. But there seems to have been a regular falling off from that grade of efficiency and inaction seems to be the order of the day. Naturally, if a person at fault is not questioned in time, he is also likely to forget his duties or pay much less attention to them than he would otherwise have done. Thus we are led to the inference that there is a certain amount of supervision and a certain amount of methodical work that is wanting in the whole scheme of affairs. These, therefore, also require review and tightening up.

In connection with the missing of approximate returns to be sent to the Statistical Officer periodically, this complaint of missing returns seems to be one that can be easily tackled as returns are expected to be sent on fixed dates by dropping them into a locked box in charge of the Guard of a specified train. Hence, if the returns are not received, obviously it should mean that the Station has not sent them and therefore the station staff should be pulled up for failing in their duties.

An analogous system was however recently introduced under instructions from the Railway Board by having a courier to go to every station, collect the returns and deliver them to the respective Offices. What exactly were the details of the scheme that was adopted I am not aware of, but it is now reported that even this scheme has failed to remedy the instance of missing returns and consequently, a proposal is being tried on experiment by sending a Junior Gazetted Officer to do the Courier's work. When we imagine that the fault is initially with the Station Staff in failing to do its normal duty, it is obvious how the proposed experiment is a huge waste of money, talent and personnel. There is, therefore, one remedy only and that is just to find out the root cause of the trouble at the stations and to remedy them forthwith, possibly by augmenting the staff, by training the staff and by infusing into them a sense of devotion to their work and also infusing into them the fear of punishment if they fail to carry out their allotted duties properly and regularly.

L. V. G.

The Formation of Railway Libraries

(Contributed)

The existence of books on subjects of interest to the Railway Staff is not well known, particularly to the lower staff and one of the means by which this difficulty can be rectified is the formation of a Library attached to all big Offices and making the staff use such Library for improving their knowledge. Though it is understood that the Railway Board have passed orders on this subject over a year ago, the implementation thereof on several Railways is not proceeding apace. The Head of the Office should take a personal interest in putting the scheme through and thus try to improve the efficiency of his staff, so that a better return of work can be expected from them. To say that the maintenance of the Library involves difficulties is no excuse, because every such impediment should be met promptly and remedied.

In fact, it would be one of the amenities of the Office and the Staff should be not only encouraged to use it, but also to ask for it. A further helpful adjunct would be a Reading Room with technical Journals and magazines. Sectional Officers may, by judicious enquiries from time to time, ascertain to what extent the staff have availed themselves of the opportunities afforded by such reading rooms, so that even within a very few months the Railway's efficiency may go up.

Vigilance Cell on Railways

Some time ago, the system of "quality audit" was introduced in the C.P.W.D. and technical check of work done by Engineers was prescribed, so that it could be seen whether the actual work done and paid for was in accordance with the specification provided in the contract, etc.

It is gratifying to note that a similar control has now been introduced on the Railways also. The Vigilance Cell is to consist of three Senior Scale Officers, one from the Engineering Department of the Railway, one from outside the Railway, and the third a Senior Accounts Officer. A cell will be opened on each Railway, and apparently reports will be made by the Cell to the General Manager and Railway Board direct. The duties and functions would be all embracing and the check of rates, measurements, specifications, etc., would also be within the purview of this Vigilance Cell. The association of an Accounts Officer, to represent Finance, is, admittedly, a step in the right direction, and should be more than satisfying to the tax-payer. In this respect, this is an advance over the system of technical check introduced on the P.W.D. which may well copy this Railway procedure of associating a Finance Officer with the quality audit and technical check, in so far as the financial angle is concerned. The activities of this new feature will be watched with interest.

KALAB

Selecting & Controlling the Input of Locomotives for Repairs

BY

SRI YASH PAL PURI

(Continued from Page 56 of the Issue for May 1957)

..................Railway

SHOPPING PROPOSAL

C. M. E.'s Decision
To be shopped at...

ENGINE NO. 7468 SHED...... DIVISION...... DATE 17—10—'56.

M. P. Classification W. G. 0—8—2 Pass. Tender / Goods Tank / Mixed Traffic TENDER NO....... 4599

PROPOSAL NO. . 3. (On period basis)

SPECIAL PROPOSAL IF ENGINE SHOPPED GIVE DATE.........

Last shopping (other than casual)	Basic shopping period months	Examination of Pistons. 19·299
Shop/Shed		Approx. date of next Exam. 30-10-56
Date 28—10—'54		
Mileage since to date in brackets (9—10—'56) 89,273	12	

BOILER NO. 7468. Date for next internal examination 28—10—'59

CONDITION OF MOTION. Motion pins worn - reversing gear loose

CONDITION OF CYLINDERS. Commencing to show movement, RH side

CONDITION OF FRAMES. See remarks.

TANKS TENDER. (Side or Saddle) Fair

TYRES	BOGIE OR BISSEL	ENGINE COUPLED	BOGIE OR BISSEL	TENDER
Condition of Flanges	Worn	Worn		Worn
Treads	3/32"H	5/32"H		5/32"H
Thickness of Treads	2⅛"	2⅞"		2½"

(1) *I CONSIDER THAT THIS ENGINE IS CAPABLE OF REMAINING IN SERVICE FOR A FURTHER PERIOD OF.........MONTHS BEFORE REQUIRING SHOPPING.

(2) I RECOMMEND THAT THIS ENGINE SHOULD BE CONSIDERED FOR SHOPS FOR THE FOLLOWING REASONS :

Axlebox (coupled wheels) bushes worn; have ⅜" end play and 1/32" wear in horns. (Engine fitted with manganese steel axlebox and hornplate liners). Rivets loose in leading and driving horn plates. LH slide bar bracket showing movement. Coupling rod union pins worn. Rivets loose in gangway angle plates and cab sides. Ashpan sides and thin and buckled. Hopper gear worn. Mechanical lubricator gear worn. Brake rigging worn.

Signed ....

District Mechanical Engineer.

* Delete words not applicable. Additional remarks can be entered at back.

TO CENTRAL SHOPPING BUREAU

........Railway.

Exhibit I. **Shopping Proposal Form (Engine)**

............Rly.

BOILER OF ENGINE NO. 4269 PROPOSED FOR SHOPS

Station. XYZ.

Date......March 30th 19

Class of Engine. H Boiler No. 6536 Class of Boiler. G 7s.

Proposed to Repair in XYZ. Shops April 19 (Approx. date)

Where last shopped.	Date put to work after last shopping and mileage from that date.	Date of last repair since last shopping and mileage from that date.	Date boiler new and total milege	Date put to work after last Boiler examination and mileage from that date.	Date due for next Boiler examination.
XYZ	9—10—1954 / 107,720	12—12—1956 / 38,829	Oct. '54 / 107,720	9—10—1954 / 107,720	9—10—1958

TUBES. Steel.........*Short*..............*Worn out*.................*Date fully tubed*...................

Superheater. Large tubes thin at ends. Small tubes thin at ends.

COPPER STAYS. *No. broken*.........No. Worn small at heads.........No. of steam tight.

.........No. of stay heads getting small.

COPPER TUBE PLATE. ....GROOVED ROUND TUBE HOLES.

....

SIDE PLATES. ....

....

DOOR PLATES. ....

....

ROOF STAY BOLTS. ....*To change*.............*Nuts*. .... *To change*.............

....

SHELL PLATES. ....

....

SHELL TUBE PLATE. ....

....

SMOKE BOX. ....

Estimated time Boiler will run before it requires shopping.................6 months.

Chief Boiler Inspector's special remarks.........Sgd............ ...Blr. Inspector.

" Will require lifting for stays in April 1960

Mechanical Engineer,

.... Signature.....................

Exhibit 2 Shopping Proposal Form (Boiler)

Need for Standard System of Initial Examination in Workshops of Locomotives Received for Repairs

(A Paper dedicated to our Mechanical Engineers)

BY YASH PAL PURI, M.A., J.D., A.C.W.A, Grad. I.I.A.

Senior Cost Accountant, Railway Board.

The initial examination of the locomotives shopped for repairs is the linchpin in the system of the locomotive repair costing. The examination decides, in terms of labour and material, the repairs required to restore the locomotive to a satisfactory working condition and thus provides an instrument for measuring and controlling the maintenance costs. In addition, the examination can be a worthy helpmate of the system of progressing of material, for the examiners are people who can supply the earliest information of work required to be done and, therefore, any system of progress based on an anticipation of possible delays can best draw its information from this source.

It is because of the particular importance of the initial examination in the foregoing fields and the fact that without a standard procedure of initial examination no uniform repair cost control procedure can get a start in Railway Workshops, that the present writer—a Cost Accountant—has felt impelled to attempt a subject which more appropriately lies in the domain of the Mechanical Engineer.

2. At present there is no standard system in our workshops of initial examination of locomotives shopped for repairs nor is there a uniform practice in the matter of placing responsibility for the exercise of this important function. In some workshops the initial examination is conducted by the men actually engaged on repairing the details concerned and each fitter decides, in effect, what repairs are to be carried out. On account of the lack of proper gauges and limits of fits, the repairs required are often assessed by them by the 'feel of hand.' There are some workshops which have got a fairly developed centralised inspection department, but here also the scope and nature of duty of this organisation differs from Railway to Railway.

3. It will be readily apparent that expenditure on locomotive maintenance depends to a large extent on the decision in regard to quality and extent of repair work and replacement by new parts, to be carried out. Where such decisions are left to the fitters, it becomes well nigh impossible to introduce any set policy of examination. The desirability of making examination in each workshop, the responsibility of one group of men who will have nothing else to do is, therefore, self-evident. It is only through an organisation manned by an independent group of examiners that a policy of repair standards can be effectively introduced.

Needless to say that in order to build an efficient inspection organisation, its personnel should be recruited only from those workmen who are actually engaged on the particular work concerned.

OBJECTIVES TO BE AIMED AT DURING EXAMINATION.

4. The ideal to be aimed at is one of repairing an engine as economically as possible while ensuring that it shall run efficiently. With this aim in view, the duty of an examiner is not to consider a detail with a view to scrapping, but rather with the intention of giving it the longest possible life compatible with safety and efficiency. Too many parts are at present being scrapped as a matter of routine in our workshops with practically no consideration for the useful life

still remaining in them and as a result thereof the scrap yards of many workshops are overflowing with parts which need only slight attention for making them as serviceable as new. Too much stress, indeed, cannot be laid on the objective of giving the parts the longest possible life; it is by far the greatest factor in successful examination. To be able to do this an appreciation of the service conditions is necessary. In considering the border line cases an examiner must bear in mind :—

(a) The probable life expected from any detail before the next shopping.

(b) The consequences of failure.

(c) Whether it is more expensive to repair a defective part or to replace it with a new one. In considering this point the probability of increased maintenance of a worn out detail must be remembered.

Examination must be carried out not only with a view to preventing failure, but to preventing excessive repair at a later date.

CLASSIFICATION OF ENGINE REPAIRS

5. The classification of repairs is of considerable importance to the initial examiners, as the amount of work passing through their hands varies with the different classes of repairs carried out in the workshops which broadly are as follows :—

(i) *Intermediate overhaul*, consisting essentially of tyres being returned to their proper profile, the reconditioning of the axle boxes, pistons and valves examinations and the boiler being cleaned out.

(ii) *Periodical overhaul*, being a complete overhaul of the engine which includes a boiler change, renovating axleboxes, motion, brake gear, tyres, frames, cylinders, pistons, valves etc.

(iii) *Special repairs* consisting of any repair or attention not covered by above.

(iv) *Petty repairs, i.e.*, repairs which should normally be carried out in sheds, but for want of appropriate facility or some other reasons, are carried in the shops on behalf of the sheds.

LIMITS OF WEAR

6. Fixing standard limits of wear and scrapping sizes is of the utmost importance in a locomotive workshop as these limits govern the amount of work to be done and on it depends to a large extent the efficiency of a repaired locomotive.

One of the underlying principles to be borne in mind, when fixing limits is, that a machine or part thereof continues to function satisfactorily after a certain amount of wear has taken place. To enable a balance to be maintained between costs of repairs and operating costs, always having regard to safety and efficiency, it has to be decided to what extent such wear may be allowed to proceed. Limits must be fixed to ensure that details left in service on account of wear being within such limits are not worn to a dangerous degree during subsequent service. The frequency of examination a detail will receive at the sheds and the cumulative effects of wear in the number of pins and bushes connected together has to be taken into account. The latter consideration is most important in such details as motion and mechanical lubrication gear.

7. One of the first steps to be taken in fixing limits is to decide the maximum permissible amount of wear with which a detail will run effeciently and safely. The limit itself can then be designed so that under normal conditions such wear will not be exceeded before shopping. Abnormal wear can be checked by the use of wider limits at other repairs than those obtaining at periodical overhaul.

To ensure that the standard of repairs turned out by a number of different shops on the same Railway system remains as nearly constant as possible, the same limits must be work to by each.

LIMIT GAUGES

8. For the strict observance of limits of wear a complete stock of gauges is necessary, the size of such gauges being equal to the sum or difference of the nominal size of the part concerned, and the limit of wear depending on whether, a plug or horse shoe type of gauge is referred to.

Plug gauges are usually made flat to allow the maximum diameter of a hole worn oval to be measured. In such details as motion pins and holes in which wear is taken up by fitting oversize pins increasing in increments of, say, 0·10 inches on a diameter, a series of gauges, may be used. Code numbers representing sizes may be engraved on each. The size next above the longest which will enter the hole is that to which it should be lapped out and a new pin fitted.

Similarly, a series of 'go' and 'no go' horse shoe gauges may be used for trying over gudgeon pins, piston rods etc.

Micrometer gauges may be used when it is decided to obtain actual sizes.

The accuracy of limit gauges is of utmost importance and provision must therefore be made for their proper storage and for checking them over at intervals.

Such gauges are usually made of mild steel, carburised and hardened and finished to a tolerance of ± 0·0001 inch.

SYSTEM OF EXAMINATION

9. With the foregoing in view, the system of examination outlined in the Appendix can be adopted for a repair output of practically any size, personnel being adjusted to suit, with due consideration for local and geographical conditions. This system is actually in vogue in one of our major workshops and is in turn based on the system obtaining at the Derby and Crewe works of the British Railways.

10. The particulars of work required may be indicated to those concerned by two complementary methods. In the first place a colour scheme may be adopted to indicate the actual part to receive attention while in the second, documentary evidence of such attention may be provided by standard series of forms.

(a) *Colour Scheme.*

During their examination of an engine and tender frames on stripping, the initial examiners should show which parts are to be taken down, cleaned and sent through for detailed examination, by marking them with white paint. In this way the exact location of frame fractures, loose rivets etc. can be indicated to strippers.

The nature of repair should be indicated on the parts taken down by means of a colour scheme, the key to colours used being as follows :—

Colour		Description.	
Yellow.		Parts to be renewed,	
Green.		No repairs required.	
Red.		Scrap.	
Blue.		To be repaired.	
White.	—	Closing and jumping	In the Smith's shop.
	X	Setting.	
	—	Piecing up.	

It is necessary to expain the difference between red for 'scrap' and yellow for a 'new part required.' While red would indicate that the article is to be scrapped, a portion of a detail painted yellow would mean that a new portion of that detail was required. An example of such a case is afforded by a reversing red worn in the middle by the guide or roller bracket. A new portion is required to be smith-welded and its position would therefore be indicated by means of yellow paint.

A colour scheme like the one described would greatly assist in the transport of material and rapid indentification of what repairs and renewals are necessary.

(b) *Examination forms.*

A few specimen preprinted inspection forms detailing the operations required in :

(i) Fitting Reversing Rods.

(ii) Fitting Steel Manganese Bronze Axleboxes.

(iii) Fitting Walschaert Valve Gear.

(iv) Repairing and Plating Old Smoke Boxes and Ashpans.

(v) Fitting Cylinder Covers.

have been given as Exhibits' I to V. Forms like these can be developed to cover all the parts of the locomotives. When an examination has inserted in the form the engine number, and filled in the quantities required against the operations concerned, the form becomes not only an authority for the work to be done and the wages to be paid but also a basic costing voucher to be used by the accountant in the compilation of wage bills, unit costs and allocation of expenditure.

A copy of every inspection form made out by the inspectors will also be sent to the Costing Section where the same will be consolidated to give a complete statement of the repairs required in terms of labour and material. This statement will thus form the estimate of repairs for the particular locomotive against which can be controlled the actuals of expenditure.

* * *

11. In concluding, it will not, perhaps, be out of place to make a passing mention of yet another direction in which the examination function can indirctly help in securing economies in the maintenance cost. This lies in its relationship with the Drawing Office.

The examiner is in the position of being able to draw the attention of responsible persons to recurring or extraordinary defects with a view to notifying the drawing office and getting designs altered or material changed. The examiners should be encouraged to put forward suggestions of their own for any of which they should receive due credit. In addition to giving information on faulty design, they are in a better position than anyone to suggest, from expereience, which limits are too wide, or which could, with advantage be extended.

(*To be continued*)

Economy Drive in Centre

Extract from an Article by the Hindu's Political Correspondent in their issue of 25-6-1957

(*By Courtesy*)

* * * *

RAILWAY BOARD

The Railway Ministry has as big a budget as Defence. The Railways of undivided India were administered by a Chief Commissioner and three members of the Railway Board. After the partition,

the late Mr. N. Gopalaswami Ayyangar abolished the post of Chief Commissioner and constituted a Board of four members, of whom one acted as the Chairman. Subsequently, the number of members was raised to five. Last year five additional members were appointed to the Board for the ostensible purpose of implementing the Railway development programme in the Second Plan.

Besides this addition, there is also an Adviser to the Railway Minister, who was formerly a member of the Board. The Indian Railways have not expanded very much beyond their post-partition size and the need for these new appointments has never been adeqnately and convincingly explained. Your correspondent learns that these additional members are themselves feeling greatly embarrassed by their predicament. On the one side they are not admitted to the meetings of the Railway Board, while on the other the initiation of new proposals, generally comes from the Directors of the various Departments. The result is that they have become something like a fifth wheel in the coach, passing up and down files, which now have the privilege of carrying two signatures, instead of one. The abolition of these five posts and that of the Adviser alone would save over Rs. 2 lakhs a year, which is very much more than what the cut in salaries of Central Ministers can yield.

ZONAL SCHEME

Also, when the late Mr. Gopalaswami Ayyangar reorganised the railways into six zones, he had in mind the need for bringing about not only a reduction in the overhead charges, but also greater co-ordination of railway activity. But soon afterwards, the seventh zone was created at the instance of the West Bengal Government. When one State Government could successfully convince the Central authorities as to how the railway organisation should be run, naturally it becomes a lead to others. Assam has now done it and she will have a separate zone with a whole hierarchy of officers and offices. It is only a question of time before the malady spreads and one should not be surprised if ultimately India had as many zones as there are States. Whatever arguments may be advanced in favour of the change, there is no doubt that there is a large element of politics in it and that it is an avoidable waste.

The railways are afflicted by other maladies also. The railways have a police organisation, a protective force to guard against thefts and a vigilance unit to be on the look out for corruption in high places. But the number of claims for thefts has been steadily increasing and from about 443,000 in 1954-55 it has shot up to 508,000 in 1955-56. The protective force costs over Rs. 3 crores a year. If the vigilance unit is to be effective, the cases it brings should be promptly tested. But the general impression prevails that action is prompt where the victim is a small fry. But if the complaint relates to an officer of the rank of a General Manager or the Head of a Department, somehow the files do not keep moving and probably may not see the light of day until the officer retires. Once the officer retires, general sympathy is bound to be developed that it is needless to pursue a retired man.

* * *

As can be seen from the news-item on page 119 of the RAILWAY ACCOUNTANT for July 1956, the idea behind augmenting the Board by Additional Members was to cope with the additional work anticipated due to the Second Five Year Plan. It was, however, stated that these Additional Members would be relieving the original Members of a lot of desk work, thus releasing them for out-door work and for keeping contact with the Public for developing Railway Administration. How far, these objectives have been carried out in practice and to what extent the appointments have proved economically effective is a point worth review at this juncture when the Economy Drive is seriously on.

In this connection, the views of Mr. K. V. Iyer, retired C.A.A. of the ex. M.S.M. Railway, deserve due notice. He feels that while the work of the Railway Board has admittedly increased after acquisition of a number of Rlys. controlled by the State, it is but natural to accept that the strength of the Railway Board should also be suitably expanded, but with full and equal responsibility for all. After all the difference in financial commitment by the creation of a new category of Additional Member as at present is very little, as it is less than 1/4th of a lakh of rupees a year.

Regarding superannuation age also, Mr. Iyer rightly draws attention to the special requirements of each Department and feels that the entire question should be dispassionately considered so as to weigh the advantages and disadvantages of having older men in service for any length of time. He would fix sixty years of age as maximum limit for any service under Government.

Regarding the cut in pay, he has rightly drawn attention to the fact that mere percentage is not all, because the extent of such reduction depends upon the total amount involved. He also feels that the lower paid staff cannot afford to reduce their living wage to any extent under the existing circumstances.

Ed., R. A.

Readers' Forum

Para 2411 of the Railway Code for the Traffic Department (Commercial) provides that four copies of the Deduction Lists should be prepared by Stations and sent to the Divisional Office detailing therein admitted debits recoverable from Pay Bills. The Divisional Office has to return one copy to the Station with the amouot recovered noted thereon to enable it to take credit in the Balance sheet. Of the remaining copies, one is to be recorded in the Divisional Office, one sent to the Traffic Accounts Office and the other to the Traffic Manager's Office.

The procedure does not seem to be quite clear. If the outstandings are to be dealt with in the Division, the Divisional Traffic Superintendent is the person who has to receive the last copy of the recovery list. If, however, the outstandings are dealt with in the Commercial Superintendent's Office at Headquarters, the last copy is correctly due to that office for watching the outstandings. The exact position should, therefore, be made clear, in the revised Commercial Code to be issued, and in the meanwhile, necessary clarification to Code para should be sent to all the Railways for the information of the staff concerned.

It is to be noted further that on some of the Railways, Traffic Accounts are not divisionalised. What happens in such cases ?

* * *

Training in Hindi

A Clerk from Trichi, S.Rly., writes as under:

It is very gratifying to note that clerks of the Accounts Dept., are being imparted Training before they are taken in as Clerks and for the period of training they are paid.

Very shortly, the official language will be Hindi, and it is suggested that staff are given training in Hindi to enable them to learn Hindi. So far, in Trichinopoly, no Training classes have been started for Hindi. It is time that clerks are asked to attend the training classes during Office hours to learn Hindi.

Note: Active measures, have been taken already by the Railway Ministry to spread Hindi among the staff. The writer obviously does not want this education to be off the Office hours, but " to learn while you earn."

Ed., R.A.

News, Notes and Comments

World Bank Loan to Indian Railways

We have referred, in the earlier issues of this Journal, to the attempts made by the Government of India to raise a loan for the Development Project for Indian Railways. It is now understood that the World Bank is likely to advance about 90 million dollars for the use of Indian Rlys., charging interest at 5⅜%.

Indian Railways have, it is understood, estimated that the total cost of rehabilitation, modernisation and extension of Indian Railways, under the Second Five Year Plan, will come to 2400 million dollars. The total external cost—cost of services that must be imported was also estimated at about 900 million dollars.

* * *

Use of Steel on Indian Railways

In connection with the urgent need of steel for use on the Indian Railway Development Works, it is felt in several quarters that unserviceable old rails may be usefully melted and re-used on more urgent works. But instead their use in station buildings, sidings etc., which can be completed with alternative timber or other materials is a point which requires consideration. Another surprising feature is that whenever a modern project is planned, immediately the idea goes up to steel, pre-stressed concrete etc. But no notice is taken of the availability of substitute materials within the country like processed clay or lime, timber etc., which can be converted into very valuable materials of at least equal utility, if not better, on occasions.

The difficulty in obtaining adequate foreign exchange and also allotment of funds for the purpose of even essential works should open the eyes of the authorities to the extreme necessity of a thorough overhaul of their ideas with a view to make the maximum use of the materials available within the country for as many purposes as possible, so that not only the cost may be tangibly reduced but also the operation on the foreign exchange to the minimum extent.

* * *

Railway Minister's Press Conference at Hyderabad on 27th June, '57

Prevention of Railway Accidents

Dr. Jagjivan Ram told Pressmen that Government of India had decided to form Co-ordinating Committees consisting of Public Works, Irrigation and Railway Engineers in all States to look after the maintenance of tanks and conditions of tracks etc., to prevent recurrence of train disasters. He stated that there was also a proposal to entrust local Village Panchayats with the responsibility of patrolling railway lines in the concerned areas.

* * *

All India Signal Training School

The Railway Minister told Pressmen that an All India Signal Training School, the first of its kind in India, would be opened at Lallaguda, near Secunderabad, in October, this year. The scheme would cost Rs. 10½ lakhs including buildings for the school, hostel and staff quarters. About 100 inspectorate staff will be trained in the school.

* * *

Indian Railways to Train Burmese Officers

The Government of India have agreed to provide facilities to six officers of the *Burma Railway Accounts Department* for training in railway accounts procedure on the Indian Government railways.

A request for providing these facilities had earlier been received from the Government of Burma.

The six officers will come in rotation for a period of three months each. The first of these officers, Shri U. Soe Nyunt, has already arrived in India and has commenced his training at Calcutta.

* * *

Marshalling Yard to serve Steel Plants

Two new railway marshalling yards are to be constructed at Bhilai and at Bondamunda, near Rourkela, at a total estimated cost of Rs. 6·38 crores.

The construction of these marshalling yards has been found necessary to cope with the heavy traffic in connection with the two new steel plants under construction at Bhilai and Rourkela, and also with traffic from other subsidiary industries which are expected to develop in the vicinity of the steel plants.

* * *

Loco Shed at Yashwantpur

The Railway Board has given its approval to the construction of a new locomotive shed at Yashwantpur, three miles from Bangalore City at an estimated cost of Rs. 11·5 lakhs. The existing locomotive shed at Bangalore City is considered totally inadequate to cope with the present and future demands for locomotive maintenance.

The shed referred to here is for MG Engines. There is also a BG Loco shed at Bangalore Cantt., while the starting station for BG is Bangalore City. It might be considered whether, it is not possible to have a combined loco shed for both BG & MG at Yashwantpur, where plenty of accommodation is available at cheap rate. Further, Yashwantpur is easily reachable either from Bangalore Cantt., by a new line or Bangalore City through mixed gauge, specially laid for the loco shed.

This proposition would also be a long term one. There is otherwise the possibility of Bangalore-Guntakal section being converted into BG in which case the Yashwantpur shed for BG would come in very handy being situated on that line.

How the MG shed at Bangalore is to be utilised is a point requiring serious consideration. It was used partly for petty repairs also to engines and contains some useful machinery.

Editor, R. A.

* * *

Expansion of Rly. Workshop at Dohad

The Railway Board has also sanctioned the expansion of the railway workshop at Dohad, on the Western Railway, to increase its locomotive repair and overhaul capacity. The expansion is likely to cost nearly Rs. 28 lakhs.

* * *

Economy in Construction of Buildings, etc.

The following instructions issued by the Ministry of Works, Housing and Supply of the Government of India may be found to be of interest to the Works Department of the Railways, at least in an indicative manner. It does not follow, however, that these measures have not been already taken into account; but it is quite possible that in many places such an amount of careful attention, which the building scheme would require, may not have been bestowed, and hence the need for drawing attention to these instructions.

The Ministry of Works, Housing and Supply has issued instructions that construction of buildings which require large quantities of steel and cement, be avoided. This is one of the several measures taken by the Ministry recently to ensure economy in expenditure of public funds.

The Ministry has also decided that in undertakings of commercial and industrial nature under its control, only indigenous materials should be used. The Chief Controller of Printing and Stationery has been asked to discourage imports of paper except in cases where this is quite inescapable.

As a measure of further economy, the Ministry has decided not to make officiating promotions in temporary arrangements as far as possible. Accordingly, the Ministry has not filled some vacancies in the Secretariat arising out of officers proceeding on leave etc.

Instructions have been issued to officers that expenses on postage and stationery should be carefully watched. A circular has been issued to all departments and sections asking for observance of utmost economy in the use of electricity.

To ensure that these and other similar austerity measures are followed in the Ministry and its attached offices and to explore directions in which further economy can be effected, the Ministry has constitued an Economy Board.

It is hoped that the Economy Board will set an example for practical economy by being as inexpensive as possible and devoting more attention to practical economy than theoretical.

Editor, R. A.

* * *

Rail Concessions from July 15 to September 15, 1957

From July 15 to September 15, 1957, concessional return tickets at one and a half single journey fares will be issued for Class I, II and III on all the Railways only between stations that are situated at a distance of over 300 miles from each other.

Break of Journey: on the return journey will not be permitted but it will be ALLOWED on the OUTWARD journey according to the normal rules applying in the case of single journey tickets.

Passengers must present the return halves of their tickets at booking offices of the station from which the return journey is commenced and have these dated, indicating the date of commencement of return journey. Passengers holding return halves which are not so dated will be treated as ticketless travellers.

Period of Availability of the Return Tickets: For journeys between

301 and 500 miles— 20 days.

501 and 750 miles— 25 „

751 miles and over—30 „

However, the return tickets will not be valid for the completion of the return journey after the midnight of September 30, 1957.

* * *

Statistics of Indian Railways

Gross Earnings: The approximate gross earnings of Indian Railways during May 1957 amounted to Rs. 31·10 crores, showing an increase of 0·92 crores over the actuals of April 1957 and an increase of 3·05 crores over the actuals of May 1956.

Goods Tonnage: The number of tons lifted during the month of May 1957 is as under:

	April '57	May '57	Inc. or Dec.%
BG	72,71,000	73,74,000	plus 1·42
MG	21,97,000	20,43,000	minus 7·01

The number of tons lifted during April and May 1957 compared with the corresponding period in 1956-57 as under:

	1956-57	1957-58	Inc. or Dec.%
BG	132,63,000	146,55,000	Plus 10·5
MG	37,20,000	42,89,000	Plus 15·3

Wagons Loaded: The number of wagons loaded with Goods Traffic during May 1957 decreased by 1·29% on the BG and by 3·19% on the MG as compared with April 1957. Similar comparison with the first two months of 1957-58 with 1956-57 showed an increase in BG by 10% and an increase of 13·4% on MG.

The increase in the BG occurred generally in almost all commodities and and counter-balanced, to some extent, by decrease in cotton-raw, and tea.

Similarly on the MG also, the increases have occurred in almost all commodities and counter-balanced to a small extent by decrease in cotton raw, pig iron, tea and metallic ores-others.

* * *

Disposal of In-efficient Staff

In an article on "Problems of a Free Press" by Odysseus, in *The Eastern Economist* dated 26—4—'57, it is stated as under :—

"The Press Commission Report analyses the problems of the press with insight and authority and has many comments and recommendations to offer but its weakness, I repeat, is its tendency to think that you can enforce moral conduct if only you can think up rules of procedure to meet all contingencies. If the Report's rules for conditions of work, employment, and dismissal are really going to be enforced, journalists will be enmeshed in all the red tape that strangles civil servants, and newspaper offices instead of humming with activity, will move at the moribund pace of a Government department. It will become impossible to promote a good reporter unless he is of the right seniority, and the only way to dismiss a bad one will be to secure his transfer to another department of the newspaper, or to another newspaper. I speak of this from first-hand experience because when years ago, I joined the Government of India for a spell and found that it was easier to be first up Mount Everest than to dismiss an incompetent, I evolved a highly successful technique of writing glowing chits which unloaded my incopetents on to other departments."

The concluding portion in the above article would appear to be equally true in the Railways also, including the Accounts Department, but if inefficiency is to be curbed, the following courses appear to be open :— (i) to recruit proper material even in the first instance; (ii) to make the Discipline and Appeal Rules simpler, so that punishment of inefficiency is possible without elaborate process, and (iii) to provide schemes of incentive for definitely outstanding work on the part, particulary of junior staff.

Editor, R. A.

* * *

Elimination of Corruption

It is learnt that one of the important measures to be brought before the ensuing session of the Parliament is an Amendment to the Criminal Law Amendment Act, detailing further measures to eliminate corruption amongst Government servants.

* * *

Levy of enhanced supplementary charge on all freight traffic

With effect from the 1st July, 1957, the existing Supplementary charge of 6¼% on all freight charges pertaining to Goods and Coaching traffic will be increased to 12½%. On and from the same date, 'Milk' will be included in the list of commodities exempted from the levy of supplementary charge.

Subjects of Moment

Training, Promotion and Confirmation of Ministerial Staff

The Railway Board have desired all the Railways to make arrangements for the training and refresher courses to cover also the Ministerial Staff to enable them to qualify for confirmation and promotion to higher grades; and that the training courses for the Ministerial staff should be followed by a written test, the result of which will, amongst other things, be taken into consideration as part of an employee's record dealing with the confirmation or promotion to a higher post.

In view of the fact that the Departmental Test is now obligatory for promotion above the lowest clerical grade (Rs. 60-130) even in Departments other than Accounts, necessary arrangements for training have become imperative.

(R. B. No. E (NG) 53 TR 1/3 dated 7th May 57).

* * *

Conductor Guards Authorised to issue Guard's Certificates

As an experimental measure, Conductor Guards on trains, wherever they are provided, are also authorised to issue Guard's Certificates on the prescribed form when asked by Passengers unable to purchase tickets from Booking Windows for want of time and desiring to board trains without tickets.

(R. B. No. 4247-TC/NRUCC/57 dated 20-5-57).

* * *

Determination of Seniority of New Recruits Recruited Through Railway Service Commissions

The following rules have been issued by the Railway Board:

(1) Staff who are sent for initial training to Railway Training School on the merit order obtained at the end of the training period.

(2) In the case of staff who do not undergo any training then on the merit order assigned by the Railway Service Commission.

(R. B. No. E (NG) 57 SR 6 dated 25th April 1957).

* * *

Ex-Post-Facto Sanctions

[Vide page 208 of the Railway Accountant for October 1956.]

The Public Accounts Committee some time ago reported that the Ministry of Finance had yet to furnish the Government of India with a note setting forth the precise procedure that should be followed in cases of the refusal by the Finance Ministry to regularise ex-Post-Facto-Sanctions.

It was now been decided by the Government of India in consultation with the Auditor General that the practice adopted hitherto to refuse to accord *Ex-Post-Facto-Sanctions* in cases of expenditure involving serious breaches of finance principles or other irregularity should be discontinued as no longer compatible with the concept of collective responsibility of Cabinet System of Government, and that the following procedure should be followed in such cases :—

Cases requiring *ex-post-facto* sanctions will continue to be dealt with in the same manner as original proposals from administrative Ministries. Where the irregularity is technical or does not involve flagrant violations of rules and regulations, there is no objection to ex-post-facto sanctions being accorded after differences, if any, have been resolved by discussion at appropriate levels in the Administrative and Finance Ministries. In cases, however, in which no agreement is reached between the Administrative and Finance Ministries, at the Secretariat level, the Ministry of Finance will obtain the orders of the Finance Minister on the proposal to accord ex-post-facto sanctions and refer the matter to the Cabinet, where considered necessary. When such orders are issued, Government as a whole will accept responsibility for the decision to regularise the irregularity in question. The present practice of the Ministry of Finance refusing to accord *ex-post-facto* sanctions in cases of this nature will, therefore, be discontinued.

* * *

Submission of T. A. Bills

With a view to avoid duplicate payment of Travelling Allowance, Staff have been required to submit their claims within a period of THREE MONTHS from the month in which the journey is performed.

(R. B. No. 56 AC. II/21/7 dated the 16th May 1957).

* * *

Re-employment in non-Railway Department not to Count for Complimentary Passes

Periods of re-employment in non-Railway Departments or Establishments after retirement from Railway Service will not count under any circumstances in regard to issue of post - retirement complimentary passes to retired staff.

(R.B. No. 100 TG/55/5 dated 3rd June '57.)

* * *

Expeditious Settlement of Provident Fund Dues

Reference Board's letter No. E (W) 57 PF 1/43/3 dated 13-12-'56 and No. E (W) 57 PF 1-1 dated 11-4-'57.

2. The instructions contained in the Board's letter of 11-4-'57 against "Statement IV" may please be substituted by the following:

"*Statement IV*": "Number of employees in respect of whom either PF or SC to PF or both are to be paid—part or whole—and length of wait.

The intention in devising this proforma was to assess the speed with which staff are settled and the number of employees who have reason to complain on account of some payment or other being held over for considerable period. The figures may be given according to the age groups as indicated in the proforma. No reasons for delay need be furnished."

[Vide pages 105 & 106 of Rly. Acctt. for June '57].

* * *

Allocation of Cost of Furniture Supplied to Stations

The Railway Board have decided that the cost of furniture, whether on additional or replacement account supplied to stations, should be allocated to Revenue Abstract E-2101, while the cost of the furniture provided as initial equipment to a *new* station should be treated as part of the cost of the station, and allocated according to the head to which the work is chargeable, which in a number of cases could conceivably be OLW(R). This takes effect from 1st April, '57.

Note: Under the existing rules of allocation, the cost of additional furniture supplied to stations is being allocated to OLW(R) while from 1-4-57, it is required to be charged to E-2101 as per the above orders.

* * *

Scrutiny of Travelling Allowances Claims

Recently some cases of frauds have come to the notice of the Board where claims for travelling allowance were preferred more than once for the same journey or were made in favour of fictitious persons and the same were passed by the Executive as well as the Accounts Offices. To guard against frauds of this nature, the following instructions are issued:—

(i) *Drawal of T.A. Claims more than once*:

The staff should be required to submit their claims within a period of three months from the month in which journey is performed. Any claims submitted after the expiry of this period should be required to be supported by adequate reasons for the delay to the satisfaction of the Controlling Officer.

2. Ordinarily, the T.A. claims are submitted by the staff immediately after the close of

the month in which journey is performed and these claims should be inlcuded in the T.A. bills for that month. In such cases, there can be no occassion, for a duplicate claim. Where, however, claims relating to previous months have been submitted by the staff, the office copies of the T.A. bills for the earlier months upto the month in which journey was performed should be consulted by the bill preparing authorities to see that the claim in question has not been submitted previously and a certificate in the following form should be recorded on the T.A. Bill by the drawing officer:

"Certified that the arrear claims included in this Bill have not been submitted previously."

The office copies of the T.A. Bills should be preserved in the Bill compiling offices for a period of three years. Any claim preferred after the expiry of this period should be rejected in terms of para 1542-G.

(ii) *Drawal of T.A. in the names of fictitious persons.*

In terms of para 415-AI, in the case of non-gazetted staff, the correctness of pay shown in the travelling allowance is required to be checked in all cases, where the information regarding the pay of individuals is available in the Accounts Office. The Board have decided that a post-check should be applied on the correctness of pay shown in the T.A. Bills to the extent of 10% of the items included therein, with the regular pay bills in which the names of the employees appear. A proper record should be maintained giving particulars of the bills selected for post-check to cover the 10 percent and reviewed regularly by a gazetted officer.

[RB No. E 56 AC II/21/7 of 16-5-'57]

* * *

Recoveries from subsistence allowance

From a reference received from a Railway, it has come to the notice of the Board that some doubt exists on the Railways, as to what deductions can be made from the subsistence allowance granted to a railway servant under suspension. The Board desire to make it clear that the permissible deductions fall under the two categories viz:—

(a) Compulsory deductions.

(b) Optional deductions.

2. The following deductions fall under the category (a) above, the recovery of which should *necessarily* be enforced from the subsistence allowance:—

(i) Income-tax and super tax (provided the employee's yearly income calculated with reference to subsistence allowance is taxable.)

(ii) House rent and connected charges, i.e., electricity, water, furniture etc.

(iii) Station debits, Stores debits and Workshop debits.

(iv) Charges for diet supplied to railway servants in railway dispensaries.

(v) Fees payable to railway medical officers on contract system for the period the contract is in force.

(vi) Repayments of advances and loans taken from Government at such rates as the head of the department deems it right to fix.

3. The deductions falling under category (b) are as under, the recovery of which should not be made except with the employee's written consent:—

(i) Premia due on Postal Life Assurance Policies.

(ii) Railway Institute's fees and subscriptions.

(iii) Amounts due to Railway Co-operative Stores and Co-operative Credit Societies.

(iv) Refunds of loans taken from the Railway Staff Benefit Fund or connected funds.

(v) Railway school fees.

4. The Board further desire to make it clear that the deductions of the following nature cannot be made from the subsistence allowance:—

(a) Subscriptions to a Government Provident Fund and Family Pension Funds.

(b) Refunds of advances taken from a Government Provident Fund except with the subscriber's written consent.

(c) Fines imposed on railway servants.

(d) Amounts due on Court Attachments.

5. As regards recovery of overpayments, there is no bar to effect the same from the subsistence allowance. It is, however left to the discretion of the competent administrative authority to decide, whether the recovery should be held wholly in abeyance during the period of suspension, or it should be effected at full or reduced rate, depending on the circumstances of each case. Where, however, there is an anticipated risk of loss of money by dismissal or death of the Government Servant concerned, the recovery should not be deferred.

[RB No. F (E) 49/SPN/1 dated 17th May 1957.]

* * *

Liberalised Leave Rules for Class IV Railway Servants

The class IV Railway Servants who have opted for the Liberalised Leave Rules have their leave regulated in terms of the rules promulgated in Rly. Board's letter No. E 47 CPC/118 of 9—8—1949 as amended from time to time. The President is now pleased to decide that all class IV Railway servants governed by the aforesaid Rules will, with effect from 1—4—50, be governed by the same Liberalised Leave Rules, as are applicable to the corresponding class III staff in all matters except in the matter of drawal of leave salary, which will continue to be regulated on the existing basis.

The leave on average pay and half average pay at their credit on 31—3—1957 will be carried forward.

The President is also pleased to decide that class IV Railway Servants as also semi-skilled and unskilled artisans, including those in workshop, who are a governed by Fundamental Leave Rules or State Rly. Revised Leave Rules should be given an option to come over, w. e. f. 1—4—57, to the Liberalised Leave Rules as now modified by the above orders. The leave, both average pay and half average pay, at their credit on 31—3—57 may also be carried forward subject to the maximum limits and conditions laid down in Rly. Board's letter No. E 47/CPC/118 dated 9—8—49 as amended from time to time. The option for this purpose should be exercised within a period of six months from the date of issue of these orders. Option once exercised shall be final.

As regards staff who are governed by Ex-Company or Ex-State Rly. leave rules, separate instructions are issued.

[RB No. (S) 57 CPC/LE/3 dated 22-5-1957.]

* * *

Issue of School Passes

The Board have decided that school passes may also be issued to the children of Railway employees, studying in Technical Insitutes to cover their journeys to and from the place of practical training, provided the Institute authorities certify that the practical training forms a regular part of the course and provided further that the limit of 3 sets of school passes per child per year is not exceeded.

[RB No. 1000-TG/56/7 / E (G) dated 8—6—1957.]

* * *

Expeditious payment of dues of Non-Gazetted Staff

The Board have been considering the question of timely drawal of officiating pay of employees who are put to officiate against higher grade posts from time to time and payment of leave salary, salary of staff on transfers, suspension allowance etc. They have decided that as soon as an employee has actually continued to officiate against a higher grade post for the minimum period (as required under extant orders contained in their letter Nos. E 46 PM6/67/2 dated 17—10—1956, E 49PA4/9/2 dated 31—12—49 and E 5OPA4/11/2 dated 16—9—1950), sanction to the drawal of the officiating pay should be

(Continued on next page)

AJYA SABHA:

Prevention of Pilferage on Railways

A Bill was introduced by the Railway linister for creating a Railway Protection orce to deal with pilferage of goods in transit nd protect Railway property. This Bill provides for the existing Watch and Ward Department on Railways being converted into a rotection Force subject to special disciplinary ıles. The Members of the force would also ave powers of arrest and search without varrant.

Mr. Rajagopala Naidu: "For the Force to e effective, its personnel should not be allowed o come under the control of Trade Unions".

Dr. Seeta Parmanand: The Railway Staff nust be made conscious that they were the uardians of National property. Other Ministries must work in coordination with the Railway Ministry in this task.

Mr. Jaswant Singh: Since powers of arrest ınd search are to be given to the Force, it is ıecessary that its personnel should be acquainted with Law. Either they should be recruited from among the Police or given special training.

Mr. Barlingay: The relationship between the Railway Police and the proposed force should be clearly defined.

Mr. Jaspatroy Kapoor: The cadre of superior Officers in the proposed force should not be exempt from the rules governing punishment for negligence or misconduct.

Mr. S. C. Patil: Persons who receive stolen property belonging to the Railways should also be suitably dealt with.

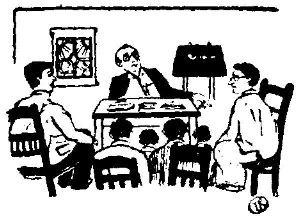
Mr. B. K. Mukerjee: Railway Stores should also be covered under the definition "Railway Property".

Mr. Theodore Bodra: The Bill made the force subordinate to the regular force. If the act was to be useful, the personnel of the protection force must be vested with powers not only to arrest offenders, but also to investigate cases and submit the charge sheet directly before a Magistrate.

(Continued from previous page)

ssued instead of waiting for the expiry of the enure of officiating promotion of the employee concerned. It is also observed that lelays occur in issuing of formal letters in certain other cases in which officiating arrangements are made for periods longer than 6 weeks even at the outset or where officiating arrangements have ceased. This results in he pay of the employees concerned officiating n higher grades not being drawn for some ime. The Board desire that such delays should be avoided as far as possible. Similarly, there should be no delay in payment of leave salaries of staff on transfer, suspension allowance, etc. of staff. The Last Pay Certificates of the employees transferred from one station to another should be despatched as expeditiously as possible by fixing some target date.

[RB. No. E (NG) 57PA8—7 dated 11—5—57.]



STUDENTS' CORNER

Retirement benefits under the State Railway Provident Fund Rules

The Railway Board have decided (in their No. R.B.F. (E) 50 RT—1 (2) dated 10-6-'57, that in the case of a subscriber (gazetted or non-gazetted) who dies while in service after completion of 5 years continuous service, the special contribution credited to his account should be subject to a minimum of twelve months' pay on the analogy of the provision applicable to "death gratuity" of pensionable Govt. servants. The Board have further decided that this minimum will also apply to the amount of compassionate gratuity that can be granted to the dependents of deceased non-gazetted staff who are left in straitened circumstances. It has also been decided that the method of calculation of special contribution to P.F. for gazetted and non-gazetted staff should be the same and that the ceiling limit of special contribution will be "15 months' pay or Rupees thirty five thousand, whichever is less".

These orders take effect from 1st April, 1957, and also apply to Railway servants governed by the Ex-Company Railways' Provident Fund Rules.

The effect of the new rule would be that the distinction between gazetted and non-gazetted staff in regard to the quantum of special contribution to P.F., is removed and the same rules apply to both the categories. For employees who die while in service, the special contribution will be not less than 12 months' pay provided the subscriber had completed five years' service. This is a real benefit for dependents of employees who die while in service.

In the comparative statement of P.F. benefits i.e., Pension benefits, shown on page 115 of the June '57 issue, the necessary alteration will have to be made in view of the above.

Mg. Editor, R.A.

* * *

Advance correction Slips

(A) The following *Advance Correction Slips* to the Railway Establishment Code have been issued as a result of Railway Board's orders dated 10th June 1957 liberalising the retirement benefits admissible to the Railway Employees governed by State Railway P.F. Rules. These alterations come into effect from 1st April 1957.

Rule 1314—R.I. has been amended as follows:

(3) Subject to the provisions of sub-rule (4), the Special Contribution shall be calculated as follows:—

(i) If service does not fall short of 15 years, half a month's pay for each completed year of service but not exceeding fifteen months' pay, or Rs. 35,000/- whichever is less;

(ii) If service falls short of fifteen years, half a month's pay for each completed year of service, but not exceeding six months' pay, provided that, in the case of non-gazetted staff, the Controlling Officer may, on being satisfied that the circumstances are special, increase the special contribution to one month's pay for each completed year of service subject to a maximum of six months' pay.

Sub-Rule 1314 (6) to be renumbered as (5) and the following words are to be added:

"Provided that if the subscriber had completed five years' service, the Special Contribution so credited shall not be less than twelve months' pay.

Rule 1510—RI. Insert a comma at the end of the first sentence of this Rule and add the following after the comma:

"Provided that if the subscriber had completed five years' service, the gratuity shall not be less than twelve months' pay".

Rule 1512 (2) RI. (1) For the words "six months' pay or twenty five hundred rupees, whichever is less" occurring in this sub-rule, substitute "fifteen months' pay".

(2) For the existing provisos (i) and (ii) to this Rule, substitute the following:

"Provided that the amount calculated shall not be less than 12 months' pay".

Note: The Railway Board's sanction is necessary to the grant of compassionate gratuity exceeding Rs. 5000/- in any case. The Railway Board's powers will be exercised upto Rs. 7,500/- in any case".

[R.B.No. F. (E) 50RT-1 (2) of 10th June 57].

(B) Advance correction slips to Indian Railways Establishment Code, Volume I, effective from 15-6-1957.

[Introduced by R.B. No. E. (D & A) 56 RG 6—1 dated 15-6-57.]

I. *Rule 1702.* Insert the following as item (7) in the existing list of penalties. '(7) Compulsory Retirement'.

II. *Rule 1702.* Insert the following as item 'Note 7' under this Rule:

'*Note 7*: Compulsory retirement of a railway servant in accordance with the provisions relating to his superannuation or retirement does not amount to a penalty within the meaning of this rule.'

III. *Rule 1705.* Substitute the following for the existing sub-clause (c) of this rule:

'(c) No railway servant shall be dismissed or removed or compulsorily retired from service by an authority subordinate to or lower than that by which he was appointed.'

IV. *Rule 1707A.* The following may be introduced as a new rule:

'1707A *Procedure for Compulsory Retirement*—The procedure for the imposition of the penalty of Compulsory retirement is the same as for dismissal, indicated in Rule 1707, above.

V. *Rule 1728 R.I.* Insert the following as item (viii) in the list of penalties, viz. '(viii) Compulsory Retirement'.

VI. *Rule 1728 R.I.* Insert the following as 'Explanation '3' under this rule, viz., "Compulsory retirement of a Railway servant in accordance with the provisions relating to his superannuation or retirement does not amount to a penalty within the meaning of this rule."

VII. *Rule 1730 R.I.* For the words, 'Dismissal, removal or reduction' in the second line of this rule, substitute the following, viz. 'Dismissal, removal, compulsory retirement, or reduction.'

* * *

Irregularities in the Preparation of Provident Fund Deduction Statements

One of the main causes which lead to inaccuracies in Provident Fund accounting is that the P. F. Deduction statements which accompany the Pay Bills are not correctly prepared by the Bill Compiling units. To ensure the inclusion of all the subscribers with their correct numbers, the Deduction statements should be cyclostyled, including the information in columns 1 to 4 thereof. The following instructions should be borne in mind in this connection:

(1) The names to be cyclostyled should be arranged in the same order in which they normally appear in the pay bills of the units together with all particulars after full verification.

(2) Sufficient space should be provided between two names to enable the subscriptions normally recovered and arrears of subscription, if any, recovered being shown clearly.

(3) (a) Sufficient blank space should be provided at the end in each form to admit

of new names with particulars being entered in the case of transfers to the particular pay bill units and new entrants to the P. F. from time to time.

(b) Similarly, in the case of traffic station staff, gang staff, etc., some blank space should be left after each gang or station for entry of new names if need be.

(4) Where the P. F. No. has not been assigned, the Accounts Office should be addressed to assign a P. F. No. to the individual giving full particulars. In the case of new entrants who are due to subscribe to P. F. on completion of one year's service, the Accounts Office should be asked at least six weeks ahead to assign a P. F. No. to the employee and advise the Pay Bill Preparing Officer concerned within four weeks.

(5) In the case of transfers, increments, promotions, reversions, absence of leave on loss of pay, suspension etc., suitable remarks should be furnished in the remarks column of the statement against the respective names.

(6) In the case of first deduction of P. F. subscription from new entrants to the Provident Fund and in the case of names added in manuscript, the correctness of the entries in columns 1 to 4 should be completely verified before the pay bills are submitted to the Accounts Office.

Personnel

Shri S. S. Ramasubban, Senior Dy. General Manager, Western Railway, has been posted as Secretary, Railway Board, for six weeks, vice Sri D. C. Baijal, Secretary, proceeded on leave.

* * *

Sri M. Ganapathy, Chief Engineer, Southern Railway, was appointed Engineer-in-Chief, Western Railway.

Sri T. Viswanathan, Offg. A.A.O. (Catering), Central Rly., Bombay, was posted as Offg. A.A.O. (Coaching/Local), Secunderabad, from the 7th March 1957.

CORRECTION SLIP

Page 53. of the issue for May '57. (1) The title of the article may be altered as "Selecting and Controlling the Input of Locmotives for Repairs.

(2) In line 13 of the left hand column, add the word "obviously" before commencing sentence from "when deciding........"

Page 54. Para 6 (i) line 2; read "shopping" for "stopping."

BOUND VOLUMES

As was done in the past, some bound copies of Volume III from April 56 to March 57 of "The Railway Accountant" are available with the Managing Editor for sale at Rs. 12·50 plus postal registration charges.

Some bound copies of Volumes I and II are still available at Rs. 12·00 and 12·50, respectively as announced from time to time in the past; registration exclusive.

STRAY COPIES

Some stray copies of the Journal for previous months are also available at Rs. 1·13 per copy plus Registration charges. These copies are not likely to be available after some time.

ENLISTMENT OF NEW SUBSCRIBERS

In view of the admittedly helpful service that the Journal is rendering to all Railwaymen, more particularly to the Class III staff, it is hoped that subscribers would enlist more of their friends as regular subscribers as early as possible and thus enhance the representative nature of the Journal.

CORRESPONDENCE

Subscribers are reminded that it is essential for them to quote their *Member's Roll Number* with the indicative letter in all correspondence that they address to the Management. They are also requested to note that they should promptly renew their subscriptions before the expiry of their subscriptions as it is not possible always to guarantee issue of reminders individually in time.

MISSING JOURNALS

Subscribers are once again assured that all precautions are regularly taken at this end to see to the correct despatch of their copies of the Journals on the due date. They should watch for its receipt at their end within a reasonable interval for transport. If their copies are not received within such time, they should immediately contact the Local Postal authorities and lodge a complaint with them sending due advice to the Management.

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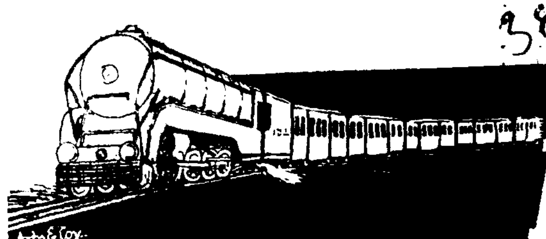

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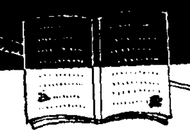

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Salary Cuts

Ever since the Prime Minister mooted the subject of cut in pay, we see so much of this subject in the various papers, but a moment's thought would bring out the fact that these are more in the nature of show or advertisement rather than something really to be banked upon.

It is usual that whenever economy in Government administration is thought about, the first thing that is uppermost in the minds of the authorities is the pay and how it can be reduced, a 5% cut or a 10% cut and so on. What savings, these cuts even if enforced in the case of all people, would bring about in the funds required for heavy investments is oboviously a thing that has not been worked out. If these cuts, particularly voluntary, yield only a very small fraction of what is required, how can it be said that they do help the administration financially ? What is really required is something tangible. Expenditure in the various directions is very often very extravagant and it is this that should be first thought out and extravagance curbed vigorously.

New schemes instead of being launched swiftly, should be viewed in the aspects of financial economy and urgency and these considerations should be given extreme weight in launching upon fresh items of expenditure. The various types of stores and materials used on works should also be scrutinized particularly in relation to the heavy surplus stores remaining in the various Depots and their utilisation in an efficient manner should be considered.

Increasing Loans and thereby bringing in greater recurring commitments in the shape of interest payments cannot certainly be a proper method of tackling the provision of funds for heavy projects. The projects themselves should be such as require immediate execution and in as economical a manner as possible. It is common knowledge that financial justifications for projects are usully made in such a manner that the premises are found later on in actual working to be far exaggerated.

In regard to project expenditure, another aspect that is of importance is the method of execution through Contractors and the expenditure to a smaller or greater extent merely increases the outlay, but without increasing the efficiency.

Another point that comes up for consideration in this connection is that the World Bank Loan carries interest at 5½% and this loan of 90 million dollars results in a very substantial recurring commitment to the Railway. The interest that the Railways are paying to the General Revenues at present is only 4%. There is, therefore, very great need for justifying the increased rate of interest on capital to be borrowed from foreign sources and the heavy priority given to works upon which such loan funds have to be utilised.

Another point that we may also think about at this stage is why we should not suspend or curtail passenger amenity works to a very great extent, giving priority to other more important productive works and essential works. No doubt, three crores of rupees have been set apart in the Convention for being utilised on passenger amenity works year by year, but when we are on the threshold of a financial crisis, this Convention could be suspended as so many others have been in the past, and by adopting absolute austerity standards for provision of amenities, it might be possible to save at least Rs. 2 crores for utilisation on more urgent and productive works and to that extent, the saving of payment of interest would be a substantial one.

Another aspect is the full utilisation of the workers employed, whether on projects or in Offices or in workshops, or anywhere else for the matter of that. There is great need to emphasize that the output should be as near the ideal as possible. But for some years past, there has been a falling off in the standard of work and that in some places, the output is only about 40% of what could have been possible if taken as standard. It is this that requires more careful investigation and remedy. By rectifying these defects, it would be possible not only to get *more* out-turn but also *better* out-turn and also save the possible desire for incurring fresh expenditure on additional staff.

Yet another feature that can be considered in this connection is the avoidance of red-tapism by sound methods of work. Though it must be admitted that the working of a Government Office is different from that of a Commercial Office, particularly so of a small firm, still the fact remains that there is a lot of unnecessary round-about method of work in Government Offices which would not be tolerated in private firms; and without impairing the efficiency, private firms would be able to do the same job more economically than the Government Department. This view, therefore, also requires more careful consideration in the present set-up.

There are many other things that can be urged in this connection, but suffice it to say that economy can be achieved in expenditure of Governmental organisation by weeding out corruption, infusing loyalty and improving the out-turn of work. There should be an initiative to do things as cheaply as possible, bestowing that amount of prudential care which any individual is expected to do in his own affairs.

Railway Plan and Economy

Recently we had occasion to draw attention to the anamoly existing in the decision of the Government of India to award three extra annual increments to all staff wholesale, employed in the production units such as the Chittaranajan Loco Works, Integral Coach Factory, etc. At this juncture when all sources of unnecessary expenditure are being explored, it is but fitting that this anamoly is removed, as not only does the wholesale reward take away the initiative from staff, but sows a seed of consideration of partiality between one set of Railway staff and another, while all Railway Staff are bearing stress of the Five Year Plan works, and it cannot be said that the exertion is heavier in the case of production units than in the open line plan works, etc. It is one thing to give advance increments to individual workmen for the purpose of attracting them to a production unit in the face of short supply of such skilled workmen, and it is entirely another thing to extend this favour wholesale to all sorts of staff, from the peon upwards, where there is no shortage of supply from the normal sources.

Need for Standard System of Initial Examination in Workshops of Locomotives Received for Repairs

(A Paper dedicated to our Mechanical Engineers)

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Senior Cost Accountant, Railway Board.

(Continued from page 134)

APPENDIX

Outline of Examination System for Railway Workshops

First Stage: Preliminary Examination of Engines and Tenders.

On receipt of a locomotive from the Sheds it should be passed over a pit where fire-bars and brick arches should be removed from the firebox, smokebox and tanks emptied, superheater elements taken out, and if the boiler is to be changed, the lagging sheets and such external piping as can be dealt with at this stage, taken off. These operations should not, ordinarily, occupy more than the first day the engine is in the workshops.

Advantage should be taken of the time thus occupied in preparing an engine for stripping to give it a general superficial examination and for this purpose one examiner should be stationed at the pit. The main particulars of the work to be done should be indicated by the examiner on a report which would then pass to the Erecting Shop foreman giving him sufficient information to enable him to decide where he is going to repair the engine.

Boilers can be examined at or before this stage, the decision of the Boiler Inspector being based on an examination of the smokebox end of the boiler and of the inside of the firebox.

Second Stage: Examination During Stripping.

The preliminary examination described above would indicate the general condition of the engine and tender and give early information on wheels, pistons, valves etc. that have to be taken down. The second stage of the examination would take place during stripping. As this examination and stripping are, to a considerable extent, inter-dependent, examination should be made chiefly in the Erecting Shop after the frames have been cleaned.

For the purpose of this examination a number of examiners should be responsible each for a given section or group of sections as shown below, the grouping being made so that each examiner covers one or more Erecting Shop repair sections.

(a) Cylinders.

(b) Engine frames, cross stays, horns, motion plates etc.

(c) Slidebars, motion, axleboxes, wheels, footplating, lubricator, drawgear engine tank fittings,

(d) Injectors, brake-gear, sanding gear,

(e) Smoke-boxes, bogie, bissels, boiler clothing and cabs.

(f) Tender frames and tender tank fittings,

(g) Rivets.

The grouping of the above can be arranged to suit local conditions.

Examination of the above details would determine not only the work to be done to the Frames and details in situ, but also which parts are to be stripped and sent away for detailed examination e.g., motion brake-gear etc, The procedure adopted should be for each examiner to examine every visible detail connected with the group or groups for which he is responsible.

(a) *Cylinders.* Cylinder barrels should be measured by means of micrometer gauges, the limits of wear before reboring being determined by the difference in the maximum and minimum diameters by the fact that excessive wear may have taken place at the limit of the piston stroke.

Piston valve liners would be measured in a similar manner, the permissible limit of wear depending on ovalarity.

The cylinder examiner must know where to expect to find fractures, how they can be dealt with and which if any, can be allowed to pass without receiving attention. Experience will tell him how to deal with defects, for he will see the condition in which details he has ordered to be repaired at some previous shopping are returned after a further period of service.

The thickness of the slide valve port bars of engines so fitted is often a determining factor in scrapping a pair of cylinders. The examiner has to take into account the fact that when thin portbars are allied to worn slide valve faces, there is a possibility of the valve coming out of the buckles with serious consequences.

Particularly on engines in which smokebox bottom is formed by the cylinder barrel, the thickness of the casting is of considerable importance and the same should be measured with special gauges, and the sections concerned advised as to which cylinders or piston valve liners require to be rebored.

Piston clearnace should not, as a rule be checked over until pistons and connecting rods are being reassembled after repairs. There are exceptions, however, when a special report on the condition of the engine is required. In that case, the following method of finding clearance may be adopted: The limits of the piston stroke should be scribed on a slide-bar off a mark on the crosshead. The gudgeon pin should then be removed and the piston moved to the front and back of the cylinder and the limits of the strokes thus obtained scribed out the slidebar from the same mark on the crosshead. The distance between the first and second set of markings would be equal to the clearance at either end of the cylinder.

(b) *Frames.* The examination of the engine frames including cross stays, horns, motion plated etc. is fairly straight forward. The examiner should test all bolts, nuts, studs etc. for tightness by tapping with a hand hammer. Fractures in frames, where not obvious, can be located by chipping away the paint in places where it is known that fractures are likely to occur. On tapping the area with a fitter hammer, any fracture is shown up by oil being forced from it. Wearing surfaces like horn blocks should be measured up and appropriate decisions taken.

To try frames over for twists or bending the pistons should be removed and line run down the centre of each cylinder through the centre line of the dividing axle and on to the trailing end of the frames. Distances from this line to various points down the length of frames should indicate whether any bending has occurred. The most important of these points are those adjacent to the horns. A further indication of whether frames have been pulled in or out can be provided by means of notch gauges placed across the horns. Datum points on each side of the horns can be measured with standard gauges, to detect lengthening of the frames. In addition motion plates should be checked over by measuring the distance from the lugs to the lines, which should also pass through the centre of the stuffing box.

(c) *Motion, Axle-box etc.* At periodical overhauls such details as axleboxes, motion etc. should be stripped and cleaned and then examined by the detailde

examiners during the third section of the examination (described later.) At other repairs they should be tried over in position for lost motion and wear. If this is found excessive by the Erecting Shop examiners, such parts should be stripped and dealt with as at periodical overhauls in accordance with the limits given.

Slidebars should be checked for being hollow in either a longitudinal or traverse direction and their thickness measured.

Lubricators and atomisers should be removed for testing under condition approximating those found in service.

(d) *Injector, Brakegear, Sanding Gear etc.* At this stage the above should be dealt with in a similar manner to motion, lubricator gear, etc.

(e) *Smokebox, Bogie, Bissels, Boiler Clothing and Cabs.* Smokebox fittings should be stripped at repairs involving boiler change and examined after cleaning, by different detail examiners. At other repairs they should be inspected in position by one of the examiners stationed in the Erecting Shop. It must be ensured that Smokebox doors are tight. Wastage of chimney can be detected by tapping with a hand hammer.

The examination of bogie and bissel trucks presents much the same problems as that of the engine frames with the added complications. Cases of derailment are not infrequenly traced to bissel truck defects such as excessive side play in axleboxes, defective side check springs, and, in the examination of bogie and bissels, particular attention must be paid to the condition of the above. Excessive clearance between the spigot and spigot bush in the bogie and bissel centre casting must be avoided.

Distances between the horns should be checked over by means of a notch gauge in a manner similar to those on main frames.

Bogie spring cradles are more prone to fractures than bogie frame plates, and the position of such fractures can generally be predicted by an examiner having only short experience.

Examination of boiler lagging, cabs and footplating can be visual, appearance being an important consideration.

(f) *Tender Frames and Tender Tank Fittings.* The examination of the tender frame does not materially differ from that of engines. In the case of the former, considerable corrosion due to tank leakage occurs on the frames and cross stays.

(g) *Rivets.* Examination of rivets can be visual and by sounding with a hand hammer.

Third Stage: Examination of parts after stripping and cleaning.

The final stage of examination consists of a thorough inspection of details on benches, where possible, after they have been thoroughly cleaned, making intensive use of limits and other gauges.

(a) *Wheels.* Wheels after cleaning should be rotated about the centres of the axle in a suitable machine, bending of the axle due to its own weight being sufficient to indicate the presence of flaws. Absorbed oil forced out from them would show up as thin dark line. Alternatively, fractures can be detected by a magnet axle testing machine.

While being spun between centres, the tyres should be struck with a hammer to indicate looseness or the presence of flaws. Rivets or studs in tyres should be examined for breakage or looseness, while the thickness of the tyres should be measured to ensure that they would return to at least the last turning thickness.

Profile gauges can be used to show at a glance the approximate departure from standard and hook gauges can be used to indicate the thickness of tyres.

Tyre profiles can be recorded on cards by means of the instrument "Tyre Profile Recording Gear," clamped to the tyre. By moving the pointer round the tread and flange the profile is traced on the card, the standard being usually superimposed for comparative purposes.

Ovalarity of journals can be measured by 'pointers' giving a multiplication of six while the wheels are rotated. Similarly bent axles can be revealed. Strained wheels can be similarly measured by a similar gauge placed against the inside faces of tyres.

With wheels still in position under an engine or tender spill gauges can be used to indicate wheels out of parallel.

Loose keys can be revealed by the presence of oil forced from between the keys and keyways.

Where doubt exists about the pressure with which wheels are fitting the axle they can be pressed off and the pressure required recorded. If this is found to be satisfactory and no undue scoring of the wheels is apparent, they can be rekeyed, and put back into service.

(b) *Connecting and Coupling Rods:* Connecting and coupling rods are usually cleaned by wiping them over with turpentine substitute. Flaws can then easily be detected after they have been tapped with a hand hammer. If they are boshed a lime wash should be applied to the whole surface of the rods. Flaws can be disclosed by the same method as previouly. The disadvantage of the latter method is that slag inclusion may be completely covered up by the lime wash.

At general repairs white metal bushes can be passed out in order that the condition of the rod ends may be thoroughly examined. Elongation of bush holes should be taken into account, and, if necessary that must be lapped out to take oversize bushes.

Bent rods can be indicated by straight edges placed longitudinally down the rods.

(c) *Pistons and Piston Valves.* The examination of pistons and valves should be carried out with a knowledge of the maximum and minium cylinder or piston valve liner sizes, which should be supplied by the initial examiner responsible for the inspection of cylinders together with information on reboring.

After cleaning, pistons still in position on rods should be placed on a stand and rotated in order to find any traces of bending and thoroughly examined for flaws. Particular care must be exercised to ensure that no flaws are found in the vicinity of cotter holes, the inside of which should carefully be examined with a small flash lamp. The vicinity of suspected flaws should be lightly tapped with a small hammer and the rod rejected if found defective. The wearing surfaces of rods should be gauged for ovalarity and examined for scoring. Piston ring grooves should be measured for wear and oversize rings ordered if lateral wear has taken place over specified limits. The diameter and ovalarity of the head should be measured and compared with the cylinder sizes. The presence of fractures will be denoted by the 'ring' produced on their being struck with a hammer.

Cross-heads should be carefully examined for flaws and scoring in gudgeon pin holes and cones after which they should be re-assembled on the pistons and the distance between the back face of the piston head and the centre of the gudgeon pin measured by means of a gauge.

Piston valves should be placed in a trestle and allowed to roll down into a fitting where the heads are stripped. In rolling, bent spindles are detected. Heads are examined for signs of scoring or fractures while their distance apart is checked over.

Slide valves can visually be examined for flaws and the faces reground if their thickness permits and the surface shows signs of scoring.

(d) *Motion details*: Before examination all motion parts should be cleaned, rubbed over with emery, wiped with turpentine substitute and tapped lightly to disclose cracks.

The surface of all parts should be examined for wear, all holes gauged and decisions taken as to which pins required to be replaced. The Motion examiner should be equipped with a complete set of step up gauges.

As corrosion seldom plays any part in the wear and of motion and the permissible limits of wear are necessarily fine, examinations can be fairly straight and forward.

The chief factors governing motion examinations are that slackness in pins means loss of efficiency and increased coal consumption and that fractures might be the cause of serious casualities

(e) *Brake gear, Spring Gear and Water Pick-up gear*: The above may be dealt with under one heading, fairly wide limits of wear being allowed, As special steels are not so often used for these details (spring gear excepted) much wider scope can be allowed in the choice of repair than in the case of say, connecting rods. It can thus be possible to effect a greater saving of such details than those of calling for special treatment during repair :

(f) *Mechanical lubricators*: Owing to the conditions under which they work, very little wear takes place in the interior of the mechanical lubricator.It would therefore, be unnecessary to strip every lubricator right down for examination, the most stisfactory form of which would consist of giving them a running test against a predetermined pressure.

(g) *Boilers*: Initial examination of boilers during shop repairs can be divided in two categories.

(i) Boilers not being removed from the engine frames e.g. at Intermediate and casual repairs.

(ii) Boilers taken out of engine frames for an internal examination e.g. at periodical overhaul with boiler change and boiler change repair.

In both the cases a preliminary examination should be carried out at the earliest possible moment, i.e, as soon as engines are received on the works and the brick arches and bars are removed.

In the case of (i) this examination is necessary to determine the extent of repairs required to put the boiler in such a condition that it will be fit for a further minimum period of service. The boiler being the governing factor in agreeing locomotives for classified repairs, the inspector has to bear in mind the necessity for ordering such repairs as will ensure the attainment of such objective. It is essential that a changed decision involving the removal of the boiler which may result from this preliminary examination shall be communicated to the erecting shop at the earliest possible moment to admit no delay during stripping.

In the case of (ii) the preliminary examination should be made as a check on the report sent in by the inspector during the previous routine shed examination. In addition early information may be obtained of certain new details being required.

Occasionally the necessity for fitting a new copper firebox or one or more new flanged plates will be evident during the preliminary examination ; in others wastage may only be apparent in localised areas and at this stage the boiler inspector will order a few stays in such areas to be removed in order that the thickness of the plate may be measured.

Therefore on removal of such stays and tubes the firebox should be re-examined, the thickness of the plate at wasted areas measured by means of a pair of double legged calipers through the skyholes and bridges carefully noted. If no fractures are present the tube plate should be levelled, examined again and decisions taken regarding the necessity for a new wrapper plate or new flanged plates.

Fractured stays can be detected by sounding with a hard hammer. The steel wrapper and flanged plates are hammered with a light pneumatic riveter between the stay heads in order to loosen scale both from the stays themselves and from the plates. The condition of the stays in the water space can then be examined visually inspection being made through washout holes, and from the interior of the barrel round the sides of the tube plate, a gas flare being used to light the water space.

Grooving is usually set up in position where the material has been subject to bending either during manufacture or through subsequent 'breathing' in service. Pit marks are generally easily traced by discoloured scale building up to a greater thickness than on the surrounding areas. Details particularly affected in this way, and which, therefore, receive special attention during examination, are smoke-box angle rings, foundation rings, wrapper plates and flanged plates at their junction with the foundation ring, and the lowest portions of boiler barrels. Examination to determine the extent of pitting is visual, scale being removed by means of a scaling hammer.

Cracking in the roots of flanges due to 'breathing' is easily visible after the plates have been brushed down with a wire brush.

The effects of repeated expanding of tubes in the tube plate has to be watched and usually results in bulging of the plates cracking of the bridges and shearing of the rivets adjacent to superheater flue tube holes.

Stay holes should be carefully examined for fractures in the threads and the sizes noted with a view to considering, in the case of steel plates, bushing and retapping to standard size.

In the case of boilers, considerations of safety enter into maintenance to a still greater degree than any other locomotive detail and this must always be present in the minds of the boiler inspectors. Few hard and fast rules or limits of wear can be laid down, consequently the training and experience of the boiler inspector are of very great importance. Decisions have to be taken chiefly on the magnitude of pitting, wasting, cracking, grooving etc; and the necessary experience cannot be obtained in a short time. The selection of suitable men must therefore be made with the greatest care.

Boiler examination as a specialised job cannot come within the orbit of the initial examination department but should be under the direct control of the boiler shop.

(b) *Boiler Tubes*: Tubes should first be scaled and the damaged ends sawn off. The surfaces can then be carefully examined for pitting and the decision to repair and reject them taken. Instructions can be laid down, in the case of steel tubes, that a maximum number of pit holes might be welded provided that no two welds are less than a stated minimum distance apart.

After repairs a further check should be made on tubes by subjecting them to a hydraulic test at a pressure considerably in excess of the working pressure.

(c) *Super heater Elements*: After removal from the engine, elements should first be thoroughly cleaned with a wire brush and weighed. Any falling short of a definite percentage of the new weights should be rejected. They can then be hydraulically tested to a pressure about three times that normally worked at and the position of any leakage marked. A visual examination can then be made and the necessary repairs done.

(j) *Boiler Piping*: Where there are indications of defective internal piping and the class of repair does not call for the removal of such piping, it should be hydraulically tested in position and the joints examined visually. The examiner would then be able to locate the defect and order the necessary repairs.

(k) *Boiler Mountings*: Where there is no necessity to strip boiler mountings, decisions can be made on an external visual examination. At boiler changes they should be stripped and all details examined visually, the thickness of valves etc. measured, spindles and injector cones run in a lathe to ensure that no bending has taken place.

(*To be Continued*)

Sampling Method of Statistics Compilation

(Based on Discussions in the Statistical Officers' Meeting)

To compile ton mile statistics by any commodity group by selected scales of distance, meant an enormous task and a lot of expenditure. Advanced methods of techniques in statistics had to be adopted in this connection. One method was the system of sampling. In response to the demand of the Railway Freight Structure Enquiry Committee, a sample survey was made by several railways and it had to be ascertained how far the process was feasible and free from error. For purposes of comparative information, it is obvious that the basis on the different Railways should be comparable and similar; for instance, the list of commodities and also the period selected for sampling and the month or season in which such period was selected. It is also quite likely that many other factors come into the picture and affect the study of these results. Opinions in regard to sampling as a practical method were diverse and all Railways did not obviously feel that they had much in common.

The statistics obtained by sampling process were of course required to supplement the normal statistics by commodities worked out monthly by each Railway. As against the cent per cent compilation, partial sampling was felt as sufficient for the purposes in view, particularly for operational purposes of the Railways.

Mechanisation

(Based on the Discussions of Statistical Officers)

The principle of mechanisation is of doubtful utility in the several phases of Railway working. Apart from the question of heavy cost and of spreading over of the work to various places distant from each other by thousands of miles, there is also the question as to how far the speed that may be gained by such mechanisation will be utilised by the Departments concerned and to the best advantage of the Railway Administration.

One factor is that where wholesale mechanisation is introduced in any place, any little failure in the scheme of work will upset the process considerably and it is difficult to introduce at such a stage any alternative manual scheme. Unless and until the machines used are of such a nature as can be attended to immediately for rectification of mistakes, it will be difficult to carry on with mechanisation successfully. Further there are only certain stages of work where mechanisation can be used successfully: for instance, where one set of documents can be used by sorting and resorting to arrive at the various types of information. But where mere arithmetical check is involved, it may be possible for the manual process to compete successfully with mechanisation in regard to speed and accuracy. Even in regard to this mechanisation the human factor exists to very great extent and all our future results depend upon the accurate preparation of the initial document viz,, the punched card. Further, not only are initial documents to be standardized but the information that we would require would also have to be well thought out and utilisation of such records for the maximum number of operations would also have to be considered in order that such mechanisation may perforce be economical.

There is, however, one danger viz., that when mechanisation becomes too mechanical and initiative lacking on the part of the staff. This of course is a thing which can if properly kept in view be remedied from time to time and is therefore not a very serious draw-back in the system of mechanisation.

Considering these various factors, it is clear that comparing mechanisation with manual methods of work there can always be difference of opinion not only on the same Railway, but also as between different Railways. Hence action to be taken would be such as to suit the particular needs of every Railway or Department concerned.

One of the reasons adduced, sometimes, for the introduction of mechanisation is the impossibility of getting the required information quickly by manual process, even though it might be economical. Recently at one of the meetings of the Statistical Officers of all the Railways, the question of mechanisation in compiling and processing of statistical data was discussed. Since the Planning Commission expected the Railway Board to furnish them with a lot of information quickly, it was necessary that the Railways should make such arrangements as were possible in order to satisfy the requirements of the Board, and it was therefore decided that mechanisation was the only solution to quicker production of results on Railways. The Railways should bear this in mind and scrutinize the various aspects of work which would be handled in this way. All passenger statistics, apportionment of earnings between Railways and gauges and such like subjects had to be reviewed with the idea of mechanising them for obtaining accurate results quickly. Thus, this idea of replacing at least to some extent the manual process by mechanical process was one which required constant and close attention by all Railways in India and also to pool their knowledge and experience at joint meetings, so that the best results might be always obtained and used to the best advantage of all.

Strikes

The cry around us at present is about strikes—strike from work by one Department after another, not excluding the Railways. Reasons: Grievances, more grievances: Remedy a few, you get some more. There is no end to these. What is the reason? Is it the offshoot of the Freedom thrust upon people who have been accustomed to generations of controlled and subordinated life, kept in serfdom not to openly voice even bona fide difficulties because of the fear of the Boss turning red? Everyone is now his own master. We are a democracy and we have a Government for the People and by the people. But does it mean that we should lose all sense of proportions and think only selfishly of ourselves? Is there nothing like a body politic whose interest must be treated as supreme and above that of the self? This is an attitude which requires calm thinking on the part of everyone. The moment somebody feels that be can get what be wants either by persuasion or by threat, he adopts this attitude without a moment's thought as to the general repercussions therefrom.

It is forgotten that Government is the combination of various Departments, who are, obviously, expected to work in unison, *i.e.*, in a team spirit. Any one Department going out of gear is bound to affect the others as well. More so, in the case of complaints or grievances, existing or imaginary when one Department starts goading others to take up the cue; and this goes on eternally in a vicious circle. It is, therefore, essential that everyone, who is really interested in the well-being of this WELFARE

STATE should carefully and calmly think about the possibilities and the results of any action set afoot for improving his own financial position. Not only is it necessary for the individual to review this, but also for the group of people who wish to act in unison for purposes of getting something more in the shape of pay or allowance or amenities etc. It is also equally necessary for the Departments to make their staff clearly realise the effect of their proposed action and how they can best help themselves and the Administration.

Strikes necessarily indicate that all measures of bringing home the grievances of groups of people to the authorities concerned, have failed. This method can be but the last resort in order to draw more pointed attention and also in proof of the *bona fides* of their stand. But before adopting this extreme method, it is essential that the better method of arbitration should be tried *sincerely* with the definite purpose of flattening out differences. By such means, the later consequences of strikes would not be felt, while at the same time better understanding can be created. Why Leaders of Labour Unions should not think seriously of this alternative method of settling their points is one that deserves serious thought.

If big Nations, who harp on power and who make every incident between Nation and Nation, an incident for fighting each other, have implicit faith in peaceful methods and would be only too willing to try them out before having recourse to violence, there is no reason why Union Leaders should not try their utmost to see that all differences between the employers and the employees are settled by negotiation or arbitration only, and forget the remedy of strikes, if at all they are going to yield a satisfactory remedy.

Strikes require public sympathy for their success. Public sympathy can never be gained by alienating their feelings and causing untold inconvenience to them. Transport and Postal amenities are public needs in everyday life and if these are upset even to the slightest extent, the public would rebel against the perpetrators rather than try to help them against the Government. Those who are seriously thinking in terms of strike to benefit themselves by increased emoluments or greater amenities etc., in the near future would do well to ponder over this aspect of public sympathy to a greater extent than they may have done so far before leaping into the dark.

Still another aspect that should be studied before launching on a strike is the financial effect thereof both to the employer and to the employee. The loss caused unnecessarily to the employer is bound to create an unsatisfactory atmosphere for a solution favourable to the employee at a later stage.

Boundless patience and extreme tolerance are invaluable in resolving diffe-rences and achieving benefits. Politics should not be afforded opportunities to neck in for settling social disputes or shortcomings. (*Contributed*)

Passenger Amenity Works

Although the necessity for cutting out and pruning works provided in the Second Five Year Plan has been emphasised by everybody in view of the cutting down of the Railway Plan provision from the original requirement of Rs. 1480 crores to Rs.1125 crores, the Hon'ble Minister for Railways recently gave an assurance that passenger amenity works, now called under the wider nomenclature of works for railway users, would not be cut down, and that the full provision of Rs. 3 crores per year will be utilised for such works during the second Five-year Plan period. Several points arise in this connection. In the first place, are

Privilege Ticket Orders

Further to Railway Board's order of the 20th May 1957 (reproduced at page 101 of this Journal for June 1957,) the Railway Board have ordered that non-Gazetted staff (Classes III and IV) may also be granted nine sets of Privilege Ticket Orders per annum, instead of six sets as previously decided.

R.B. N. E(G)57 CS-S-1 of 11-7-57.

* * *

Permission to take Legal proceedings—Railway Services (conduct) Rules 1956

In accordance with the extant orders on the Ex.M. & S.M. and S.I. Railways, an employee wishing to institute legal proceedings against another Railway employee should obtain the prior permission of the Competent authority before launching such procedings. This procedure continues in force even on the integrated system. The competent authority shall be the Head of Department if the Railway servant initiating the action and the Railway servant proceeded against are in the same Department, and the G.M. in other cases.

The above instructions should be interpreted so as not to be repugnant to the proviso to Rule 16 of the Railway Services (Conduct) Rules 1956.

* * *

Income-tax Clearance Certificates—Government Officers going outside India

It is notified by the Ministry of Finance (Department of Revenue, Government of India) that Tax Clearance Certificates are issued by Income Tax Officers of the foreign sections at Calcutta, Bombay, Madras, New Delhi and Bangalore.

Government Officers intending to go abroad should contact the concerned Income Tax Officers of the Foreign Section well in advance of the date of the journey. All employees of the Central Government, State Governments and Local authorities (and their wives) are exempt from the production of Tax Clearance Certificates.

Finance Ministry Memo No. F. No. 46 (33)/IT/57 of 27th May 1957.

* * *

Officiating arrangements for short vacancies

With immediate effect, the Railway Board have ordered that officiating arrangements may be made in vacancies exceeding one month.

R.B. No. E55PA4/3/2 of the 20th July 1957.

* * *

Inclusion of a bicycle in School cheque passes.

The Railway Board have decided that a bicycle may be included in a school cheque pass and carried free in additon to the free allowance of luggage.

R. B No. 1000-TG/E(G)/52/13 dated 27th June 1957.

* * *

Authorities competent to impose penalties.

Attention is invited to Rule 1705 (c) of the Indian Railway Establishment Code, Volume I and also Article 311 (1) of the Constitution of India in terms of which no Railway employee should be removed or dismissed from service by an authority lower than that by which he was appointed to the post held by him substantively.

The term "Authority by which appointed" implies that if the authority which actually appointed a person originally is higher than the authority who may be competent to appoint at the time of imposing the penalty then the authority who actually appointed him originally is the "Authority by which appointed" in his case. Similarly, if the authority competent to appoint him at the time of passing the order is higher than the authority which actually appointed him originally, then the former would be the "authority by which appointed" in this case. The Board desire that the above clarification of the term "authority by which appointed" should be borne in mind whenever it is desired to exercise the imposition of penalty of removal or dismissal from service.

[R. B. No. E (D & A) 57 RG 6 - 29 dated 28-6-57]

* * *

Issue of post-retirement complimentary passes to reappointed retired staff.

The Railway Board have decided that in all cases mentioned below, the total service rendered including service on re-employment shall be taken into account for the purpose of eligibility of issue of Post retirement passes from now on:

(i) Staff re-employed in continuation of active service;

(ii) Staff re-employed during, or in continuation of leave preparatory to retirement;

(iii) Staff re-employed subsequent to final retirement with a gap intervening between final retirement and re-employment.

Periods of re-employment in non-Railway Departments or establishments after retirement from Railway Service will not count under any circumstances.

Retired Class III staff who are re-employed will be eligible during the entire period of re-employment including the first year thereof to the same privilege of passes and PTOs as they were enjoying at the time of retirement irrespective of whether their service on re-employment is continuous with service rendered before retirement or not.

R. B. No. 1000-TG/E(G)/55/5 dated 15/5/57

* * *

Advance Correction Slips.

(A) Indian Ry. Establishment Code-Volume II

(1) Substitute the following for the existing Rule 2532 (C. S. R. 468-A) R. II.

"Pensions fixed in rupees should be calculated to the nearest multiple of five naye Paise.

(2) Rule 2604/C.S.R. 510-B)-R. II.

Substitute the following for the words "eight annas" wherever they occur, in the Note below the above Rule :—

"Fifty naye Paise".

(R. B. No. F (E) 57/CSR-1/2 date the 10th July 1957.)

(3) Insert the following as Rule 2311 (A) (CSR 353-AA) after Rule 2311 (CSR-353)—R. II.

"**Compulsory retirement as penalty**

2311-A (CSR-353-AA). An Officer compulsorily retired from service as a penalty may be granted by the authority competent to impose such penalty, pension at a rate not less than two thirds and not more than full invalid pension and special additional pension, if any admissible to him on the date of his compulsory retirement.

Provided that in the case of an officer mentioned in Rule 2304 (CSR-349. A)-R other than an officer mentioned in Rule 2539 (i) (C.S R.-474-A(i)-R, who has completed before such compulsory retirement, 25 years of qualifying superior service or more, the pension shall not be less than two thirds and not more than the full retiring pension and special additional pension, if any, to which he would have been entitled if he retired on that date.

Provided further, that in case of an officer mentioned in Rule 2539 (i) (CSR-474-A (i)-R, who has rendered, before such compulsory retirement, 20 years of qualifying service or more, the pension shall be not less than two thirds and not more than full retiring or invalid pension and special additional pension, if any whichever is less".

[R. B. No. F(E) 56-CSR-1/1 dated 24-6-57].

(4) Substitute the following for the existing Rule 2108 (FR 69).

1. "2108 (FR 69) Employment during Leave. A Railway Servant on leave may not take any service or accept any employment without obtaining the previous sanction of

(a) the President, if the proposed service or employment lies elsewhere than in India; and

(b) the authority empowered to appoint him if the proposed service or employment lies in India.

Note : This rule does not apply to casual literary work, or to service as an examiner or similar employment; nor does it apply to acceptance of foreign service, which is a governed by rule 2142 (FR 110)"

(5) Substitute the following for the existing Rule 2111-R II (FR 72) :—

2. "*2111* (FR 72) : *Return before Expiry of Leave* (1) A Railway servant on leave may not return to duty before the expiry of the period of leave granted to him, unless he is permitted to do so by the authority which granted him leave.

(2) Notwithstanding anything contained in Sub rule (1), a Railway Servant on leave preparatory to retirement shall be precluded from withdrawing his request for permission to retire and from returning to duty, save with the consent of the authority empowered to appoint him.

[R B.No. F (E) 57 LE/1/3 of 21-6-57]

x x x

(B) India Railway General Code, Vol. II (Revised Edition.)

Appendix II - G. II (Revised Edition)

1. Abstract A. Delete the words "incurred on home line" appearing in explanatory note No. 120 to this abstract.
2. Abstract B. Delete the words "on home line"appearing between the words 'charges' and "for" in the 2nd line of explanatory note No. 222 to this abstract.
3. Abstract C. Delete the words "on home line" appearing in line 1 of explanatory note No. 314 to this abstract.
4. Abstract E. Delete the words "home line" appearing in line 1 of explanatory note No. 524 to this abstract.
5. Abstract F. Delete the words "home line" appearing in the 2nd line of explanatory note No. 614 to this abstract.
6. Abstract H. Delete the words "home line" appearing in 2nd line of explanatory note No. 836 to this abstract.
7. Abstract J. **Delete the words "on home line" appearing in the 2nd line of explanatory note No. 913 to this abstract.**

Ry. Board's letter No. 56 AC. II/3/5 d/ 5-7-57.

* * *

Retention of Railway quarters during periods of leave, deputation, suspension etc.

The Railway Board have decided as under :

1. Rent for Railway quarters payable for periods during which quarters may be retained during periods of leave, deputation, suspension, as permitted under para 1 (i) to (v) of Board's letter No. F (X) II-52-QR 1/2 dated 18th Apr. 1956* will be recovered in terms of para 1915 (a)-E, i.e., 10% of the emoluments or the assessed rent of the quarter, whichever is less, as already enjoined in para 2 of Board's aforesaid letter.

* See page 102 of this Journal for June 1957.

2. Rent for periods beyond those specified in Board's letter referred to above, and which are covered by permission accorded under the personal orders of the General Manager, with the concurrence of the Financial Adviser and Chief Accounts Officer, will also be the same as in (i) above. This is in supersession of para 3 of Board's aforesaid letter.

3. Where staff stay on in quarters without proper authority beyond the permissible periods, including periods permitted by the competent authority, rent for such extended stay will be recovered on the basis of Board's letter F(X) II-53-RN-3/2, dated 17th June '55, i.e., 10% of the emoluments or twice the assessed rent, whichever is higher. This will apply to those for whom an initial allotment was sanctioned but exceeded the authorised period of occupation.

* * *

Revival of House Building Advances

Under the existing orders, Applications for House Building Advances would be entertained only from such Railway Servants as are permanent and also happen to be in possession of a plot of land on which construction could

commence immediately on receipt of the advance applied for. It has since been decided that Applications would also be entertained from eligible Temporary Railway Servants, if they satisfy the above mentioned conditions. Grant of advances will be governed by rules which were laid down by the Board in their letter dated the 2nd July 1956.

It has, however, been decided that Applications for advances may also be entertained for construction of new houses (including acquisition of suitable plot of land for the purpose) from such eligible Railway Servants, who have in view (but not in actual possession) a developed plot of land on which construction could commence immediately on receipt of the loan.

Amounts of advances as and when granted will be adjusted with the Accountant General, Central Revenues, by operating upon the Head "T-Remittances—Accounts with States," who will book the same under "O-Loans and advances by Central Government—Loan to Government Servants etc.—House Building Advance," against allotments made for the Works, Housing and Supply Ministry for the purpose.

Recoveries on account of these advances will be adjusted similarly with the Accountant General, Central Revenues.

[R.B. No. F (E) 55/Adv. III/(2) dated 26-3-'57.]

Books Review

STATEMENTS ON ACCOUNTING PRACTICE NO. 2 CONTROL THROUGH MECHANISED ACCOUNTING PART-I.

This is a very informative and instructive brochure published by the Australian Society of Accountants. It is obvious that great care and thought have been devoted to the collection and presentation of the material by the Committee of the Society who were charged with this special duty of compilation of this pamphlet.

The arguments for and against mechanisation have been discussed critically in an objective way and should be studied by any undertaking which has a proposal of mechanisation of accounts etc., under consideration.

The details of Accounting machine equipment available are also given in the pamphlet. The necessity for self-contained Office Manuals is emphasised.

The following extract from the pamphlet would be of interest :

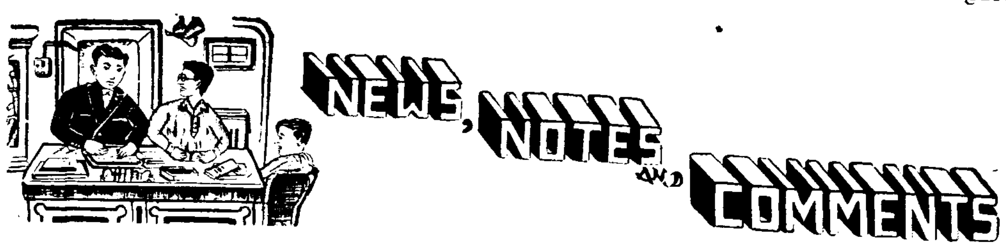
"What is meant by Control?

An accounting procedure must present to management timely, accurate, complete information swiftly and economically. The success of mechanisation can be judged by the extent to which it achieves these requirements.

Mechanisation must assist the accounting procedure in production of satistical and allied information, to enable management to assess trends and results already achieved and thus confidently forecast development and expansion.

This statement is an analysis of the circumstances in which such managerial control may be increased by mechanised accounting. Later statements on the practical side will emphasise control to a greater extent rather than the application of particular machines to specific work".

B.G.B.



Unproductive Indirect Costs

In an article on "Cost Reduction, The Production Engineer's Contribution" by Basil H. Dyson, in 'The Cost Accountant, London, in April, 1957, it is stated as under:—

"In far too many companies the offices are looked upon as necessary evils and are classified under that dark cloak of 'indirects.'I much prefer to look upon office organisations, not as inefficient indispensables, but as production service departments. In fact, the office of even a batch production factory or a jobbing shop often has a routine procedure that can be laid out by production engineers on a real flow line basis.

As the necessary office work is equally as important and just as much a production cost as the machine shop operations, increased productivity in office processes is essential."

What is stated above, applies equally, (perhaps in a larger measure) to the Finance Branch and Accounts Offices of Indian Railways and it is high time that a reorientation is given by the higher authorities to the outlook with which these important limbs of the administration should be viewed.

* * *

Accrual Accounting in Government (U. S. A.)

The United States Congress has passed legislation whose general effect will be to change the method of federal government accounting from the cash basis to the accrual basis. The legislation amounts to a partial adoption of recommendations made by the Hoover Commission.

After the legislation was passed, the Director of the Bureau of the Budget, Mr. Percival F, Brundage, issued directive that all government agencies were to submit plans, not later than March 31, 1957, for adoption of accrual accounting and cost-based budgeting. Mr. Brundage is a farmer senior partner of Price, Waterhouse & Co , and a past president of the American Institute of Accountants. The working of the new system will be watched with interest by all who are concerned with government accounts and budgeting,

(The Australian Accountant, April, 1957.)

* * *

Transit of parcels on Railways.

Owing to the constant complaint from the public regarding delays in transit, a system of "tell-tale" labels has been introduced to record the history of the transit of each parcel to make it easier for the Railway to take remedial action. Under this system, which has been introduced as an experimental measure between selected pairs of stations on the Eastern, South Eastern, Southern and North Eastern Railways, a "tell tale" label, which is tagged to every packet, indicates the dates of despatch and arrival as also transhipment at junction points in the transit of a parcel packet from the Booking Station to the Destination Station. At the destination point, labels are collected from the package and the delays are analysed for taking corrective action. The Railway Staff at the Forwarding and Rebooking points as well as at the Receiving ends have been enjoined to ensure that proper entries are made on the label.

We await with interest the result of this very necessary experiment which depends not only on the integrity of the staff concerned, but also

on the rapidity of the action taken by the Traffic authorities.

* * *

Non-availability of Railway Codes.

One of our correspondents has complained to us that inspite of the fact that candidates for App. II and III Examinations, particularly for Receipts Accounts, are required to have the relevant books, viz, the Indian Railway Conference Regulations. Part II, Military Tariff, Red Pamphlet and the Manual of Statistical Instructions issued by the Railway Board, these are not available to them for personal use. This places a very serious handicap on the candidates. It is, therefore, suggested that for *bona fide* candidates for the Examinations, the Department should supply a copy of each of these publications, together with uptodate *correction slips*, on payment to be prescribed by the Department. So far as staff working in the Railway Offices are concerned, there is no question of "Confidential" or otherwise. Familiarity with the necessary Books of reference is absolutely essential for the correct discharge of their duties by the staff. An immediate action for the supply seems to be called for.

* * *

Railway Class IV Staff Committee.

The Class IV Staff Committee has framed a Questionnaire covering various aspects like literacy, incentives to be offered to the staff to acquire qualifications, recruitment for intermediate grades, qualifications to be prescribed for promotion, training to be given to the staff etc.

Opinion has been sought on this questionnaire from all Railway Administrations, recognised Labour Unions and public interested in the Railway Staff problems. Railway employees are also asked to send their suggestions in response to the questionnaire.

Note: Whe have since been supplied with a copy of this Questionnaire. They relate mostly to the Railway Departments whose replies will weigh eventually with the Committee.

Ed., R.A.

* * *

Statistics of Indian Railways.

Gross Earnings: The approximate Gross earnings of Indian Railways during June 57 amounted to Rs. 29,53 crores, showing an increase of 0.99 crores as compared with the actuals for June 56 and a decrease of Rs. 1.57 crores as compared with the earnings for May 1957.

The total earnings for the first three months for 57-58 amounted to Rs. 90.11 crores as compared with the actuals of 85.61 crores for the corresponding period of 1956-57.

This increase is completely covered by increase under goods earnings.

Goods Tonnage: The number of tons lifted during the month of June 1957 comparatively is as under:

	May 1957	June 1957	Decrease %
B. G.	7374000	6750000	8.46
M. G.	2043000	1987000	2.74

The number of tons lifted during the first three months from April to June 1957 compared with the corresponding period of 56-57 is as under:

	1956-57	1957-58	Increase %
B. G.	19928000	21291000	6.84
M. G.	5403000	6264000	15.9

Wagons loaded: The number of wagons loaded with Goods Traffic during June 1957 showed a decrease of 11.1% over the BG and 9.12% over M.G. as compared with the loadings for May 1957.

The total loadings for the first three months for 1957-58 as compared with the corresponding period for 1956-57 showed an increase of 7.71 and 13.7% respectively for BG and MG.

The *increased* loadings noticeable in commodities on B.G. are broadly as under: Grains and pulses, jute raw, sugar, pig iron, manganese ore, iron ore, coal for other Government Railways and manufacturing units; while *decreases* were noted under Cotton raw, sugarcane and tea.

Over the MG, the *increases* are contributed by Grains and pulses, cotton manufactured, jute raw, jute manufactured, sugar, iron and steel—others, iron ore, coal for home lines; while the *decreases* are broadly noticeable under tea, miscellaneous smalls, and pig iron.

* * *

Superannuation Age

The Home Minister, in a written reply, to the Lok Sabha, stated on the 2nd Aug., 1957 that the Central Government had no intention of raising the age of superannuation of its officials, but extension may be particularly granted, if any necessary, to Engineering and Technical Personnel to meet the large demands of such personnel in connection with the Second Five Year Plan.

* * *

The Indian Rupee

(*Courtesy—The Hindu*)

According to a study compiled by the *United States News and World Report*, the American Dollar had, during the last ten years, gone down by 20%, the British Pound by more than one-third and the French Franc' by more than two-thirds.

The Indian Rupee, however, dropped only by 18% (as against the Swiss Franc 11% during the period), thus being the World's second best.

* * *

Maintenance of Railway Wagons

The All India Train Examiners' Welfare Committee, Calcutta, pointed out to the Union Ministry of Railways that Train Examiners had not been supplied with certain very essential implements for the proper Operation and Maintenance of Railways and that the possibilities of accidents existed. It was specially reported that in the Carriage Repair Depots, 1½" nut was not available and that major fittings like Brake blocks were improperly secured for want of such nuts. Vacuum gauges, springs of different types and other materials were also not available.

Cooperation from the Stores Supply Department was unsatisfactory and the Train Examiners had to force supply materials from them at the loss of a substantial portion of their time. It was pointed out that work according to Rules would mean slowing down the repair of wagons and an increased number of wagons on the Sick list.

Note: This defect does not seem to be confined to one District or to one Railway, but fairly widespread. The Operating and the Mechanical Departments would do well to go into the case seriously and see that the Staff are supplied promptly with all essential materials so that slackness on their part, if any, may be separated and taken up for improvement.

Ed., R.A.

* * *

Commission of Enquiry for studying the Pay Structure of Central Government employees

The Finance Minister announced in the Parliament on the 3rd August 1957 that the Government of India had decided to set up a Commission of Enquiry, under the Chairmanship of Mr. Justice Jagannatha Das of the Supreme Court, to enquire into and report upon the emoluments and conditions of service of Central Government employees with the following terms of reference :

1. The Commission shall examine (a) the principles which should govern the structure of emoluments and conditions of service of Central Government employees; (b) consider and recommend what changes in the structure of emoluments and conditions of service of different classes of Central Government employees are desirable and feasible, keeping in mind the considerations mentioned in paragraph 2 below; and (c) recommend in particular the extent to which the benefits of

the Central Government employees can be given in the shape of amenities and facilities.

2. In making its recommendations, the Commission will take into account the historical background, the economic conditions in the country and the implications and requirements of developmental planning and also disparities in the standards of remuneration and conditions of service of Central Government employees on the one hand and of the employees of the State Governments, local bodies and aided institutions on the other and other relevant factors.

The Chairman will be assisted by four other Members, whose names are to be announced shortly.

It is presumed that the Commission may be asked to give interim Report on the question of Interim Relief.

The terms of reference to the Commission are very comprehensive and cover almost all points referred to frequently by the P & T Employees' Federation and other Employees' Unions.

The President of the National Federation of Indian Railwaymen (Mr. S. R. Vasavada) stated that in his opininion the Commission must squarely meet their demands regarding their pay structure and other matters and that the need for a strike by the P & T employees and allied other units is not apparent.

* * *

Setting up of Wage Board.

The Secretary of the National Federation of the Indian Railwaymen insists upon the setting up of a Wage Board for Railways before the end of Dec. 1957 with the alternative threat of a strike. He said that there had been noticeable improvement in the outlook of the Railway Ministry and that agreement had been reached on a number of important issues with the Ministry; some of which being

1. Pension scheme for Railway Workers,
2. Confirmation of all officiating staff within a year,
3. One month's leave for Class IV employees and
4. Training facilities for class IV employees to equip them for further promotions.

He added that the two basic demands of the workers viz., appointment of a Wage Board and the Linking up of Dearness allowance with the cost of living Index remained yet to be accepted.

Personnel

Southern Railway:

Sri S. Ramamurthy returned from leave on the 12th July 1957 and was posted, with effect from the same date, as A.A.O. (M), vice Sri K. Srinivasa Aiyangar, reverted permanently, at his own request, as Senior Accountant.

Sri M. R. Thyagarajan, Senior T.I A., was recalled from leave and promoted to officiate as Asst. Accounts Officer, Coaching, Tiruchirapally, with effect from the 15th June 57.

Sri Krishnamurthy Mandikal, S.A.O. (T), Tiruchirapalli, was transferred as S.A.O. (P&S) Madras, with effect from the 20th July 1957.

Sri K. Rangiah, A.A.O. (Coaching), T.P.J., has been posted to officiate as S.A.O. (T), TPJ, in place of Sri Krishnamurthy Mandikal.

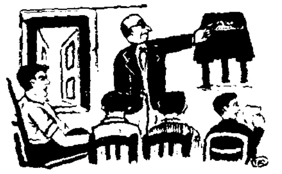
Eastern Railway:

Sri K. C. Das Gupta, Accountant, C.A.O's Office, appointed to officiate as Asst. Secretary to G. M. (Cl. II) *vice* Srl N. Sundaresan proceeded on leave.

Sri S. S. Ganguli, Offg. Dy. G.M (Works) HQ., posted as Offg. Dy. C.E. (Bridges) HQ.

Sri J. N. Roy, offg. Dy. C.E. (Construction) posted as Offg. Dy. G.M. (G) HQ.

(*Continued on page 174*)



Readers' Forum

Appendix III-A Examination 1956 — Analysis of Failure List

Percentage of failed to those appeared shown in the failure list.

Subject		Total No.	A. E.	Abs.	Appeared	Exempted	Passed	Failed	Percentage of failed to those appeared (8 to 5)
1		2	3	4	5	6	7	8	9
Book Keeping	..	1045	160	3	882	27	117	738	84·00%
G. R. P.	..	1045	84	33	928	22	590	316	34·00%
Traffic A/cs	..	451	0	10	441	1	47	393	89·00%
Station A/cs	..	285	2	9	274	17	151	106	38·70%
Traffic Book & Traffic Statistics	..	166	1	2	163	0	14	149	91·40%
Books & Budget	..	392	0	23	369	0	41	328	88·80%
Gl. Expenditure	..	352	0	23	329	7	221	101	30·70%
Workshop	..	84	0	0	84	1	32	51	60·70%
Establishment	..	60	3	7	50	2	12	36	72·00%
Stores Accounts— Accountants	..	158	0	7	151	1	72	78	51·60%
Stores Accounts— Inspectors	..	71	0	7	64	6	48	10	15·60%
General Procedure in COS Office	..	71	0	7	64	5	29	30	46·90%

Percentage of Passed to total No. of Candidates Appeared

Subject		Passed	Failed	Total	Absent	Appeared	Percentage of passed to those appeared (col. 2 to col. 6)
1		2	3	4	5	6	7
N. Ry. only:							
Inspector of Stn. A/cs	..	51	102	153	1	152	33·6%
Inspector of Stores A/cs	..	9	9	18	1	17	53·0%
Accountants with T/A	..	7	40	47	2	45	15·5%
Accountants with General A/cs subjects	..	25	60	85	2	83	30·0%
Total	..	92	211	303	6	297	31·0%
All Govt. Rys.:							
Inspector of Stn. A/cs	..	90	285	375	9	366	24·6%
Inspector of Stores A/cs	..	21	71	92	7	85	24·7%
Accountants with T/A	..	*21	166	187	2	185	11·1%
Accountants with General Ac/s subjects	..	147	523	670	30	640	23·0%
Total	..	279	1045	1324	48	1276	21·9%

* *N.B.* :—This number represents the approximate maximum number of passed candidates with Traffic Accounts. The actual number is estimated to be between 18 and 20.

The percentage of passes with Traffic Accounts is only half of the overall percentage whereas in the other three subjects the percentages exceed the overall percentage. Such a low percentage of Traffic Accounts candidates is due to very stiff marking in all the papers of their optional subjects viz., *Traffic Accounts 89% and Traffic Book & Statistics 91·4%*. The Railway

Board may kindly take suitable steps to ensure that such large disparities do not occur in future examinations.

— *D. R. S.*

Note :—It is not very clear as to how far the percentage basis would be helpful in deducing inferences therefrom. However, it is sufficiently clear that broadly speaking, candidates, with Receipts Accounts as their optionals, have always been at a disadvantage. Further, during the last two years, there have been bitter complaints about the contents of the question papers in the Traffic Accounts subject. Under the circumstances, we feel that the best course available is to publish typical authoritative answers to these questions at least in a skeleton form to enable the candidates that have failed to gauge themselves how far they have failed to come up to the examiner's expectations and also to help future candidates in designing their method of study and approach to the subject. We hope that this aspect, which we have pressed for a number of years, will bear fruit at least at this juncture as it would be only in the interests of the Railway Administration to remove any wrong notion that the candidates may have come to in regard to their failures.

Ed., R. A.

* * * *

Upgrading of clerical posts.

With reference to the circular letter of the Railway Board No. E (X) I-57-CPC-40 dated the 7th Mar. 1957, ordering some benefits to Grade II Clerks, a great commotion has been created, as those who have qualified themselves or are going to qualify themselves before the close of this year by passing the App. II-A Exam. are to be benefited considerably, while those who had qualified themselves prior to 1st Apr. 1956 do not stand to gain comparatively.

When the grievances are analysed, there seems to be some good argument in favour of the appellants. In order, therefore, to remove the anamolies created by the Board's order, some suggestions have been made by the aggrieved staff which, when summarised, would amount to this :—

In the case of staff who had qualified themselves prior to 1st Apr. 56 and who were drawing a pay of less than Rs. 100/- they desire that they should be given a minimum start of Rs. 100/- from the date the Clerk was promoted as Clerk, Gr. I, regulating increments on due date and arrears according to these accounts being also paid early.

Note : In this connection, while it is but rational to feel that the staff who are more experienced and who in spite of their being duly qualified, were not in a comparatively better position on 1st Apr. 1956 than those who subsequently qualified themselves and who have been given special privilege of having their pay raised to Rs. 100/- with their further increments duly regulated thereafter, the pay of the earlier qualified staff should also be raised to Rs. 100/- with effect from 1-4-1956 and their seniority maintained. The increased emoluments with effect from 1-4-1956 can be given to them also accordingly, as is done to the later qualified candidates. The request for grant of this enhanced pay even prior to 1-4-1956 would not be logically correct and payment of arrears based on such arrear promotion would, therefore, also not arise. It is hoped that the Railway Board would have seriously considered the various aspects presented by the aggrieved clerical staff and made arrangements to mete out justice in their cases also.

Ed., R.A.

Negotiations with the Railway Board.

The Railway Minister stated that those issues which were not settled by negotiations between the Railway Board and the National Federation of Indian Railwaymen would be referred to the one-man Tribunal already functioning. These referred to two issues still pending out of the five that have been brought up for negotiations.

The Railway Minister further stated that the question of removing anamolies arising out of the implementation of the first Pay commission's Recommendations being referred to the Tribunal or negotiated with the Board had still to be considered and particularly with a view to the matter being referred to the Commission appointed for investigating the Pay Structure of the Central Government employees.

* * *

Protection of Railway Property.

A bill to provide for the constitution and regulation of the Railway Protection Force for the better protection and security of Railway Property was discussed in the Lok Sabha on the 15th July 1957. While explaining the purpose of this Bill, Mr. Shah Nawaz Khan, Dy. Minister for Railways, said that the Watch and Ward Department of Railways had hitherto been handicapped by lack of adequate and well defined status and a proper sense of discipline. The present Bill not only re-designated that department, but also enabled the personnel of the Force to be brought under a set of disciplinary rules and conferred on them, under certain conditions, powers to arrest and search without warrant. The Force would also provide, in times of need, suitable assistance to the Government Railway Police.

* * *

Railway Demands for Grants :

The Lok Sabha discussed the various Demands for Grants of Railways amounting to Rs. 557 crores from the 18th July to the 23rd July 1957.

The Speaker at the outset ruled out a point of order by Sri N. C. Bharucha questioning the validity of discussing the Railway Demands. His contention was that Article 112 of the Constitution contemplated only one Statement of the Estimates of Receipts and Expenditure of the Central Government. The issue was whether the Convention relating to separation of Railway Finances from General Finances survived in the face of Article 112, and if it did not, whether a Railway Budget was a separate Budget and contravened Article 112 of the Constitution.

The Law Minister, Sri A. K. Sen said that the point of order could not be sustained in view of Rule 213 of the Rules of Conduct and Procedure of the House which provided for the presentation of the Budget in parts.

The Speaker said that there was nothing in Article 112 of the Constitution which provided that there ought to be only one Statement of Revenue and Expenditure. He was not going to say that any rule of the House was *ultra vires* of the Constitution and if the Member felt that the Railway Budget was out of order, he might raise the issue independently.

While winding up the Debate, the Railway Minister declared that what the Government had secured from the World Bank would ease the Foreign Exchange Position in regard to Railways' needs and that the Railway would now be in a position to implement their programme for the present year without any curtailment in any direction. The Railway Minister spoke at length on various other subjects, viz., steps to reduce overcrowding, passenger amenities, strength of the Railway Board, plea for merger of Unions, Station Masters' Grievances, etc. etc.

The Railway Minister also announced the decision to form Joint Committees of Railwaymen at all levels for the better maintenance of Passenger Amenities and the efficient running of trains; also his desire to take up the development in hitherto neglected areas as conditions permitted.

After the Minister's reply, the House rejected all Cut Motions and voted the Demands, totalling to Rs. 557 crores.

* * *

Indigenous Manufacture of Railway Wagons

The Deputy Minister for Railways, Shri Shah Nawaz Khan, in reply to a question by Shrimati Tarkeshwari Sinha, stated that out of 15 firms selected by the Railway Board for the development of additional indigenous capacity one has withdrawn, two have expressed their inability to take up the order for the present and out of the remaining 12 firms, licenses have been granted to 10 firms.

PERSONNEL

(*Continued from page 169*)

Railway Board:

Sri D. N. Chopra, Jt. Director, (Civil Engg.) Railway Board, will work as Secretary to the High Level Committee of Engineers, in addition to his own duties, in place of Sri B. C. Ganguli, since posted as Engineer in Chief, N. E. Railway.

The following Officers are co-opted as Members of the above Committee:

(i) Sri S. L. Bazaz, Addl. Consulting Engineer (Bridges), Ministry of Transport (Roads Wing),

(ii) Sri P. R. Ahuja, Director, Central Water and Power Commission.

S.E. Rly.

Sri S. Krishnan of the Traffic Department is appointed to officiate as Dy. C. C. S. with effect from 23rd May 1957.

Sri Godwin Rose, S. A. O. is appointed to officiate as Dy. C. A. O., with effect from 5th June 1957.

Central Railway:

Sri D. G. Divgi, Offg. Dy. C. E, Bridges, Bombay, posted as Offg. Dy. C.E., Khandwa-Hingoli Construction, Bombay, from the 14th May 1957.

Sri K. K. Rao, Offg. Dy. C. E. (Projects), Bombay, asked to hold dual charge of the post of the Dy. C. E. (Bridges) Bombay, in addition to his own, from the 14th May 1957.

Sri T. S. Gopalan, appointed to officiate as S.A.O. Planning, from 1st June 1957.

Sri V. R. Ganesan, Offg. S.A.O (Planning) has been posted as Offg. Workshop Accounts Officer, Parel, from 1st June 1957.

Sri M. Krishna Rao, Offg. Workshop Accounts Officer, Parel, posted as Offg. S.A.O. (Stores) from 1st June 1967.

Sri M. A. Hai, Offg. S.A.O. (Stores) posted as Offg. D.A.O, Bombay, from 1st June 1957.

Sri R. A. Moorthy, Offg. D.A.O., Bombay, posted as Offg. D. A. O., Bhusawal, from 8th June 1957.

Students' Corner

Introduction of Decimal system of coinage

All calculations should be done in Rupees and naye Paise only from April 1957 onwards. The amounts should not be calculated under Rupees and annas and then converted to decimal coinage. Two examples are given below:

10 days salary for April 1957 at Rs. 55/- p.m.

(a) If calculated under Rupees and annas, the amount works out to Rs. 18-5-0 eliminating 4 pies and the equivalent decimal coinage for Rs. 18 and annas 5 is Rs. 18 and 31 n.P.

(b) If calculated under Rupees and naye Paise directly, the amount works out to Rs. 18 and 33 n.P.

3. The amount shown against item 2 (b) i.e., Rs. 18 and 33 n.P. only is correct.

4. *Deductions towards Provident Fund etc.*

(a) The P.F. recovery for an employee earning Rs. 10 is annas 13 eliminating 4 pies and the equivalent decimal coinage for annas thirteen is 81 naye Paise only.

(d) If calculated under Rupees and naye Paise directly, the amount works out to 83 naye Paise.

5. The amount shown against item 4 (b) is correct in terms of para 1 above.

* * *

Revision in the form of Precis & Draft Question Paper

From November 1957, Paper I of Part I, viz., the paper on Precis and Draft, of all branches of the S.A.S. Examination will be remodelled on the following lines:

Question 1: Precis of a correspondence or of notes on an official subject 70

Question 2: The drafting of an official letter or office Memorandum bearing on the subject matter of Question 1. 40

(These two questions will, more or less, be on the existing pattern, but the length of the correspondence (or of Notes) to be summarised will be some what less than hitherto.)

Questions 3 and 4: will be framed with a view to test the candidate's ability to write in gramatically correct form the English which he is required to use for his daily work. He will be asked to correct errors, fill in blanks in given sentences and to frame sentences to illustrate the use of given words or phrases, etc. etc. 40

Total marks 150

2. ***An Auditor's language should always be correct and precise besides being polite and free from verbiage. A good working knowledge of the official language is, therefore, a *sine qua non* for an SAS man.

3. Candiates very often are not clear in their mind as to what a precis is. For their information and guidance, an extract from an authority on English Grammar and Composition is reproduced in Annexure I. Specimens of Questions 3 and 4 are also attached (Annexure II.) It may be noticed that the revised Paper I definitely improves the prospect of securing pass marks by a candidate who possesses a tolerably good knowledge of the English which he must use in the performance of his daily duties.

ANNEXURE I.

"What is a precis, and of what use is precis-writing? Suppose that you were a very busy man, may be a Member of Parliament or the Head of a business house, and that you had so many important decisions to make that you could not spare time for each. Suppose that a great many speeches had been made or a great many letters written, on a particular subject, such as the Daylight saving bill, or the question of road or rail transport of goods and that you had not time to read all those speeches or letters. What would you do? You would tell your secretary to make a precis or summary of all the speeches or letters, and when you had read that precis, which would be only perhaps a quarter of the length of the original documents you would know all of any importance that had been said or written about the subject. Hence the usefulness of a precis. If the Secretary did not make a good precis, if he left out important points and emphasized unimportant ones, or if he misunderstood the speeches and letters, and so did not clearly reproduce their substance, the busy man would receive a wrong impression and perhaps make an unwise decision.

The first thing to be done, when you set out to make a precis of a given passage, is to read the passage through slowly and carefully, two or three times if necessary, until you have a mental grip of the subject. You then decide, and jot down briefly, what are the important ideas in the passage, and what are of secondary importance. Keeping in mind that a precis is something useful and practical, you should never leave out names of persons and places, dates and times, unless these are only interested as illustrations and do not belong to the main subject matter. You can discard illustrations, quotations, examples, and figures of speech unless you consider them necessary to the clearness of the argument. Omit exclamations and rhetorical questions. Always write in the third person and turn direct speech into indirect speech.

To make the course of the argument or the sequence of events clearer, you may find it advisable to change the order of the original. Sometimes for the sake of effect an author will reserve till the end a thought which would more logically come at the beginning or sometimes he will introduce a digression in the middle of a paragraph. The precis writer must notice anything of this kind and arrange his material clearly and logically.

A precis writer will generally find it easier, or better, for his purpose to change the wording of the original, but he is at liberty to retain the original language as much as he would like to do. A precis that consists of a collection of sentences nicked out here and there from the given text is very likely to lack coherence and clearness. Since the aim is to condense the material as much as possible, i.e., to pack much meaning into few words, one should try to put into one sentence an idea which the author has taken several sentences to express."

ANNEXURE II.

Specimens of Questions 3 and 4

Q. III. Re-write the following sentences correcting all errors and removing any defects of construction.

(a) The Supdt. asked the Auditor to quickly dispose the case off, as it would be showing in the Weekly Letter Report.

(b) The file has been put up yesterday for the kind perusal of the D.A.G.

(c) No further leave is sanctionable to a temporary Govt. servant who has already been on leave since three months.

(d) The file has been over-delayed; it should be sent to the concerned Ministry in haste.

(e) After officiation as Head Clerk for six months, he was appointed in the Post of Supdt. and hardly he held it during one year than he was called in a still higher job.

Q. IV. (a) Frame sentences to illustrate the use of the following words and phrases :—

Adhoc, initial, with reference to, per contra, supervisory, return (used as adjective) by and large, in arrears, supersede, retrospective.

(b) Fill up the blanks in the following sentences :—

(i) Holidays may be——to joining time, but not——

(ii) Your criticism is not to the——

(iii) Greatly——my surprise, he failed——the Divl. Test.

(iv) He exposed——to the risk——being ——answerable——the mistake in calculation.

(v) The Supdt. told——that his conduct ——subversive——all discipline.

For attention of Subscribers

BOUND VOLUMES OF THE RAILWAY ACCOUNTANT : The following bound volumes of the *Railway Accountant* are now available for sale in limited quantities :

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10-8-1957 *Mg. Editor, R. A.*

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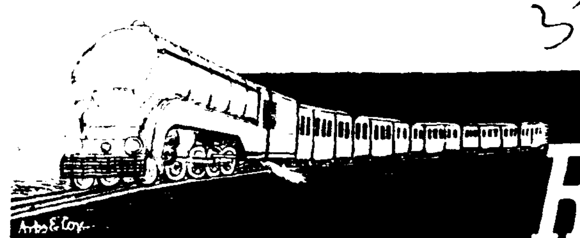

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Manuscripts and photographs, if any, sent therewith, if not accepted for publication, will be returned only if the sender so desires and encloses the usual stamped and self-addressed envelope.

All contributions should be addressed to the undersigned so as to reach him not later than the 28th of a month for inclusion in the next month's Journal, which is published on the 15th of every month.

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Central Railway Magazine	—'57	Indian Railways	Aug. '57
Eastern Railway Magazine	July '57	Indian Railway Gazette	Sept. '57
Northern Railway Magazine	Aug. '57	Indian Construction News	—
Western Railway Magazine	July '57	Chartered Accountant	July & Aug. '57
Southrailnews	— '57	Careers & Courses	Sep. '57
Chittaranjan	Aug. '57	Educational Review	Aug. '57
Central Railway Newsletter	— '57	Australian Accountant	July '57
Eastern Railway (Lifeline)	1-8-'57	Accountants' Journal, (New Zealand)	July '57
,, Newsletter	21-8-'57	Wednesday Review	upto W. E. 4-9-'57
Southern Railway Newsletter	— '57	Railway Herald	upto P. E. 2-9-'57
Western Railway ,,	July '57	Railway Board's Monthly Statistics	Mar. '57

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Vol. IV SEPTEMBER 1957 No. 6

Contracts and Financial Advice

The two-hour discussion on the prices paid by the Government of India for the locomotives manufactured by the TELCO for the Railways, in the Lok Sabha on the 5th September last, was indeed significant and revealing, not only in respect of points of details which remained undisclosed hitherto in regard to the contract entered into by the Railway Board with the TELCO, but also in bringing to the notice of the public as a timely reminder of what the Public Accounts Committee had to say when they considered the irregularities in connection with the TELCO's contract, reported by the Deputy Auditor General—Railways (formerly Director of Railway Audit) through the Railway Audit Report some years ago. The discussion was initiated at the instance of Mr. Feroze Gandhi and Mr. K. K. Warrier, both of whom were more than outspoken in their criticism of the Tata Engineering and Locomotive Company, the Railway Board and the Tariff Commission. The Railway Minister was virtually under fire from all sides of the House, 'friend or foe' being immaterial so far as this particular matter was concerned.

What exactly were the grave charges against the Railway Board so as to warrant their being discussed as a matter of public importance in the Parliament? The main charge was that the prices paid to TELCO for the manufacture by them of M. G. Locos for the Railways were higher than the prices paid for imported locomotives as well as those manufactured in Chittaranjan, and that the subsidy and Government assistance given to the TELCO at the cost of the tax-payer all these years were lavished on an undeserving private enterprise, and in this the Members of Parliament appeared to associate the Tariff Board also as a party to the decision to pay higher prices to TELCO.

Indeed, Mr. Feroze Gandhi said that the price recommended by the Tariff Board was even higher than that *asked for* by TELCO. Over and above all these, it was stated that the penalty clause for not keeping to the schedule in respect of delivery dates had not been enforced against TELCO. In view of this and in view of the experience already acquired by the Railway Board in working their own Locomotive Manufacturing Workshop at Chittaranjan, the plea was put forward that TELCO should be nationalised and taken over by the Government. It is not surprising that the Railway Minister Mr. Jagjivan Ram defended the action of the

Railway Board and the Government of India in this matter, saying that they could not simply brush aside the opinions of an expert body like the Tariff Board and in regard to the past periods, the decision to give assistance to the TELCO was taken even before Independence, having regard to the conditions prevailing at the time; but the Minister had to admit that there had been shortfall in the delivery of Locos in the past by the TELCO for which the penalty leviable in accordance with the terms of the contract was not enforced. An assurance was, however, given that, if any failure occurred in the future, the penalty clause would be strictly enforced against TELCO. Though, as stated by the Railway Minister, the high prices of TELCO were due to defects in their organisation to which attention had been drawn by the Tariff Board after a detailed comparison of their working with that of Chittaranjan, and TELCO have also since been asked by the Government to rectify the defects as early as possible, great care is to be taken to ensure that the matter is not allowed to drift and that speedy steps are taken to place the matter on a sound and financially irreproachable footing.

Of particular interest to Railway Finance and Accounts Officers, are the views of the former Auditor-General, Mr. V. Narahari Rao, as also the present Auditor General, Mr. A. K. Chanda, on the terms of agreement concluded with TELCO. Mr. Narahari Rao is reported to have told the Public Accounts Committee on 3rd November, 1952, as under :—

> "I have never come across an agreement better designed to create confusion and to blur all the issues. When I looked at it, I got very hesitant about my accounts knowledge. I thought probably I did not understand enough finance and accounts. When I first saw this agreement I got quite alarmed. I have yet to meet the Financial Advisers from the other side (Railway Board) and ask them how they made this agreement. I, of course, feel a bit suspicious about the whole thing."

Mr. Chanda was also no less vehement in his attack on the agreement. This is what he said to the Public Accounts Committee :

> "The agreement is very difficult to understand. Let me tell you straightaway that I cannot understand many of the clauses. We are very unhappy over this and do not see light as to how this is to be handled."

The imperative necessity and utmost importance of having the terms of agreements with outside parties as clear and as unambiguous as possible, cannot be over-emphasised, and the above instance should surely be an eye-opener to all Finance Officers to be vigilant in this respect in future ; they should not be caught napping, not only in their own interests but also in the interests of the tax-payer and the country as a whole. It is true that, very often, due to continual and unceasing bullying of the Executive on the Finance to 'okay' the terms proposed by the Executive without allowing Finance to make a careful and dispassionate study of all the aspects of the matter before conveying concurrence, not only major

(Continued on page 185)

Training of Railway Staff

(Contributed)

The need to get the maximum output from every Member of the Staff is too obvious to be reiterated It is also apparent that many persons newly recruited to the Railways, in whatever Department it may be, are not likely to be able to give the Railway the full worth of their wages or salary, unless and until they know their jobs. This aspect has been recognised by the Railway administrations and arrangements have been made to have Courses of Training for all recruits for short periods, so that they might undertake their jobs with better knowledge. But this initial training could, in the natural course, be only of a cursory nature and real training should be given when the staff are actually on their jobs. It is very essential that the progress of every recruit is closely watched not only during the period of his preliminery training, but also for some time after he has been put on his regular job. Arrangements have also to be made to understand the aptitude of each individual and to get the maximum result out of not only his capacity, but also his initiative. The staff should be encouraged to give of their best to the Railway, which feeds them, and a sense of loyality should be inculcated in them by their employer.

It is not rare that we notice a fairly large percentage of the staff taking no keen interest in their jobs. This might be the result of their not having any ambition owing to the fact that their future, for sometime at least, is assured by a regular time scale of pay. As an offset against this lethargy, it should be provided that the work of the staff should be reviewed from time to time; and if the results of such a review indicate slackness or some avoidable inefficiency, the staff should be pulled up and after due warnings also subjected to some sort of punishment, which will at least goad them up to better work in future. The objective should always be to make the staff realise that they are a part and parcel of a big Railway Administration and that it is their duty to play their part in the efficient working of such Railway Administration. In fact, there should be not only incentive for better work, but also the fear of being punished for bad work. Unless these two things—the Positive and the Negative—are operated together, there does not seem to be much hope of an improvement in working the lack which of has been a very widespread complaint throughout the Government Administration.

Apart from the above general ideas, there are also other aspects to be looked into. There exist many special types of work in the various Departments and the Staff employed therein require to be initiated into such details as early as practicable. With this view, the staff employed, say in the Statistical Department, would have to be afforded training facilities for learning their work right up from the 'ABC' of the initial documents upto the last stage of the work. Similarly in the Commercial Department, where Station staff are recruited they have to be given training in the rudiments of Station Accounts, before they are put on their jobs. Similarly also for recruitments for technical work, though, in these cases, a certain amount of initial knowledge may be made compulsory, even at the time of recruitment.

It is, therefore, patent that a detailed scheme of training for staff should be drawn up separately for each type of staff, according to the jobs upon which they are expected to be utilised. This training should also be designed in a way in which the Instructors are well equipped with the current information on the topics upon which they have to impart instructions. It is not as if any person with a limited amount of general knowledge can be entrusted with such a responsible job. Utilisation of the best staff for training purposes will pay rich dividends in the long run.

The system of sporadic lectures on selected topics would not adequately serve this purpose of detailed training, though such lectures should be helpful in later stages and upon subjects of current or topical interest and to men who have already been on their jobs for some time. Thus refresher courses will have to be based on slightly different lines than the course of training for recruits.

Yet another aspect that has to be borne in mind is the fact that several of the candidates who come out successful in the prescribed Departmental Examination, particularly Accounts, are found, in actual work, to be deficient in one respect or another. There are various factors involved, viz., acquisition of knowledge, utilisation of such knowledge and analytical review of the knowledge acquired during an examinations study. In the generality of cases, it appears as if the Examinees think that a PASS is the "Be-all and end-all." But really it is not so. It is only the means to an end itself,—but the passport to better prospect. But such better prospects can come in only by evincing greater interest in practical work. Examiners have often complained that answers to questions requiring either comments or suggestions are omitted or not well dealt with by candidates. It means that Examinees do not go deep into the subject or have not exercised their intelligence in an analytical manner or some such thing. It is, therefore, incumbent upon every Administration to have small practical courses for every passed candidate particularly in the Accounts Department to make the employee take a livelier interest in the practical work and also learn the practical processes of the work and the procedure of tackling them. This course, which should be of short duration of a few weeks, would be of very great assistance to the Officers under whom they have to serve later and also to the staff themselves in giving them greater confidence in their day to day work in due course. Such a scheme becomes all the more necessary in the present set-up as it is found that due to the great importance attached to a pass in a Departmental Examination for future prospects, the candidates adopt every conceivable method of getting through the Examination with the least amount of exertion. The possession of correct, current and adequate knowledge is thus not secured.

Here again, it is essential to make the best selection of the Instructors and only those who are avowedly good practical workers should be entrusted with such work of training. These ideas would, it is hoped, receive suitable attention of Railway Administrations in due course.

Government Purchase of Cycles

The Audit Report for 1957 on the Appropriation Accounts of 1955-56 recently presented to the Madras Legislature discloses several cases of losses as under:

(i) As a result of tenders invited by them, 856 Czechoslovakian cycles were purchased by Government from a local firm between April and August 1949 at a cost of Rs. 1,29,268 for use in the Prohibition Department. Most of the cycles went out of order by the middle of 1951 and they could not be repaired as they were of a special design and

spare parts were not available. Practically all the cycles had therefore to be condemned as unserviceable about two years after purchase and their final sale as scrap was still pending. The loss to Government in the transaction could be estimated to be roughly about Rs. 50,000 (after allowing for some scrap value) on the basis that these cycles had actually served for only $2\frac{1}{2}$ years on an average against a life of five years which could normally be expected.

(ii) A large number of permanent buildings constructed for the cinchona department at a cost of nearly Rs. 20 lakhs through the contractors during the period 1944-48 under the supervision of an Assistant Engineer, drafted from the P.W.D. was found in 1951 to leak heavily and show signs of premature deterioration.

It was found that the execution of the work was thoroughly unsatisfactory and that unseasoned and inferior wood had been extensively used. No legal action could be taken as Government was advised against such a step and the question of taking action for fixing departmental responsibility also was dropped.

(iii) A sum of Rs. 1,05,380 being the cost of a consignment of rice was omitted to be recovered for several years. Another sum of Rs. 1,23,406 due from the same party was also not recovered. Towards these dues, a sum of Rs. 75,000 was collected in cash and another amount set off against sums due to the party from the Government. The loss to Government in the shape of interest charges on the belated recovery would amount to nearly Rs. 75,000/-. Responsibility for the failure to detect non-recovery of dues from the party and for destruction and loss of files in the Office of the District Supply Officer and of the Board of Revenue has not been fixed by Government.

(iv) A sum of Rs. 6,000 was drawn from the Treasury in March 31, 1955, and utilised for the purchase of two pumpsets intended for the benefit of ex-criminal tribes. The sets could not, however, be put to use and were lying idle as the orders of the Government for taking water from the Bhawani river were not available. The purchase was made without prior sanction of Government.

(v) On the completion of an irrigation project in 1934 surplus stores comprising tools and plant and spare parts of machinery were taken to the reserve stock of the Public Works Division in charge of the project for likely use on other works. As there was no demand for the stores for over eighteen years, they were disposed of in public auction in 1951 with a net loss of Rs. 34,577 which loss was written off. There had been inordinate delay in the disposal of the stores, many of which had probably become obsolete or unfit for use through long storage.

(vi) There was substantial increase in allotments for expenditure due to additional provision for implementing in full the schemes included in the First Five Year Plan and to the larger outlay anticipated on Centrally sponsored schemes of Community Development Projects, National Extension Service and Local Development Works. Comparing the total net aggregate grant or appropriation and the aggregate disbursements and recording the fact that there was a saving of Rs. 12·89 crores, the report makes the observation that "the degree of closeness with which the modified appropriation for the year approximates to the actual expenditure as finally recorded, is an index of the efficiency of Government's control over expenditure."

Note: The performance would have been still better if the original Budgeting itself was as near the actuals as possible.

Editor, R.A.

Labour Participation in Management

This artice will be of particular interest when Labour participation in Management is rigorously being considered by the Railway Board in order to create an incentive in the workers to help the Administration to achieve better and more reasonable results, especially in the proper execution of the Second Five Year Plan.

"In a message appearing in the inaugural number of "Bhartiya Shramik" a Hindi weekly Journal started by the Indian National Trade Union Congress, the Prime Minister recently stated; "The future of India lies with the common people and all our five year plans aim at improving their lot. But a vast country like ours cannot be transformed overnight; the task requires hard work. Other countries have also had to go the hard way.

"The working class faces many difficulties. It should be our duty to remove them. Disputes and strikes do not benefit anyone; on the contrary they harm the country.

"I am convinced that we should gradually associate the representatives of labour with the management of industry. We should all join together to shoulder the heavy responsibilities which face us."

(It will be remembered that while presenting the Railway Budget for 1956-57, in the Lok Sabha on the 23rd February 1956, the Railway Minister referred to the question of participation of labour in management and that Government decided to take some important steps in this direction and that the Railway Board was asked to select two or three workshops on Indian Railways to give the scheme a trial.

A team of Senior Officers of the Government of India along with the Representatives of workers and including several Railway Officers under the Leadership of Sri Vishnu Sahay ICS, Secretary, Union Ministry of Labour, toured several European Countries to study the workers' participation in management. During their four weeks' tour in Oct. and Nov. 1956, they visited France, Belgium, U.K., West Germany, Sweden and Yugoslavia.

Railways were represented by Sri Y. P. Kulkarni (Joint Director, Establishment, Railways) and Mr. R. B. Lall Mathur (Dy. C. M. E., Central Railway, Jamalpur.)

In this connection, the following article taken from the Indian Labour Gazette would furnish a very interesting reading.

ED., R. A.)

The Keynote of Labour Management relations in the past everywhere was one of conflict. Efforts of the industrial relations machinery were consequently directed mainly at minimising the scope of this conflict Gradually, emphasis shifted to mutual consultation and co-operation and the industrial countries, particularly in the West, stressed the idea that management and labour should work in harmony for the furtherance of a common objective. Since the last war, the concept of labour management relations has received a new orientation in certain countries which now provide for labour participation in management. By identifying labour with management of enterprise conflict is sought to be avoided.

This experiment is being watched with interest everywhere, and in this country certain proposals in this regard have been mooted in connection with the Second Five Year Plan. A brief review of the existing schemes of labour participation in management may, therefore, prove of interest. Such schemes are known to exist in Yugoslavia, Germany and France.

WORKERS COLLECTIVES IN YUGOSLAVIA

In 1950, the Yugoslav Federal Assembly passed the Basic Law on the management of State Economic Enterprises and Higher Economic Association by the Workers' collectives. The law envisages the administration of the undertaking or the association of undertakings through two elected bodies of workers, namely, the Workers' Council and the Management Committee.

The Workers' Council is elected by all the workers and officials of an undertaking by direct secret ballot. The strength of the council varies from 15 to 120 members depending upon the size and structure of the undertaking and holds office for one year. The Council meets at least once every six weeks. It deals with all important and policy matters such as approving the plans and balance sheet of the undertaking, taking decisions regarding the administration of the undertaking, distributing the disposable part of the undertakings' net income and wage fund surplus and issuing the rules of the undertaking.

The Workers' Council elects the Management Committee and is also empowered to appoint and dismiss the Managers of the undertaking. The entire Workers' Council or any Member thereof may be dismissed by work people before the expiry of their term of office for inefficient performance of their duties.

The Management Committee is the executive organ of the Workers' Council. It is elected by the Workers' Council from amongst its members and consists of 3 to 11 members (including the manager) depending upon the size of the undertaking.

At least three-fourth of the members of the Committee must be workers, employed directly on production or in the basic economic activity of the undertaking. A new Management Committee should not contain more than one-third members of the Committee of the preceding year and no one can be a member for more than two consecutive years.

PARTICIPATION IN DAY-TO-DAY ADMINISTRATION

The Management Committee is in charge of the day-to-day administration of the undertaking and is responsible for various matters such as preparing drafts of the basic plans of the undertaking and issuing monthly operational plans, preparing drafts for internal organisation and job classification, taking steps to increase production and to improve the qualifications of workers etc.

The Members are not paid for their work on the Committee but are entitled to compensation equivalent to the normal wages, lost in the performance of the Committee's duties.

The Basic Law of 1950 also provides for the establishment of a Workers' Council and Management Committee for an association of undertakings to be elected by the staff of the associated undertakings. But these provisions have never been applied as it is feared that these higher economic associations might acquire a monopoly.

The new changes have, it appears, produced beneficial results such as appreciable reduction in the working population in individual undertakings coupled with an increase in the over-all production, savings in raw materials, fuels etc. The system of management by workers is still in the process of development. The trade unions in Yugoslavia have, on their part, been-engaging themselves in training the workers in the art of business management which is essential for the success of the Yugoslav system.

Need for Standard System of Initial Examination in Workshops of Locomotives Received for Repairs

(Concluded)

CHIEF MECHANICAL ENGINEER'S DEPARTMENT

Ticket No.................. Name.. Shop No. 9. (Group 5).

Date Required.......................... **Old Reversing Rods Fitting** Week Ending....................

Engine No.................

P. L. No.	QTY.	DESCRIPTION	OPERATION	BASIS TIME Hrs.	Mins.
		Brackets New W. I. Guide ...	Fitting complete ...		
	1	Brackets Old W. I. Guide ...	Refitting with New bolt and bush ...	1	30
		Bridle Old M. S. ...	Refitting with New M. S. bolts after welding ...		
		Bush New M. S. for Reversing Rod (Single end) ...	Fitting		
		Joint New M.S. Reversing Rod Front end...	Fitting complete ..		
		Joint New Reversing Rod back end for Reversing screw nut ...	Fitting complete ...		
		Joint New M. S. Middle or any class with 3 bolts ...	Fitting complete ...		
	13	Joint Old M. S. Middle any class with 3 bolts ...	Refitting with counter sunk head bolts ...	2	46
		Joint New M. S. Single Front and back ends ...	Fitting complete ...		
	1	Pin, New M. S. for Reversing Rod Joint Front and Back with 1 groove for split pin ...	Fitting complete ...	0	53
	1	Pin New M. S. for Reversing Rod Joint Front and back with 1 hole for split pin ...	Fitting complete ...	1	10
		Pin New M. S. for Reversing Rod Joint Front and Back with 2 grooves for split pin ...	Fitting complete ...		
	M	Pin New M. S. Taper split for ditto ...	M ...	M	M
		Rod Old M. S. Reversing with New Middle for Roller ...	Dressing off and radlusing ...		
		Rod Old M. S Reversing ...	Refitting with new split pins ..		
		Rod Old M. S. Reversing ...	Refitting with new split pins ..	3	
		Bolts New M. S. for ditto ...	M	M	
		Nut New M. S. for ditto ...	M ...	M	
		Bush New Brass for Roller for ditto ...	M ...	M	
		Pins New M. S. Screwed for ditto ...	M ...	M	
		Note :—M refers to material only.			

Examined by......................... GROUP STAMP TOTAL 8 49

EXHIBIT I

CHIEF MECHANICAL ENGINEER'S DEPARTMENT

Shop No. 9 (Group 7) ....

Ticket No................. Name........... . ... Week Ending................

Steel Maganese Bronze Axleboxes **Fittings**

Date Required .... Engine No.................

P. L. No.	QTY.	DESCRIPTION	OPERATION	BASIS TIME Hrs.	Mins.
	M	Box, New Maganese Axle ...	M		
		Box, New Maganese Axle Drg. 0669 ...	Chipping and filling elliptical oil grooves in bearing ...		
		Box, New Maganese Axle Drg. No. 0621...	Chipping and filling elliptical oil grooves in bearing ...		
		Box, Old Maganese Axle ...	Fitting with two gun metal strips ..		
		Box, Old Maganese Axle ...	Fitting with three gun metal strips ...		
	M	Screw, New Brass for strips ...	M ..		M
	M	Strip, New Brass side ...	M ...		M
	M	Strip, New Brass Groove ...	M ...		M
		Facing, New Brass, Large ...	Fitting and rivetting to new box ...		
		Facing, New Brass, Small ...	Fitting and rivetting to new box ...		
	M	Screw, Copper for ditto ...	M		M
		Facing, New Brass Large ...	Fitting & rivetting to old box...		
		Facing, New Brass Small ...	Fitting & rivetting to old box...		
		Rivet, New Copper ...	Fitting & rivetting to old box...		
	2	KEEP, New C. I. ...	Fitting to box ...	6	0
	M	PINS, New M. S. Keep ...	M ...		
		Keep, Old C. I. ...	Refitting after metalling one side ...		
		KEEP, Old C. I. ...	Refitting after metalling two sides ...		
		Note:—M refers to material only.			

Examined by .... GROUP STAMP TOTAL ... 6 0

EXHIBIT II

CHIEF MECHANICAL ENGINEER'S DEPARTMENT

No. 9 Shop

Ticket No.................. Name..................................

(Groups)

Week Ending...........................

Walschaert Valve Gear — Fitting

Engine No... ....

Date Required...................... ...

P. L. No.	Qty.	Description	Operation	Basis Time Hrs. Mins.
		Inside & Outside Eccentric Rod		
	2	Bush, New Brass B. E. ...	Fitting	...
		,, ,, ...	,,	...
	2	Bush New Brass I. E. ...	,,	...
		,, ,, ...	,,	...
		Pins New M. S. Motion (2 grooves) ...	,,	..
		,, ,, ...	,,	..
		Pins New M. S. Motion (1 hole) ...	,,	.
		Inside & Outside Valve Rods		
		Bush New Brass ...	Fitting	...
		,, ,, ...	,,	.
		Pins New M. S. Motion (2 grooves) ...	,,	..
		,, ,, ...	,,	...
		,, ,, ...	,,	...
		Pins New M. S. Motion (1 groove) ...	,,	...
		,, ,, ...	,,	...
		Pendulum Links		
	5	Bush New Brass ...	Fitting	...
		,, ,, ...	,,	...
		Pin New M. S. Motion (1 hole) ...	,,	...
		Suspension Links		
		Bolt New M. S. ...	Fitting	...
		Bracket New or Old M. S. (Old type) ...	Fitting & Rivetting	...
		Bracket Old M. S. ...	Fitting & Bedding	...
		Bush New Brass ...	Fitting	...
	10	Cotter New Cot Split ...	,,	...
	2	Links Old M. S. (Box type) ...	Stripping & Assembling	...
		Pins New M. S. (1 hole) ...	Fitting	...

Examined by......................... Group Stamp Carried forward

P. L. No.	Qty.	Description	Operation	Basis Time Hrs. Min.
		Brought forward		
		Connecting Links		
		Bush New Brass ...	Fitting	..
		,, ,, ...	,,	...
	2	Pins New M. S. Motion (1 hole) ...	,,	...
		Cross Head Arms		
	2	Bush New Brass ...	Fitting	...
		,, ,, ...	,,	...
		Pins New Motion (2 grooves) ...	,,	...
		Valve Spindle Crosshead		
		Pins New M. S. Motion ...	Fitting	...
		,, ,, ...	,,	...
		,, ,, ...	,,	...
		Lifting Links		
		Bush New Brass ...	Fitting	...
		,, ,, ...	,,	...
		Pins New M. S. Motion (1 hole) ...	,,	...
		,, ,, ...	,,	...
		Blocks New M. S. for Valve Spindle Crosshead ...	Fitting and Stamping before Hardening	...
	2	Brackets Old C. S. Valve Spindle Guide ...	Refitting	...
		Collar New or Old M. S.	Fitting	..
	4	Dies New Brass (Double) ..	,,	...
		,, ,, (Single) ..	,,	.
		Dies Old Brass (Single) ..	Fitting before Hardening	.
		Dies New or Old M. S. for Reversing Link ...	Fitting with Oiling Arrangement	..
		Dies New for Centre Rod ...	Fitting	..
		Dies Old for Centre Rod ...	Refitting	...
	2	Lever New M. S. for Tale Gear ...	Fitting to Expansion	...
	6	Pins New or Old M. S. Motion ...	Fitting	...
	16	Pins New M. S. Taper ...	Fitting	..
	24	Rings New Brass Oiling ..	Fitting complete assembling after fitting	...
	1	Old Motion Details ...	Fitting	..
			Total ..	

CHIEF MECHANICAL ENGINEER'S DEPARTMENT

No. 18 Shop (Group 2-A.)

Ticket No........ Name..................... Week Ending.............

Old Smokeboxes and Ashpans. Repairing. Plating

Engine No ......

P.L. No.	Qty.	Description	Operation	Basis Time Hrs. Mins
		Angles, New, on False Bottom of Smokebox ..	Plating ..	
		Ashpans, Old	Straightening ..	
		Fronts, New or Old, Smokebox ..	Fitting on Engine ..	
		Liners, New or Old, Large, on Smokebox ..	Plating ..	
		Liners, New or Old, Small, on Tube Plate ..	—	
		Patches, New on Ashpan, under 2′ 0″ long ..	—	
		Patches, New on Ashpan, 2′ 0″ to 3′ 0″ long ..	—	
		Patches, New on Ashpan, 3′ 0″ and over long ..	—	
		Patches, New Smokebox, under 2′ 0″ long ..	—	
		Patches, New Steel Tube Plate ..	—	
		Plates, New on False Bottom of Smokebox ..	—	
		Sides, Old Smokebox	Renewing ..	

Examined by.................. Group Stamp } Total ..

Exhibit IV

CHIEF MECHANICAL ENGINEER'S DEPARTMENT

No. 8 Shop (Group 9)

Ticket No........ Name..................... Week Ending.............

Cylinder Covers, Fitting

Date Required............ Engine No........

P.L. No.	Qty.	Description	Operation	Basis Time Hrs. Mins
		Covers Old C.I. Cylinders ..	Facing to Cylinders ..	
		Covers S.H. C.I. Cylinders ..	" " ..	
		Covers Old C.I. Relief Value ..	Facing to Cylinders and covers ..	
		Covers New or S.H. Back cylinder (small) ..	Facing to Cylinders making joints & Fitting ..	
		Covers New C.I. H.P. Cylinders ..	Facing joints to Cylinder face	
		Covers Old C.I. Cylinders ..	Trying on Cylinders	
		Covers Old C.I. Cylinder ..	Making joints & Fixing covers to cylinders ..	
		Covers Old C I. Relief Valve ..	Making joints & Fixing to covers and cylinders ..	
		Covers Old C.I. Piston valve Cylinder ..	Trying over for liner clearance ..	
		Covers New or Old L.P. Back Cylinder ..	Taking off for fixing cylinders. Setting to line & making joints ..	
		Covers New or Old Cylinder ..	Taking off for piston clearance making joint and refixing ..	
		Glands old piston & Spindle (slide valve or L.P.) ..	Facing to Cylinders ..	

P.L. No.	QTY.	DESCRIPTION	OPERATION	BASIS TIME Hrs. Mins
		Glands old piston & Spindle (piston Valve or H.P.) ..	Facing to Cylinders ..	
		Pipes, New or old Copper oil syphon ..	Cutting to length cleaning & fixing to bracket .	
		Plates New on Cylinders covers ..	Fitting and fixing on Cylinder cover ..	
		Sleeves old C.I. Piston Tail Rod ..	Facing to Gylinder cover ..	
		Studs New W.I. Cylinder cover ..	Cutting shell out, tap-ping & fixing studs in Cylinders ..	
		Valves, Old C.I. Non-Return ..	Facing & Fixing to Cylinder ..	
		Valves New C.I. Air Relief ..	Fitting to studs & bed-ding to Cylinder and Fixing ..	
		Valves Old C.I. Air Relief (Single) ..	Bedding & Fixing to Cylinders ..	
		Valves Old C.I. Byepass with fittings ..	Refixing ..	
		Valves old C.I. Air Relief (Double) ..	Facing joints & fixing to Cylinders ..	
		Valves New C.I. Air Relief (Double) ..	Facing & studding Cylinders facing valve & fixing to cylinders. ..	
		Wedges New or Old W.I. Cylinder covers with gluts ..	Fitting and fixing to new cylinder cover ..	
		Wedges old W.I. Cylinder cover with gluts ..	Fitting and fixing to old Cylinder cover ..	

Examined by.................. GROUP STAMP } TOTAL ..

EXHIBIT V

Subjects of Moment

Alteration of date of birth.

Rule 144 (3) (iii)—RI, as corrected by Correction Slip No. 190 dated the 11th April, 1956.

The Railway Board have clarified that where an employee requests for alteration in regard to the date of birth by producing a copy of School Certificate or Transfer Certificate in support thereof, the employee may be given the benefit of doubt till a final decision in the matter is taken, even if the recorded age is more than 55 years, subject to other usual conditions.

R.B.E. (NG)57BR 1/2 dated 8th July, '57.

* * *

Common Seniority for Male and Female TCs and TTEs irrespective of Grade

Consequent upon the initial higher start of female TCs, in the past, in the fixation of seniority anachronisms arose and the Railway Board have now set these right by deciding that both male and female Ticket Collectors and Special Ticket Examiners should be placed on a combin d seniority list based on the length of their service, irrespective of the Grade in which they were recruited.

R.B.E(NG) 55-SR-12 dated 15th June, '57.

* * *

Confirmation of Senior Accounts Officers

The Railway Board have decided that confirmation in the posts of Senior Scales of the Accounts Department on each individual Railway should hereafter be made by the General Managers against vacancies arising on or after 1st April, 1953.

R.B. No. E-50 PM-5 24/2 dated 13th June, '57.

* * *

Applications by temporary employees for posts outside Railways

Temporary Railway employees need not sever their connection when applying for posts outside Railways, but will have to do so when they are selected.

RB E. (NG) 57/RC-1/56 dated 11th June, '57.

* * *

Direct Recruitment of Accounts Clerks, Grade I.

Direct recruitment in the category of Accounts Clerk, Grade I, to the extent of 50% should be made against *permanent* and *temporary* vacancies occurring *in a year* and not against permanent vacancies only.

R. B. No. 53-ACs/Insp/45/2 d/27-6-'57.

* * *

Free Ambulance Service.

When a Railway servant or a member of his family is shifted for treatment from residence to a hospital under the advice of an authorised medical attendant, in Railway ambulance, no charges should be recovered from the staff.

R. B. No. E-56-ME-1/47/Medical dated 7th June, '57.

* * *

School passes for training in Technical Institutes.

School Passes may also be issued to the children of Railway employees studying in technical Institutes to cover their journeys to and from the place of practical training, provided the Institute authorities certify that the practical training forms a regular part of the course and provided further that the limit of three sets of school passes per year is not exceeded.

R B. 1000-TG/56/7 dated 8th June, '57.

* * *

Check of corruption in Engineering Department

The Railway Board have decided to institute a Checking Squad known as the Vigilance Cell consisting of three Senior Scale Officers, one from the Accounts and an other from the Engineering Department One of them will be a non-Railway Engineer at Headquarters Office of each Railway. The Cell will work under the technical guidance of the Chief Engineer, but for administrative purposes it will be under the Senior Deputy General Manager.

R.B. No. E-(GS)-57/P. O-2 dated 10-6-'57.

* * *

Disciplinary action against Class IV Staff.

The Railway Board have clarified their orders of the 10th May, 1957 to the effect that the Vigilence Branch should watch the progress and disposal by obtaining Returns of the disciplinary action, actual and contemplated. against Class IV Staff from the various Offices and Officers and bring to the notice of appropriate authority the case of delay or inadequate punishment.

R.B. No. E-56-VG, 1-35 dated 28-6-'57.

* * *

House Construction by Railway Servants.

Whenever a Railway Servant wishes to build a House, he should, before starting the construction of the house, report or seek permission, as the case may be, in Form I and after completion of the House, he should report in Form II to the prescribed authority.

R.B. No. E-56 GSI-2 dated 10th April, '56 and E-(D & A) 57 GSI-21 dated 20th July, 1957.

* * *

Inclusion of officiating pay for permissible maximum advance.

The Board had, in July, 1956, decided that the maximum advance admissible to a Railway servant is limited to his 24 months' pay including Dearness pay where admissible, or Rs. 25,000/- whichever is less.

These orders are now clarified to the effect that officiating pay of a Railway servant may also be taken into account, except when he is officiating under a short term arrangement.

R.B. No. F-(E) 55-ADV-3/(2) dated 17th June, 1957.

* * *

Recoveries of Co operative Societies' dues

The work of recovery of Credit sales due from Members of Railway Consumers Co-operative Societies through their Salary Bills should continue to be done free of charge after the 31st March 58.

R B.E. (Co-op.) 56 FE/1 dated 1-6-57.

* * *

Improvements to Libraries on Railways

The Railway Board have called for information from all Railways in regard to the existing position of libraries on Railways and proposals in connection with their improvement.

R.B. No. 57-Lib-103 dated 8th July 1957.

* * *

Issue of Privilege Ticket Orders

The Railway Board have reduced the number of Privilege Ticket Orders to Railway employees, whether Gazetted or non-Gazetted, from nine sets as previously announced, to only six sets per annum with effect from the 2nd August 1957.

R.B. No. E(G) 57-PS-5-1 of the 2nd Aug. '57

Note: Please see page 162 of the RAILWAY ACCOUNTANT for the month of August 1957.

* * *

Union Public Service Commission Examinations Submission of Applications

On a reference by the UPSC regarding delayed receipt of Applications from Railways, the Board have ordered that Railway Administrations should forward applications immediately on receipt in their offices to avoid disappointment to prospective candidates and that applications received in the Board's Office less than two days prior to the closing date will not be forwarded to the UPSC but will be returned to the Railway Administration concerned.

R.B. No. E(NG) 57RC1/56 dated 5th July 1957.

* * *

Promotion of staff who are undergoing penalty of stoppage of increments in a lower grade

Staff undergoing penalty of stoppage of increment in a particular grade should not be promoted to officiate in a higher grade even as an ad hoc measure, as long as the penalty is running.

* * *

TA. to staff called upon to appear before Selection Boards

Railway Servants with Summons for interview in connection with filling up of posts other than advertised ones on the Railway on which he is employed or in the office of the Railway Board or in the Railway Administration in which a competent authority is authorised to recruit from Indian Railways should be deemed to have performed the Journey ON DUTY and given TA as on Tour.

R.B. F(E) 57 AL 28/3 dated 25-7-57.

* * *

Advance Correction slips—Establishment Code Vol, II

Rule 48R1—The following should be inserted as a special rule :—"(5) Notice of termination of service under this rule should be given by an authority not lower than the appointing authority."

* * *

Sub: Grant of additional luggage on cheque-passes on transfer or retirement

The scale of kit passes for the transport of kit, livestock etc., by GOODS TRAIN admissible to railway employees on transfer or retirement account is as under :—

(1) Gazetted Officers :

Two wagons for Household effects and one motor-truck or Horse-box or cattle-wagon irrespective of Gauge.

(2) Class III Staff :

One wagon for House hold effects and one motor truck or Horse box or cattle-wagon irrespective of Gauge.

(3) Class IV Staff :

25 maunds of Household effects and live-stock upto a maximum of 2 animals at the discretion of the Pass issuing officer over the home-line only.

2. The question of allowing additional luggage on cheque passes to Railway employees on transfer or retirement account was considered by the Railway Board, and they have decided to leave the matter to the discretion of the General Managers. Accordingly, the following scale of additional luggage was prescribed for the staff of the Southern Railway :—

(1) Gazetted Officers :	15 mds.	(Maximum)
(2) Class III Staff :	10 ,,	,,
(3) Class IV Staff	5 ,,	,,

Hitherto requests for inclusion of additional luggage had to be sanctioned by the G.M. It has now been decided that Divisional Superintendents may issue the additional luggage pass by passenger train over the Home line only for all classes of staff under their control. The extra Divisional Officers (e.g., DCOS. W.M. etc.) are not empowered to issue such passes.

* * *

Urgency Certificates

Urgency Certificates for works covered by para 1003-E and included in the programme may be sanctioned by the General Manager if the estimated cost is within his powers of sanction. Similarly such works which are not included in the programme even though within the power of the General Manager and funds can be found by reappropriation by him may also be sanctioned by him subject to item 39 of the Schedule of Powers of the General Manager. In other cases and for works, irrespective of their cost not falling within the scope of para 1003-E, if proposed to be undertaken under urgency certificate, the sanction of the President is necessary.

* * *

GROSS COST in Estimates

On page 125, July 1957 issue of the RAILWAY ACCOUNTANT, certain anomalies in the application of the Railway Board's orders in regard to the budgeting of expenditure on works, partly or wholly chargeable to Civil Estimates, were dealt with. The Board have since issued orders clarifying the position. The Board's orders are published below. The main point to be noted is that in cases where the amount debitable to the Department is on a separate item of work, which can be clearly segregated from the portion of the work relating to the Railway, the amount need not be included in the Budget for voting by Parliament, while in cases where for the same item of work, a proportion or percentage is borne by the Civil Department, and therefore, the work is not separable, the entire cost should be put to the vote of the Parliament in the Railway Budget, the amount due and recoverable from the Civil Department being shown as a credit entry outside the scope of the Demand.

Ed. R.A.

"In *supersession* of Board's letter No. App. Gt. 15/53-54 dated 24-1-'56 on the above subject, the Board, in consultation with the Ministry of Finance, have decided that commencing with the Revised estimates for the current year, the following procedure should be followed in the matter of budgeting for expenditure on works partly chargeable to Railway estimates and partly to Civil estimates and those purely chargeable to Civil estimates.

(i) Works chargeable partly to the Railway estimates and partly to the Civil estimates

If the portion of expenditure on such works debitable to the Civil estimates can be segregated and booked as such *ab initio*, only expenditure *on the Railway portion* of the work should be provided for in the Railway Budget. Should it not, however, be possible to do so, the entire expenditure should be provided for in the railway estimate and the share of the cost recoverable from the Civil Department shown under the head "Credits or Recoveries," outside the scope of the Demand.

(ii) Works purely chargeable to the Civil estimates.

Any works undertaken by Railways purely on an agency basis for another department of the Central Covernment or a State Government, the entire cost of which is recoverable from the department concerned *should not figure in the Railway Budget.*

These orders do not apply to the Ganga Bridge Project in which case the existing procedure of Budgeting for the gross expenditure (i.e., including the share of the cost of expenditure recoverable from the road authorities) will continue, as a percentage of total expenditure on the Bridge is recoverable from the Ministry of Transport and it is not susceptible of separation initially."

R.B. No. 56-B-4141—Main dated 8-8-1957

* * *

Efficiency Bar Tests: General Principles:

In the case of Non-Gazetted Staff where confidential reports are maintained, the Railway Board have ordered that an oral test shall be held along with the review of the employees' record; and that in the case of office clerks, stenographers and typists (all grades), the Efficiency Bar test shall be a written test.

While the test shall be conducted by the senior supervisor-in-charge for class IV staff, that for other staff whose scales of pay do not rise beyond Rs. 300, the test will be held by the Assistant Officer-in-charge, while it shall be held by a senior scale officer in the case of others.

[R. B. No. E (NG) 56 PM 1-4 dated 5th August '57.]

* * *

Complimentary Passes

One set of passes may be given each year to both Honorary and Stipendiary Railway Magistrates to attend conferences confined to each Railway and its Magistrates No other complimentary passes may be given to them.

[R.B. No. 464-TG-53 dated 3rd August '57.]

* * *

Complimentary Passes for Retired Railway Employees

Railway Employees who retired from the Indian Railways after partition and subsequently, settled in Pakistan are eligible for post retirement complimentary passes over Indian Railways under the ordinary pass rules applicable to Retired Railway Employees in India.

[R. B. No. 804-TG Pt-A/54/EG dated 2nd August '57.]

* * *

Annual Medical Examination of Ministerial Staff Retained in Service between 55-60 years

In connection with the retention of the Ministerial Railway Servants between the ages of 55-60 under FR 56 in Establishment Code, Volume II, the Board have decided that while the annual review by the competent authority should continue as before, there need not be an annual medical examination in every case.

[R B. No. E-57 ME-1/42/Medical dated 10th August '57.]

* * *

Issue of E. F. T. Books to T. T. Es.

T. T. Es should obtain their requirements of E F. T. Books through the Chief Booking Clerks of their Stations. Not more than two books should be issued to one T. T. E. at a time and no T. T. E. should be permitted to keep in his possession used E. F. T. books. The Chief Booking Clerks should submit to the Accounts Office a monthly Statement indicating the E.F T. Books issued and returned, separately for local and foreign.

[R. B. No. TC-II/2151/1957 dated 16th July '57.]

* * *

Free Medical Aid to Labour Inspectors

The existing practice of providing medical treatment, free of cost, to Labour Inspectors (Central) and their peons, in Railway Hospitals may be continued on the existing terms and conditions for a further period of one year.

[R. B. No. E-56 ME-5/81/Medical dated 23-7-'57.]

* * *

Reservation of Compartments for Rly. Staff

Compartments should not be reserved for Railway Staff, travelling *on duty*, except in very exceptional cases. In the case of non-Railway Staff, travelling on duty, like the Railway Protection Force, compartments should not be *exclusively* reserved for them.

[R. B. No. 171-TG/56/3 dated 10-7-'57.]

Note:—Some more clarification would be required in respect of the first part of this order, particularly in respect of the Cash Office Staff, Gazetted Officers etc. *Ed., R.A.*

* * *

Overtime Allowance of Class III and Class IV Staff

Class III and Class IV Staff Working in Railway Board's Office and the attached Offices in New Delhi and Delhi shall be eligible for the grant of an allowance at the rates and subject to the conditions mentioned in the order, if they are on duty after 7 p.m. on any working day or are asked to attend Office on Sundays and holidays.

[R. B. No. E-57 ALI/RB-3 dated 25-7-'57.]

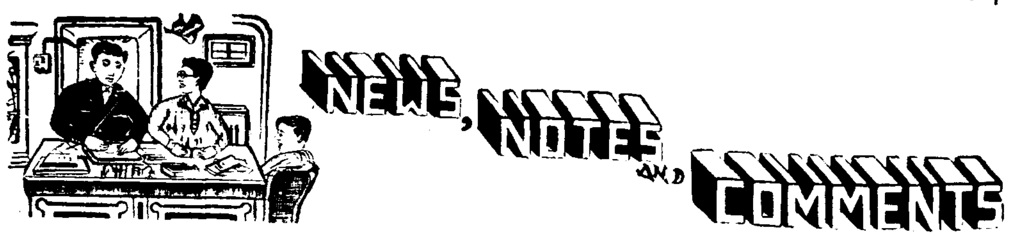
* * *

Journey by Air Conditioned Class

The Railway Board have decided that Gazetted Officers and their families may be allowed to travel by Air conditioned accommodation on payment of the difference of fares as laid down in Railway Board's letter No. 799-TG/54 dated the 28th Dec. 1954 to Railways, without any restriction in regard to the distance travelled.

[R. B. No. 1000-TG/56/I/Pt. II-EG dated 19-8-'57.]

Note:—The order of 1954 was published at pages 297 & 298 of the RAILWAY ACOUNTANT for February 1955 under the heading "changes in Pass Rules".



Check of expenditure relating to and inspection of Railway Audit Offices by Accounts Offices

Under the existing procedure, the Internal check of expenditure relating to Railway Audit Offices was being done by the Railway Accounts Offices. The inspection of the Railway Audit Offices was also done by Railway Accounts Offices. This procedure was a legacy from the old system, under which both Accounts and Audit were under the same organisation, at the head of which was the Auditor-General. With the clear separation of Accounts from Audit on the Railway side from 1929, this procedure should have been changed, but perhaps for administrative reasons, this was allowed to continue.

It has now been decided by the Government of India, in consultation with the Auditor General that the Railway Accounts Officers will in future function only as Treasury Officers and Accounting Officers in regard to the expenditure of the Railway Audit Department. The regular Audit and inspection of the Railway Audit Offices will be performed by other Railway Audit Officers, who already conduct post-audit of their expenditure. Thus, the audit of vouchers etc., relating to one Zonal Railway Audit Office may be done by the Railway Audit Officers of another Zone and so on. The old out-moded procedure of the Accounts Office conducting the internal check and Inspection of Railway Audit Offices will now disappear and this certainly is a reform that is already overdue.

* * *

Economy in use of Cement

The Government of India have, with a view to effect economy in the use of cement, set up a Committee to suggest alternative methods. The Committee's recommendations consist in the use of lime mortar and adoption of alternative specifications for buildings are based on the present knowledge in the use of lime mortar. But they are subject to review as a result of research. Research on the strength of lime mortar, composite cement lime mortar and masonry constructed in such mortar is being conducted by the Central Building Research Institute, Roorkee.

* * *

Railway Appropriation Bill 1957—58

Consumption of Coal by Railways :—In the the course of his reply to the debate in the Lok Sabha on the Railways Appropriation Bill covering Railway Budget, Mr. Jagjiwan Ram, Railway Minister, said that he would shortly constitute a Committee to suggest how best consumption of coal by Railways could be reduced. He stated further that there was some rationale behind the present method of determining contribution to be made to the Depreciation Fund. While expressing the fact that the present contribution of Rs. 45 crores to the D.R.F. for an asset of over Rs. 2400 crores was inadequate, he suggested that he might appoach the House to raise the contribution to 50 crores.

While agreeing that modernisation and rationalisation of workshops would result in considerable economy, it was not possible, the Minister stated, to go in for this until the foreign Exchange Position improved.

Economy in use of steel : The Railway Board, as a measure of economy, have banned the sale of scraps throughout the country. They have also instructed the administrations

to make the maximum use of scraps by re-rolling and ingotting.

* * *

Advance reservation of seats in third class by all Janata, Mail and Express Train

From a date to be fixed by each Zonal Railway separately, advance reservation of seats for third class passengers will be made on all Janata, Mail and Express trains in the country.

Facilities for advance reservation or seats in third class at present limited to certain trains only over distances of more than 300 miles and 200 miles on BG and MG systems respectively, are extended to distances over 200 and 150 miles respectively by the above trains, and to distances of 100 miles and over by all ordinary passenger trains.

Advance reservations in third class will be made both at the starting station and at certain intermediate stations including those from where additional sectional coaches are attached to the trains concerned.

* * *

Concession Tickets

The Railway Board have announced this year also the issue of concessional Return tickets at $1\frac{3}{4}$ single journey fares, during Dassera and Diwali and festival holidays for all the three classes. The conditions of issue are practically identical with those of last year.

Note : While, on the one hand, there has been a tremendous cry about overcrowding in trains and the Minister has been continuously asserting that during the Second Plan period, this tension cannot possibily be eased, the need for inviting fresh overcrowding by tempting the public with concession fares is not very clear. The policy behind such announcement, therefore, requires to be clarified, so that the public can clearly understand the Ministry's intentions.

Ed., R.A.

* * *

Railway Development Loan

Mr. J. Dayal, Financial Commissioner, Indian Railways, on his return from his Western Tour, stated that India can hope to get another loan from the World Bank, to finance the Second Five Year Plan for the Indian Railways.

He also stated that several contracts for electrification works provided under the Second Five Year Plan had been finalised in France and that 50 AC Locos ordered for with a Continental combine would be received in India within the next two and a half years.

* * *

Electric Railways for West Bengal

French Railways have signed agreement to assist Indian Railways with the electrification of over 600 miles of railway in the Calcutta area.

The State-owned SNCF Railways assisted by the Sofre Rail Engineering Society, newly created to introduce French Railroad techniques abroad will advice on the electrification programme.

The new technique involves running of trains on Single phase current at the ordinary industrial frequency of 25000 volts and 50 cycles.

The SNCF will act as the Consultant on the choice of contractors, and supervision of the installation ; and they will also train Indian Railway Engineers in France and will leave French Technicians in India for a year after the completion of each part of the electrification project to ensure efficient management and maintenance service.

* * *

Broad Gauge Section between Gudur and Renigunta

The Broad Gauge section between Gudur and Renigunta stations on the Southern Railway (converted from Metre gauge) was opened for traffic on the forenoon of Friday the 23rd August, 1957.

* * *

Equipment for Indian Rlys.

The North British Locomotive Company of Glasgow will supply 12 WG Loco boilers for the Chittaranjan Locomotive Works, at a total cost of about £89000.

Messrs Hunslet Engine Works of Leeds, England, will supply two narrow gauge steam Locomotive tank-engines at a total cost of about £34000/-.

* * *

Ticketless travel by Students

The Director of Public Instruction of the Andhra Pradesh has addressed the Heads of all Educational Institutions in that State on the above subject and has stressed the need to see that ticketless and other irregular travel by students is stopped forthwith. This was as a result of the reference by the Central Railway authorities on the basis of the discussion with the National Railway Users' Consultative Council with a view to advise Students to desist from unsocial practices.

* * * *

Govt. servants' Conduct Rules

In the Indian Services (Conduct Rules) 1954, an amendment has been made by the Central Government, after consultation with the Governments of the States concerned as under:

"Where any proposal arises for the award of a Contract or the exercise of patronage in favour of any firm in which the son, daughter or a dependent of a Member of the Service is employed, the fact shall be declared by the Member concerned to the Government and the case shall, thereafter, be decided by another Officer of equivalent or superior standing.

* * *

Purchase Mission to Europe

Mr. K. P. Mushran, Member, Railway Board, told the Press Correspondents, on his return to India, that he had placed an order in Europe for 20000 tons of plate for wagon building and he was able to purchase track materials worth about 30 to 40 crores of rupees for the Indian Railways on fairly good terms.

* * *

Accountants for steel plants

To meet the shortage of trained accountants for the new steel plants in the public sector, the Government of India have opened a school to train accountants.

Mr. S. V. Aiyar, former Chief Cost Accounts Officer, Government of India, has taken over as Principal of the School, which started functioning from 1st August 1957 at Calcutta under the name "Hindustan Steel School for Accountants." A batch of 75 candidates has been selected for training.

Note: It would be helpful if the selection is made from a wide range of qualified Accountants from all over India. The syllabus and other details of the course may also be publicised for the information of those interested.

Ed. R.A.

* * *

Discontinuance of Dining Cars on trains

With a view to reduce overcrowding on trains, the Railway Board have desired the Railways that review should be made of all trains on which a Dining Car, Buffet or a Restaurant car runs, so as to find out the possibility of discontinuance of such cars and utilising the accommodation so released for attaching extra third class coaches.

Note: The Dining Car is a passenger amenity and it will be helpful in cases of long distance trains or trains passing through areas where facilities for refreshments or meals are not available readily at stations. Viewed also from the operational point of view, the dining car attached to a train would enable running time to be cut tangibly. It is expected that these points would be taken into consideration by the Railway Administration while submitting their Reports.

Ed. R.A.

* * *

Personnel and terms of reference of the Pay Enquiry Commission

Further to the announcement by the Government of India regardi[illegible] of a Pay

Enquiry Commission referred to at page 168 of this Journal for the month of August 1957, the Government of India have since released the names of all the Members of the Commission together with the terms of reference.

The Members of the Commission are: Mr. Justice Jagannadha Das, Judge of the Supreme Court (Chairman), Mr. V. B. Gandhi, Mr. N. K. Siddhanta, Mr. M. L. Dantwala, Srimathi Maragatham Chandrasekhar, Mr. L. P. Singh I.C.S. (Member-Secretary) and Mr. H. F. B. Pais (Associate Secretary)

The terms of reference to the Commission are as already stated.

The Commission may consider demands for relief of an interim character and send reports thereon. In the event of the Commission recommending any interim relief, the date from which this relief should take effect will be indicated by the Commission.

The Commission will devise their own procedure and may apppoint such advisers as they choose for any particular purpose. They may call for such information and take such evidence as they may consider necessary. Ministries and Departments of the Government of India will furnish such information and documents and other assistance as may be required by the Commission.

The Government of India trust that the State Governments, service associations and others concerned will also extend to the Commission their fullest cooperation and assistance.

The Commission are requested to make their recommendations to the Government as soon as practicable.

* * *

Improving Public Accounts

x x x

More recently, the Public Accounts Committee of the Legislative Assembly of Victoria has suggested a practical step which could lead to a considerable advance in Government accounting practice.

The Committee has suggested that the University of Melbourne be asked to undertake research with the object of reporting upon "the form of Government accounting and budget execution in keeping with modern practice and most suited to the State of Victoria."

The Committee points out that although there is a body of well informed opinion in Australia on the matter of Government accounting and Budgetary procedure, "it is no quick and simple task to leaven the established Treasury thinking with advanced knowledge from outside the Public Service." It is the Committee's hope that the suggested study would lead to 'a mingling of knowledge and experience from both within and without the Public Service.' The committee believes that "it is urgent that this task be started and prays that action may soon be taken on this recommendation." x x x

(By Courtesy)

"Australian Accountant"

*

Note: There has been a general awakening throughout the world regarding defects in Government Accounting and controlling of government expenditure. In the United States, the trend is to convert the cash basis to the accrual basis. In India, the Accounts are being separated from audit. The bulky "Irregularities" Section in the Audit Reports year after year calls for drastic and immediate remedy.

In this connection, the following news item regarding the work of the Estimates committee is specially significant.

"The Estimates Committee of the Lok Sabha which is now considering the question of **budgetary reform in India,** has invited the views of the Chambers of Commerce and other bodies on various aspects of reform.

Some of the questions posed by the Committee are: Whether the present form of budget fully ensures parliamentary control—if not, what are the changes necessary for this purpose; is the information contained in the explanatory memoranda and annual reports of the Ministries adequate; what are the improvements suggested to the classification of receipts and expenditure with special reference to classification of expenditure under revenue and capital ; what are the measures to prevent rush of expenditure towards the end of the year and also the huge lapses at the end of the year ; is the present financial year suitable (April 1 to March 31) ; what control, if any, should be exercised by Parliament on borrowings by the Central and State Governments."

Ed. R. A.

* * *

Statistics of Indian Railways

Gross Earnings: The approximate gross earnings of the Indian Railways during the month of July 1957 amounted to Rs. 28·67 crores showing an increase of 1·05 crores as compared with the actuals for July 1956, but showing a decrease of 86 lakhs as compared with the earnings of June 1957.

The total earnings for the first four months of the year amounted to Rs. 120.56 crores as compared with Rs. 113 23 crores the actuals for the corresponding period of 1956, i.e, the totals showed an increase of 7·33 crores or 6·47% over that of the previous year. This increase is almost covered by increase in goods traffic.

Goods tonnage: The number of tons lifted during the first four months of 1957 as compared with the actuals for the corresponding period of 1956 is as under :

	1956—57	1957—58	Increase : percentage
B. G.	27,283,000	28,486,000	4.41
M. G.	7,018,000	7,829,000	11.6

Wagons loaded: The number of wagons loaded with Goods traffic increased by 1·62% on the BG and decreased by 2.41% on the MG as compared with the figures for June 1957, as shown below :—

	June 1957	July 1957
Broad Gauge	412,908	419,616
Metre Gauge	266,991	260,562

The total loadings for the first four months of the year compared with the corresponding period of 1956—57 are as under; also showing an increase in the current year.

	1956 - 57	1957—58	Increase : percentage
B. Gauge	16,62,020	1,768,944	6.43
M. Gauge	987,470	1,125,340	14.00

The increase in loadings are particularly noticeable in the case of grains and pulses, jute raw, sugar, manganese ore, coal for other Government railways, etc., on the BG. set off by decrease chiefly under cotton raw, sugarcane, tea, other metallic ores.

Similar figures for the Metre Gauge are : increase chiefly under grains and pulses, cotton manufactured, jute raw, jute manufactured, sugar, iron and steel others, other metallic ores, coal for home line-set off by decrease to a small extent under manganese ore and tea.

* * *

Small Savings Movement.

With a view to securing cordinated planning and direction of the Small Savings Movement, a Board of high ranking Officers has been constituted to simplify and rationalise the existing rules and procedure relating to the purchase, transfer and discharge of National Plan Savings Certificates and deposit and withdrawals in the POSB Account. It will go into the question of improving and extending the existing facilities and introducing new facilities, including use of the Cheque System and other banking methods in the POSB.

* * *

Meeting of the Railway Board with the General Managers of Indian Railways.

Shri P. C. Mukherjee, Chairman, Railway Board, stressed the importance of going all out and step up the movement of goods intended for export in order to earn foreign exchange at a meeting of the Railway General Managers with the Railway Board.

The Chairman pointed out the need for using to the maximum extent possible indigenous substitutes for imported materials which cost foreign exchange.

Mr. Mukherjee said that the shortage of steel had adversely affected the execution of many schemes under the Second Plan. But the situation would improve as a result of the orders placed abroad recently by the Railway Steel Purchase Mission. The General Managers were informed that there was likely to be a spurt in the movement of goods traffic, particularly coal, during the next year or so and it was necessary that all possible steps should be taken to cope with this increased traffic. The need for building up adequate reserves of Operating Staff and of improving speeds of goods trains as well as utilisation of Engines were among other points that were stressed at the meeting.

Mr. Jagjiwan Ram, the Railway Minister, stated that Railways were called upon to consider the question of multiple shift working in the Railways workshops to increase the output without incurring much additional capital cost ; also the Integral Coach Factory, Madras, was asked to examine the question of double-shift working so that more passenger coaches could be put on the lines to ease overcrowding.

The Minister stressed the importance of Supervisory staff at all levels devoting sufficient time to their supervisory work. If it was found that Supervisory Officers needed assistance to relieve them of routine desk work, such assistance should be provided. The Minister called for urgent remedial steps in regard to late running of trains and emphasised the importance of enforcing discipline to reduce railway accidents.

* * *

Electronic Device.

The Pennsylvania railroad has just installed an electronic device that gathers quick information on the rate of wear on its diesel locomotive engines. Within two minutes, the electronic mechanism can measure and "write" its own report. The Rail-road's research staff predict the device, called a *Quantometer*, will promote better engine performance and lower maintenance costs.

The instrument reacts to minute quantities of metal in the oil.

* * *

Atom Powered Goods Train: U. S. Plan.

The United States Army is developing a nuclear-power freight "land train" which could be used over rough country and carry upto 150 tons of cargo.

Colonel John Koletty, Commander of the Army Transport Research and Engineering Command said it was designed like a long sled with a reactor in the rear and crew's quarters at the front to reduce the need for heavy radiation shielding.

* * *

Sri A. K. Chanda, Comptroller and Auditor General of India, is leaving for London, to attend the Conference of Auditors General.

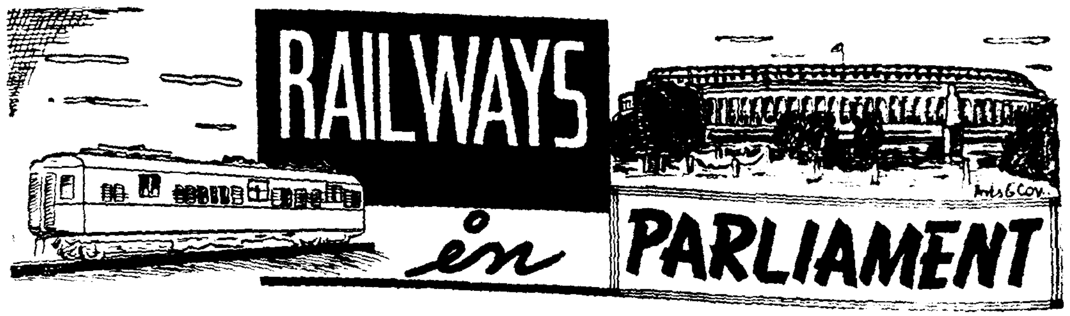
LATE NEWS :

Underground Railway for Bombay City

The General Manager of the B. E. S. T. undertaking said that the proposed underground railway scheme for Bombay City, to be carried out in two stages would cost Rs. 28·59 crores, including the rolling stock, and would take six years. Mr. Y. Higashi, Director General and Chief Adviser of Teito Rapid Transit Authority, Tokyo, submitted a comprehensive report on the scheme and the BEST Committee were considering the Report.

Geologically, Bombay presented little difficulty for the construction of the underground railway. High traffic density, availability of electric power at comparatively low rate of interest, made the burden of construction and the subsequent running and maintenance costs reasonable.

The scheme would be taken up after the Corporation had given its approval and the foreign exchange position became favourable to the country. Almost all important equipments connected with the scheme had to be imported from abroad.



LOK SABHA :

Exhibition of documentary at Railway Stations.

The Deputy Railway Minister, Sri Shah Nawaz Khan, stated in reply to a question that all Railways, except the Eastern and Northern Railways, had projection equipments which were not permanently installed at any particular station but moved periodically from station to station for exhibition of documentaries.

* * *

Integral Coach Factory

The Dy. Minister stated that in 1956-57, the number of coaches manufactured by the ICF, Perambur was 88 and that it was not proposed to expand this factory but introduce a second shift, if necessary.

* * *

Locomotive components manufacturing factory

The Dy. Minister stated that it had been decided to establish locomotive component manufacturing factory at Manduadih near Banaras and that construction work was being taken on hand; also that the work was expected to be completed in about three years, if necessary foreign exchange became available.

* * *

Hindi Examination on Railways

The Dy. Minister placed on the table of the House a scheme of Hindi Examination formulated for Railway Staff.

The scheme is based on the scheme of Hindi examinations approved by the Ministry of Home Affairs for Central Government employees and the syllabi and courses for the three grades of the Hindi examinations i.e., Prabodh, Praveen, Pragnya prescribed on the civil side have been adopted on the Railways. As such, there is no need of a consultative board for the purpose in this Ministry. Question papers pertaining to each Grade of the examination are set in the Office of the Railway Board and are supplied to Railway Administrations who make their arrangements for conducting the examinations, holding the viva-voce test, examining answer papers, compiling results etc.

Concessions in respect of grant of leave etc., allowed to Central Government employees on the civil side have also been extended to railway staff appearing at the Hindi examinations prescribed for them. The absence of examinees for the days on which they take the examination is treated as special casual leave subject to the condition that in the case of candidates taking a third chance, no such privilege is allowed and the period is treated as leave due. No conveyance charges, daily allowance or any special passes are allowed to the examinees.

* * *

Traffic rates on Hill Railways

The Dy. Minister for Railways stated that it had been decided to reduce the inflated rates on goods and passenger traffic of several Hill and semi-Hill sections of State Owned Railways, in view of the prevalent conditions of unemployment and poverty obtaining in these areas.

In the case of Nilgiris Railway, the present inflation in respect of coaching was 3½ times from Mettupalayam to Wellington plus 2½ times from Wellington to Ooty and in respect of goods eight times, while the proposed inflation would be 2¾ times and two times and two times and six times. In the case of D.H. Railway, the new basis of fares and the rates involving reduction of approximately 25% would be notified. He stated that implementation of this would be made with least possible delay.

* * *

New Lines

In view of the satisfactory conlcusion of the negotiations for foreign aid for the procurement of the requisite iron and steel for Railway works the Dy. Minister, Sri Shah Nawaz Khan, stated that the target of 850 miles of new line provided for under the 2nd Five Year Plan would be achieved within the plan period.

He also assured the House that the Guna-Ujjain Railway line (175 miles) would be completed as early as possible according to schedule.

* * *

Pension Scheme for Rly. Staff

While announcing that a pension-cum-gratuity system for the Railway Staff would come into operation for all new entrants from 1-4-1957, the Dy. Minister for Railways stated that the scheme was similar to the pension system with death-cum-retirement Gratuity applicable to the other Central Government Servants.

So far as those already in service were concerned, the Dy. Minister said they could either opt for the new scheme or keep to the present arrangement.

He also disclosed that the Representatives of the Employees differed from the opinion of Government Officers in certain respects and that Government were considering the possibility of reviewing the scheme at the end of five years.

The Finance Minister stated that the cost of the scheme would not be negligible but it had not yet been ascertained.

* * *

RAJYA SABHA :

Employment of Sons of Officers

The Home Minister, Pandit Pant, stated that instructions had been issued to Government Servants to obtain prior Government permission before allowing their sons or dependants to join any of the private firms of the country. He stated further that the Government was collecting information as to how many Class I Officers had so far applied for such permission for the information of the House.

* * *

Railway Budget

Sri Jagjiwan Ram, the Union Minister for Railways, in his reply to the debate on the Budget Demands of the Railways for the financial year 1957-58, totalling more than 904 crores, stated that the Railways expected to fulfil the targets laid down under the second Five Year Plan.

The Steel Purchase Mission recently sent abroad had been successful to a very great extent and orders had been placed for most of the requirements of the Railways for the plan.

The Appropriation Bill was then accepted as passed by the Lok Sabha.

The Railway Minister also denied the charges that the Railways were paying more attention to the Railways in the North than to the South and Railways were being concentrated in certain areas. He assured the House that when more resources became available, development of Railways in many parts of the country which needed them, would be taken up.

He stated further that apart from the question of finance, there was also the shortage of traffic and construction materials standing in the way of deve-

The Memorial has put up the following requests:

(1) The number of posts in the Senior Grades Rs. 350—500 be increased in the same ratio as that obtaining in the cadre of Accountants.

(2) Revision of time schedules fixed for inspection of stations on a rational basis.

(3) Reservation of adequate number of posts in class II Railway Service and considering TIA's cases therefor.

(4) Opportunities for TIAs qualified subsequently as Accountants to work as Accountants.

Note: It looks as if the procedure in regard to items 3 and 4 referred to above are different on the various Zonal Railways. It is presumed that the Railway Board would, during their consideration of the Memorial, try to make the procedure on all Railways uniform.

Ed., RA.

x x x

A Correspondent writes:

It is understood that a re-selection has been made of the Assistant Accounts Officers on the Southern Railway, by calling up all those who were promoted from the date of integration in April '50, the reason for this being stated to be that this is necessary owing to the seniority of Class III staff not having been finalised due to integration. But what passes one's comprehension is that, in trying to give an equitable opportunity to such senior class III staff (Accountants) who were not called for interview by Selection Boards during the period from 1951 to 1957, a wholesale reversal of the order of seniority in the panel of class II has been made, with the result that those who were selected in 1952 by properly constituted Selection Boards and who have been functioning for several years have now been put down far below those who were selected in 1955 and 1956. The constitution of Selection Boards to reverse and revise the selection previously made by properly constituted Selection Boards cannot be justified on any ground, as this has been done not to rectify any injustice to any particular candidate or candidates (due to the delay in finalisation of seniority lists of class III staff), but to make a wholesale revision and change in the already selected AAOs who had put in years of service—which can only be done by invoking the Disciplinary and Appeal Rules and not by a Selection Board of this kind. On no other Railway is this done. The Railway Board are requested to go into the matter and issue necessary instructions to the Southern Railway on the matter, so that the *status quo* seniority *interse*, is kept up and the discontent created in the class II officers eliminated.

Note: It is not intelligible whether the Railway Board could have intended the later Selection Board to sit in judgment over the decision of the earlier Selection Boards; but it seems reasonable to assume that the later Selection Board was intended to give opportunities of interview to those who had not been previously interviewed for reasons beyond the control of the candidates and on the basis of the interview, for the Board to fix a relative position for the candidates selected by them.

Seniority once fixed under proper authority cannot be nullified or revised at will without very strong grounds, like inefficiency, defective working or such other causes, which could be ascertained over a period of service and brought home to the concerned Officers from time to time for improvement or rectification. The few minutes' interview would certainly not be a proper method for such an important purpose.

Obviously, there has been a visible confusion either in the terms of reference or in the understanding of their functions by the later Board.

There seems to be thus a very good case for review of the entire situation *ab initio*.

Ed., R.A.

STUDENTS' CORNER

Claims Prevention

(Sri Ram Kishore has written a very interesting article on this subject, giving his personal experiences, which go a long way to educate the Officers of other Railways, who have to deal with Claims Cases and adjudicate on them. An important portion of the article, published in the Northern Railway Magazine, is given below by kind courtesy.

Ed., R. A.)

x x x

..Broadly speaking, the following causes are responsible for consignments lying unconnected or getting lost:—

(i) Wagon load consignments were loaded without the packages being marked to the extent of 10%. Where transhipment of wagon load consignments was necessary, the forwarding stations failed to mark each and every package.

(ii) Incorrect entries were made in the Vehicle Summary by the Trains Clerks and in some cases, the entries were illegible with the result that each person handling it deciphered the stations from and to according to his own guess and the wagons lost their way to destination.

(iii) Loaded wagons were despatched as empties among a load entirely consisting of empty stock.

(iv) In the case of wagons transhipped, full particulars of transhipment were not recorded on wagon labels by the staff at the transhipment stations.

(v) Consignments like girders, timber logs, cement bags etc., were not marked at all and if ever marked, the impression was too dim to be deciphered.

(vi) Marks were not put on consignments deliberately to cover frauds and to avoid their subsequent unearthing.

It will be interesting to quote a few cases in which heavy claims were involved and the line of investigations, I took up for connecting them.

To begin with, I looked out for useful information like the names of manufacturers, senders and shippers etc., (in the case of imported goods) which ultimately helped me in finding out the correct booking particulars. In the case of cement bags, I would empty out a bag to find out the name of the manufacturing concern and refilled it after examination. In the case of C. P. Goods bales, the names of manufacturers and the bale number etc., always appear on the outer covering. In the absence of these indications, the bales were opened to consult the packing slip kept inside the bales. Where these steps failed, full receipt particulars of consignments were obtained from the station staff, especially in the case of consignments which lay unconnected for a considerably long period, to see what information they had with them and whether the wagons from which the goods had been unloaded or the guidance in which their entry appeared could help in tracing back their station of despatch.

In the case of wagon load consignments, reference was invariably made to the Director of Wagon Interchange, New Delhi, for finding out the previous movements of wagons and entries under which these passed from junction to junction. Where such information was not readily available, junction returns of the DWIs Office were consulted and ultimately my efforts were usually crowned with success.

In case where manufacturers', senders', shippers', etc., private marks on the packages were available and gave a clue of the owner thereof, they were contacted either personally or through letters or through the claims Prevention Organisation of other Railways. Sometimes a little similarity in the name of stations caused confusion and resulted in the misdespatch of packages. To quote a concrete case, two packages of Jute Mill Machinery actually booked to *Jogbani*, found their way to *Jagadhari* and lay unaccounted there for a long time. Messages and letters issued in this connection brought no reply from any quarter. I traced the movement of the wagon — from which the consignment was unloaded at *Jagadhari* in D.W.I's Office and found that C.C.S., Calcutta, had received a claim amounting to Rs. 2,10,000 for non-delivery of the consignment. The packages were redirected to *Jogbani* and delivered there.

Again, a wagon of G.I. sheets was found lying unconnected at Amritsar LPO. awaiting auction at the hands of Land Custom authorities, as it was received under entry 'for Gujranwala (Pakistan).'' On examination some of the sheets were found to bear private marks "SDO, Nangal Dam" to whom no reference whatsoever had been made. Ultimately, the goods were connected and despatched to Guzar Nangal.

A wagon load of G.I. pipes was lying unconnected at Ghaziabad, awaiting transfer to LPO. Delhi-Kishanganj. On enquiries, it was found that the consignment was meant fo Faizabad and a claim for Rs. 17,000 ha already been received for its non-delivery Th consignment was despatched to Faizabad an delivered.

One bale of woollen piece-goods out of th three booked ex-Amritsar City Booking Agency to Bhagalpur was reported missing. A claim of Rs 8630-11 was received due to non-delivery. Other railways had given up all hopes to trace it. As per personal orders of the Chief, I was deputed to trace it and I succeeded in tracing it after covering a distance of 4065 miles.

Such instances can be multiplied. The common feature in all these cases was that the packages had not been correctly marked by the consignors and railway staff. It is now fairly a long time that we have been celebrating "PLM." Weeks, but it appears that the importance of private marking by consignors and railway marking by the railway staff has not been properly appreciated. True that the Railways have to bear claim when consignments are lost, and also that the consignors and consignees have to wait and undergo a great deal of botheration before getting their claims settled; the best thing, to avoid suffering to both, would be to strictly act on the maxim "Prevention is better than Cure." If the packages are distinctly marked with private marks and further covered with correct and legible railway marks, the loss to the railways and the headache to the mercantile community would become a tale of the past. Let us, therefore, start acting right now and save a bit for our pressing national enterprises.

Will Power: The ability, after you have used three-quarters of a tin of paint and finished the job, to put on the lid and clean the brush, instead of painting something else that doesn't really need it.

x x x x

A man who received by mistake a pay envelope without a cheque, to accounting department: "What happened? Did my deductions finally catch up with my salary?"

x x x x

Experience is not what happens to a man. It is what a man does with what happens to him.

Personnel

Railway Board.

Mr. P. H. Sharma, Director Traffic, (Transporation), Railway Board, has been transferred to the Southern Railway, and appointed Chief Operating Superintendent in place of Mr. Ratanlal, who will take Mr. Sharma's place in the Railway Board.

Mr. P. Sahai, Jt. Director, Mechanical Engineering, Railway Board has been appointed Divisional Superintendent, Lucknow, Northern Railway.

Sri S. G. Bhattacharjya, Dy. Director, Statistics, Railway Board, is transferred to North Eastern Railway, Gorakhpur.

Integral Coach Factory.

Mr. C. D. Ellicott, Dy. Controller of Stores, Integral Coach Factory, Madras, has been appointed Controller of Stores on the Eastern Railway.

Western Railway.

Shri U. B. L. Mathur, senior Accountant, D.A.O.'s Office, Ratlam, has been promoted to officiate as A.A.O., Cl. II, and posted to D.C.A.O. (TA)'s Office, Ajmer, with effect from the 7th June, 1957.

Shri Dhupia, Offg. A.A.O., T.A., Morvi, at Ajmer, is transferred and posted as Offg. A.A.O., (Station Inspection), Ajmer.

Shri M. L. Sharma, Offg. Sr. Accountant, D.A.O's Office, Ajmer, is transferred and promoted to officiate as A.A.O., Cl. II.

Shri Shyam Lal, Offg. A.A.O., Coal and Expenditure, is transferred and promoted to officiate as S.A.O., W & S., Ajmer.

Shri Q. R. Sharma, Offg. A.A.O., (Inspection and Catering) is transferred and posted in place of Shri Shyam Lal.

Southern Railway.

Shri K. R. Narayanan, offg. Senior Scale Officer of the Mechanical Engineering Department of the Southern Rly. is appointed to officiate as Divisional Personnel Officer on the Western Railway, with effect from the 1st June, 1957, in place of Sri N. M. Arunachchalam, offg. Divisional Personnel Officer, Western Rly., who was transferred to the Southern Rly., with effect from the 3rd June, 1957.

Sri G. F. Penn Anthony, Dy. F. A., has been transferred to North Eastern Railway to take up the newly created post of Dy. Chief Accounts Officer (Construction) there.

Books Review

"THE CENTRAL RAILWAY—SOME FACTS AND FIGURES 1956-57."

A very attractive brochure has been published by the Central Railway tracing its history from its inception as a small line of twentyone-miles to its present extent of 5653 miles.

The Brochure contains a number of very educative charts, in addition to figures in support of the factual statements made here. The pamphlet covers a variety of subjects, based upon very important statistics like Passenger traffic on Bombay Suburban and other than Bombay Suburban sections, passenger amenities, utilisation of line capacity, use of wagons, freight ton miles, freight train miles, traffic densities in the respective sections and increases during the last five years, punctualities, coal consumption, engine and wagon users, signalling, importance of electrical developments, remedial measures of accidents etc.

etc. Earnings from several important commodities have also been charted in an attractive form.

The Central Railway accounts for almost a quarter of the passenger miles and freight ton miles carried on the BG system of Indian Railways. The goods transport over the Central Railway had been so outstanding during the year ending 31st March 1957 that in the last phase of the busy season at the end of 1957, a surplus transport capacity had developed, prompting the Railway Administration to canvass with the Trade for offering more transport.

Overcrowding of passenger trains, however, continued, though a measurable quantum of relief had been provided.

It is expected that by the end of the Second Plan period, the Central Railway would have nearly 2,35,000 employees and an addition of over 370 new locos including 70 electric ones, roughly 145 new bogie electrical multiple coaches, over 450 new passenger bogie coaches and about 20,000 new wagons.

Similar publications from other Railways may also be anticipated in the near future, it is hoped.

Gopalan.

STOP PRESS

Tax on Railway Fares

Dealing with the argument of some members that the distribution of the proceeds of the tax to the States would deprive the Railways of resources for their development, Mr. Krishnamachari in his reply to the discussion on the Subject in the Lok Sabha, said that reasonable funds for Railway development could be found and were being found. What stood in the way of the rapid development of Railways was the foreign exchange shortage. If Government could not proceed as fast as it wanted in regard to the development of Railways, it was mainly because the foreign exchange content of such developmental expenditure was large, which the country at present was not in a position to undertake. He did not think that the argument that he was depriving the Railways of legitimate revenues was a correct one. Even though the Railway revenues were treated separatelly and the Railways had a separate budget, Government as a whole had been providing funds for the Railways. In fact, he was committed to an expenditure of about Rs. 1,200 crores for the development of railways during the Second Plan period.

The Finance Minister said that he had not told the Railway Minister that he (the Railway Minister) alone would have to find the necessary resources for implementing the Railway Development Plan though he had to raise resources to the extent possible. That was why the Railway Minister had raised the rates on freights. Therefore, the question of his depriving the Railways of resources for their developments was not correct, as he had undertaken the responsibility to find resources required by them.

But the point does not end there; the Railways are liable to pay interest to Central Revenues at 4% for funds provided by them for Capital Expenditure.

But, for borrowings from the World Bank, the Railways have to pay an interest of over 5%. To say, therefore, that the Railways are not handicapped by the Finance Minister's Tax on Railway Fares is not wholly correct.

We shall revert to this subject in the next Issue.

—Ed., R A.

For attention of Subscribers

BOUND VOLUMES OF THE RAILWAY ACCOUNTANT: The following bound volumes of the *Railway Accountant* are now available for sale in limited quantities:

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STRAY COPIES: Several stray copies of the previous issues of the Journal are available for sale at Rs. 1·13 per copy except for 2 or 3 special issues which are priced Re. 0-4-0 extra. Those who require copies will specify the particular months and also remit the necessary amount together with the registration charges of 50 naye Paise.

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MISSING JOURNALS: Complaints continue to come in of Journals not having been received either in time or not received at all. Particularly, an increase in complaints was noticed for the month of June when the Postal arrangement seems to have been upset a little on account of 'flu' epidemic. Subscribers are again assured that every action is being taken at this end to see that their copies are correctly posted to their addresses *as Registered here*, on the due date viz., the 15th of every month and that they should watch for the receipt of the Journal within a reasonable time and immediately report to the local Post Office in case of non-delivery of the Journal to them. Advice of such complaints should also be sent to the Mg. Editor promptly.

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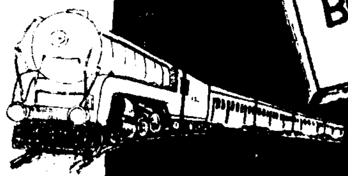
10-8-1957 *Mg. Editor, R. A.*



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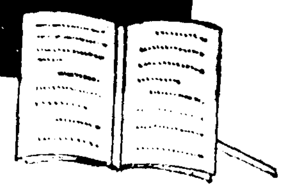

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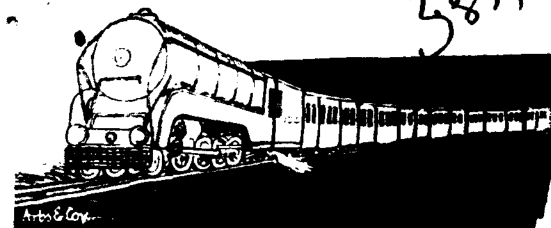

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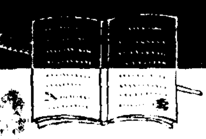

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Manuscripts and photographs, if any, sent therewith, if not accepted for publication, will be returned only if the sender so desires and encloses the usual stamped and self-addressed envelope.

All contributions should be addressed to the undersigned so as to reach him not later than the 28th of a month for inclusion in the next month's Journal, which is published on the 15th of every month.

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ACKNOWLEDGMENTS

The following Journals and Magazines have been received since the last Issue :—

Central Railway Magazine	Aug. & Sep. '57	Indian Railways	Sept. '57
Eastern Railway Magazine	Aug. '57	Indian Railway Gazette	Oct. '57
Northern Railway Magazine	Sept. '57	Indian Construction News	Sept. '57
Western Railway Magazine	Aug '57	Chartered Accountant	Sept. '57
Southrailnews	Sept. & Oct. '57	Careers & Courses	Oct. '57
Chittaranjan	Sept. '57	Educational Review	Sept. '57
Central Railway Newsletter	July & Aug. '57	Australian Accountant	Aug. '57
Eastern Railway (Lifeline)	1-9-'57	Accountants' Journal, (New Zealand)	— '57
,, Newsletter	— '57	Wednesday Review	upto W. E. 25-9-'57
Southern Railway Newslette	— '57	Railway Herald	upto P. E. — '57
Western Railway ,,	Aug. '57	Railway Board's Monthly Statistics	Apr. '57

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Railway Development

It is with a sense of great relief that those responsible for Railway operation will welcome the news that the Planning Commission has at last agreed to allocate an additional sum of about Rs. 300 crores for financing the Railway Development Programme under the Second Five Year Plan. This will mean that the total allotment for the Railways for the Second Five Year Plan would be Rs. 1,425 crores against the existing allotment of Rs, 1,125 crores and thus the original demand of the Railway Ministry of Rs. 1,480 crores has more or less been met. But if account is taken of the increase in costs of labour and materials, which takes away Rs. 200 crores, the additional allotment for provision of the facilities required for lifting fully the anticipated additional traffic of 61 million tons, will be only Rs. 100 crores Thus, quantitatively, even the increased allotment falls short of the original demand by over Rs. 200 crores. Anyway, the increased allotment for the Railways now agreed to by the Planning Commission indicates their obvious recognition of the fact that the provision of adequate facilities for transport is a *sine qua non* for the fulfilment of the targets in the sphere of production, particularly steel and other manufactured goods. In other words, it is recognised that, without adequate transport facilities being provided as and when they are needed by the Projects and Factories, not only would production itself to the required extent be retarded but it would be impossible to transport the manufactured goods to the consuming points with the result that the object of increased production will not be achieved and a production paralysis will overtake the country.

While further increases in the cost of labour and materials cannot be absolutely ruled out, having regard to the existing trends of labour and the spiral of wages chasing prices and prices chasing wages — let alone the effects of inflation practised by the Central Government for the prosecution of the Plan—improvements in methods of operation and operating efficiency in Railway working may be expected to materialise in the near future (and this will be a continuing one) ...

factor by itself may enable the hauling of a larger quantum of traffic for the same expenditure, apart from other recurrtng economics in operating expenses. Indeed, the Minister for Railways, Mr. Jagjiwanram, has pointed out that the electrification of the Howrah-Burdwan line is expected to secure a saving in Working Expenses, of about Rs. 4 lakhs a month, or about half a crore per year. Further, if for example the Railwaymen could, with the operating improvements proposed to be carried out at a number of stations, yards, etc., ensure that the intensity of wagon usage which is expressed in terms of wagon miles per wagon day, is increased (say by 10% from the present figure of about 45 miles per wagon day for Broad Gauge to about 50 wagon miles per wagon day) a great step forward would have been achieved and the bottlenecks in Railway transport minimised considerably. The phasing and the execution of Railway transport facilities to accord with the production time table under the different schemes in the Plan all over the country, should, it need hardly be emphasised receive careful attention at this stage, because unless this is done, there is the possibility of a number of works being executed in certain areas, involving heavy expenditure of crores of rupees, far in advance of production and transport requirements, in these areas, while in other areas, the execution of the transport facilities and provision of operating arrangements might be sorely lagging behind or totally absent, creating an impossible position for the production units there. This has to be specially stressed, as it was recently reported that the foreign exchange provision in the Plan had been utilised by comparatively less important and less essential schemes of other Ministries, the more essential schemes having had to be starved. Although the Plan may provide for a number of facilities and projects, a careful assessment of priorities is absolutely essential, if lopsided progress and wasteful expenditure are to be avoided.

While expedition at every stage in the planning and progressing of schemes and projects is admittedly essential in the context of the implementation of the Second Five Year Plan, this does not mean that the schemes should be pushed through in a hurry without a careful and detailed scrutiny and appraisal of the several aspects of each scheme both in their technical bearings as well as in their financial bearings, In this context, the Railway Minister's statement regarding the Assam Railway Link is of significance. It is stated that the construction of this line of 145 miles completed in December, 1949 at a cost of Rs. $8\frac{1}{2}$ crores, in the wake of Partition, requires now more or less to be reconstructed, due to the original alignment having now been found to be not suitable. Even allowing for the conditions then existing in the wake of the Partition, the urgent construction of the Link being necessitated in the interests of the country, it would appear that insufficient planning and hurried execution involving crores of rupees are to be seen, and this may not be accepted by the tax-payers with equanimity. Those in authority should take a lesson from this for the future.

Agreement with Telco

The contract of the Railway Board with Telco in regard to the supply of metre gauge Locos was the subject of vehement discussion in the Lok Sabha recently, the main points being the rate per locomotive and the non-levy of the penalty for delay in supply.

In regard to the rate it was complained that, on the recommendation of the Tariff Board, higher rate was allowed than was even claimed by the Company. It was explained that the contract was made before Independence and that in determining the rate, the Tariff Board provided for not only the ordinary depreciation but also for extra depreciation etc. The contract was not for a year but a long-term and the depreciation in subsequent years was bound to be progressively smaller than in the first year. In the light of these two factors, the Board could have fixed the rate lower than it actually did.

Re: the penalty clause: the levy of penalty is not absolutely binding like the laws of the Medes and Persians nor is the penalty intended as a source of revenue. The penalty clause is intended to ensure that the work is completed by the prescribed time and its levy is at the discretion of the contracting authority whether it should be inflicted or not, regard being had to all the circumstances of the case. In the present case, the indignation of the questioning members of the Sabha boiled over because the amount was large and they believed that the remedy lay in the nationalisation of the concern.

Perhaps, not all of the critics were aware that in almost every contract for the execution of a work or the supply of materials, there is always the penalty clause, that extensions of time are frequently allowed and the penalty waived not necessarily because the circumstances warranted it but because of the authority's solicitude for the well-being of the contractor. Such penalties, if totalled up would make a staggering figure sufficient to bring on a heart-stroke.

This reminds me of a practice which used to obtain in the P.W.D. of the Madras Government many years ago. The contracts contained, besides the penalty clause, a clause for giving bonus if the contract was fulfilled before the stipulated time. What invariably happened was that extensions of time were allowed, the penalty never levied and, what looked like adding insult to injury the bonus was also paid, merely because there was provision for the bonus in the sanctioned estimate. When this state of affairs was brought to the notice of the higher authorities, the practice of providing for bonus in the estimate was absolutely stopped.

K. V. IYER.

Fall in Standard of Efficiency of Accounts Department

(Contributed)

After Independence, there has been a general deterioration in efficiency of Government offices. Several reasons have been attributed to this by learned men. So far as the Accounts Department, is concerned, I have tried to investigate into the position and in my opinion, one of the chief and the most important cause is the Departmental Examinations. Perhaps people will laugh at this strange discovery of mine. The fact is that since in the Accounts Department, promotion above the lowest Grade of Rs. 60-130 is dependent exclusively on passing App. II-A and App. III-A Examinations, staff no sooner are they appointed, devote all their time and energy in cramming notes and answers of questions set in the past examinations. In all the Accounts offices, the only topic is Departmental Examination. Those who have passed App. II-A are preparing for App. III-A and those have just joined the Accounts office are preparing for App. II-A. The prospective candidates take little or no interest in the office work as their minds are concentrated on studies. Most of them report sick generally 2 months before the actual commencement of the Examination, as all of them cannot be granted long preparatory leave. Those, who are honest have to be granted about a month's leave.

Apart from these examinations, a considerable time is being wasted on selections. Hundreds of candidates from Accounts Department are appearing at least a dozen times in a year at the different written tests. Selection Boards of Sub-heads, Stock Verifiers, Welfare Inspectors, Asst. Personnel Inspectors, Hours of Employment Inspectors, Complaint Inspectors, etc., etc. In all these cases also some weeks are wasted by staff for preparation for these Examinations.

50%, if not more, thus divert their time to Departmental and other examinations. Out of the remaining 50 per cent quite a good number waste their time in appearing at Intermediate or other School examinations; and a considerable number of senior men specially of ex-Company and Ex. State Railways are discontented and disgruntled as their chances of promotion over the lowest grade are blocked since they do not expect to pass App. II Examination, specially those who have crossed 40 or 45. They are crying hoarse and making repeated representations to Railway Minister and Railway Board to introduce an intermediate grade of Rs. 80-160 or to reserve a few per cent of 80-220 grades, to which promotion may be made strictly by seniority without any departmental examinations. It is natural that they feel jealous of their junior colleagues, who joined service only last year and are now getting 100 in the CG-I's grade of Rs. 80-220 merely because they had the good-luck of passing App. II Exam. in first stroke, although they have no experience nor any effective knowledge of the working of any of the sections of the office and they are rotting in the lowest grade even after several years of service. They repent that they joined the Accounts Department as their colleagues of similar period of service in the executive offices have been promoted to the grade of Rs. 80-160 (now 80-220) on the basis of seniority.

From the above it would be observed that the Office-work suffers terribly as about 50 % of the staff are engaged for a major part of the year due to all these examinations and selections and that is why the efficiency of the Accounts Dept., which is considered as the Watch-dog and custodian of the financial interests of the Railway, has gone down.

Suggestions

1. The minimum service for eligibility for appearing at the Appendix II-A examination should be raised to 3 years from the present limit of 6 months and shortage, if any, should be made up by granting temporary or permanent exemptions to senior suitable staff on the basis of Confidential reports and day-to-day work.

2. In cases, where candidates submit medical certificates much in advance of the date of the examination merely to avail of long leave for preparing for the examinations, the Head of the office, under whom they are working, should be given discretion to detain them from the examinations on the ground that they are not fully prepared for the examination due to sickness. This will discourage the candidates from reporting sick at their sweet-will.

3. Some percentage of the next higher grade namely Rs. 80-220 may be reserved for senior suitable men, who although very efficient and hard working, cannot pass Appendix II-A examination, due to either advanced age or other reasons. This will remove the feelings of despondency and frustration prevailing among senior men, who are losing all interest in work as they have been blocked at Rs. 130/-/- for the past several years.

Re-employment of Retired Staff

In almost all the departments, retired staff are being re-employed to fill the vacancies in the recruitment grade as well as in higher grades, as no men are said to be available to man those posts. But in actual practice in many cases, retired staff have been re-employed at the expense of the staff awaiting promotion. Further, retired staff who were re-employed for want of men on the panel, are being continued even though new panels are framed & suitable persons are available to fill in the vacancies. Not only this, if any reversion is to be made due to surrender of posts or otherwise, officiating men from the panels are made to revert and reemployed men engaged to meet the shortage are continued. This policy has created great discontent amongst the staff, who are losing interest and incentive as their interests are being sacrificed. To remedy the situation, it is necessary that the Administration should revise its policy and terminate the spell of re-employment as and when suitable men are available. In any case, when re-employed men are continued after first spell of re-empoloyment due to continued shortage of suitable men it should be terminated immediately panels are passed and in no case, people from the panels, who are put on to officiate should be reverted on the surrender of any post as, in that case, re-employed men should be retrenched, specially those who are being continued after their first spell of re-employment has already expired. "K"

Study of Railway's Working

(S. K. DUTTA RAY)

* * * * *

Comparative Position

The comparative position of the seven Zonal Railways in respect of Traffic receipts, ordinary working expenses, appropriation to Depreciation Reserve Fund, total working expenses, net traffic receipts, net misc. receipts, net revenue, dividend to general revenues and profit or loss for the year is shown below :—

Budget Estimate 1957-58 of

	In lakhs of rupees						
	C. Ry.	E. Ry.	N. Ry.	NE Ry.	S. Ry.	SE Ry.	W. Ry.
Gross Traffic Receipts	72,62	55,59	56,81	31,62	52,95	42,22	56,68
Total ordinary working expenses	42,06	33,38	37,66	28,41	40,89	26,59	34,87
Appropriation to Depreciation Reserve Fund	8,94	6,26	7,25	5,19	6,54	4,95	6,17
Total Working expenses	51,00	39,64	44,91	33,60	47,43	31,54	41,04
Net Traffic Receipts	21,62	15,95	11,90	-1,98	5,52	10,68	15,64
Net Miscellaneous Receipts	-1,71	-1,41	-2,38	-1,21	-1,74	-1,62	-1,94
Net Revenue	19,91	14,54	9,52	-3,19	3,78	9,06	13,70
Dividend to General Revenues	8,02	5,71	6,47	4,69	5,76	4,56	5,53
Profit or loss for the year	11,89	8,83	3,05	-7,88	-1,98	-4,49	8,17

During the year, a total of Rs. 298 lakhs has been provided for the seven Railways for Passenger and other Railway Users' Amenities, which have been divided under 15 categories, e.g.—

(1) Water supply at stations, parcel offices and goods-shed premises, including overhead watering arrangements and purification plants installed for Railway Users, water coolers, electric or otherwise, water trollies, etc.

(2) Provision of Retiring Rooms and waiting accommodation including reinforced cement concrete and other types of benches at stations, parcel offices, goods sheds, etc., including extension or improvements to existing waiting arrangements.

(3) Refreshment Rooms and vendors stalls of all descriptions, at stations, parcel offices, goods sheds, etc.

(4) Provision or improvement of latrines at stations, parcel offices, goods sheds.

(5) Raising, extending widening, surfacing, covering or other improvements on platforms at stations including provision of seats, hedges, shade trees on platforms at stations, parcel offices and goods sheds, etc.

(6) Provision of new over-bridges or subways and extensions, improvements and covering of existing overbridges or subways within station premises to connect platforms or offices at stations, parcel offices, goods-sheds.

(7) Provision of bathing facilities at stations.

(8) Provision of or improvements to approaches and circulating areas at stations, parcel offices, goods sheds, etc., including improved lighting, tonga-car-cycle-rickshaw stands, sheds for bullock and other carts, water troughs etc.

(9) Improvement to existing carriages such as provision of fans, improved lighting and lavatories, generating equipment, refrigerators in dining cars, special insulation in roofs, bigger water tanks in carriages, better fittings, etc.

(10) Improved lighting and provision of fans on platforms or in waiting halls and sheds or vendors stalls at stations, and parcel offices, goods sheds, etc.

(11) Washable aprons on passenger platform lines.

(12) Opening of new flag stations or conversion of halts into flag stations,

(13) Exhibition of sheet time tables in glass fronted frames at stations.

(14) Works provided in connection with melas, and

(15) Any other work considered essential for meeting the requirements of Railway users at any station, e.g. better sitting or improvements or additions to Booking Offices, Parcels or Goods Delivery Windows, provision of information offices or Kiosks, improved arrangements for dealing with luggage, self-printing or Ticket issuing machines, provision of public announcement system, etc.

x x x

The Annual Report by the Railway Board on Indian Railways for 1955—56 is just out. The first part is the narrative one, while the second consists of statistics which have been divided into three sections viz.

(i) "A" Appending summaries,

(ii) "B" Statements under 37 detailed heads, and

(iii) Appendices marked as "A" to "G" with various sub-sections. These figures are rather more than a year old. Therefore, they cannot be called live ones though they are the latest available.

But they can be utilised for any special studies, enquiry or research as the scope is very very wide from the point of view of employers, employees, users and the potential clienteles. The Industrial and commercial progress of the country may have an indirect reflection in these figures with special reference to the localization of industries and specially with a view to further development of untapped territories and commodities finding out the pendulum as the commodity, transportation is to serve a liaison between the producers and consumers, as the products at the sources have no value or utility unless the same are transported to the more essential vital points or the consuming or to distributing centres.

It is unfortunate that still in our country no independent systematic study of the problems is made which is not the case in other civilised countries.

(By kind courtesy, Eastern Railway Magazine)

Diesel Electrics for India

(R. E. P. SINHA)

The Government of India in the Ministry of Railways and Railway Board has ordered one hundred powerful streamlined 1800 horse-power Diesel-electric locomotives at an estimated cost of about Rs. 10 crores to be built by the ALCO Products Incorporated in the United States of America.

The first of 20 locomotives is expected to be shipped to India by August, 1957 and will be housed at Gaya in Bihar on the Eastern Railway to be utilized to haul heavy freight trains between Gomoh and Moghal Sarai in order to help relieve a transportation bottleneck in the coalfields and the steel plants area.

A group of eight technicians from the Eastern Railway arrived at the Schenectady plant of the ALCO on March 25 to receive training in operation, maintenance and servicing of Diesel-electric locomotives the first of its type to run in India.

ALCO is a comparatively new name for an established American builder of railway motive power and was well known in the past as the American Locomotive Company. A fore runner of the present company was organized in Schenectady in the State of New York, about 150 miles north of the city of New York itself, in the year 1837, and from that beginning, ALCO grew into a firm that maintains today seven plants scattered at different parts of America, manufacturing more than 55 products for eleven major markets; maintaining its reputation as a firm of repute, experience and stability. In the present Indian deal, ALCO, over and above supplying 100 Diesel-electric locomotives, promises to help India open a manufacturing shop, repair shop, loco shed, training of technical personnel and also a moderate ALCO werehouse in India for quick delivery of spare parts for the present lot of locomotives supplied by her.

* * *

Advantages

Some of the most striking advantages to be gained when steam locomotives are replaced by Diesel-electric locomotives are—

(1) Full utilization of Diesel-engine horse-power output, (2) Saving of time due to higher acceleration rates (3) Fuel saving upto as much as 50 per cent over steam (4) Greater locomotive utilization (5) Reduction in requirement of locomotives in the ratio of 2 to 1 and (6) lower maintenance cost of track and locomotives.

Of enormous value on mountainous track is the dynamic brake, an inherent feature of the Diesel-electric locomotive. It also enables considerable savings to be realized by the elimination of wear and replacement of brake shoes. Moreover, the dynamic brake is much more reliable and results in safer operation since the wheels and the brake shoes do not become overheated.

When comparing steam with Diesel electric motive power, the greatest saving is realized in fuel expenses. This is due to the fact that the diesel-electric has thermal efficiency at wheels of 25 per cent, whereas the corresponding figure for a modern steam locomotive is only 5 per cent. When American railways began to dieselize, it was found that savings in fuel cost often ran as high as sixty per cent, depending, of course, on the relative prices of coal and oil. In India, this figure may vary for some time, till the recent oil wells found in the country show encouraging results.

Steam locomotive repair cost averages approximately 10 per cent to 40 per cent higher than that of Diesel electric, depending on the age of the steam power. The necessity of removing flue-tubes every four years, as well as costly fire-box and boiler repairs or replacement, accounts for the increased maintenance on steam locomotives. The Diesel-electric also shows direct savings over steam operation in loco sheds expenses. This covers the routine work at terminals required to prepare a locomotive for its next run and the cost of wiping and cleaning the locomotive, clearing fire, dumping ashes, watching fire and steam and removing ashes. Some other items chargeable to locomotive operation that are roughly equivalent with both steam and Diesel-electric power are water lubrication and other supplies. The amount of water, however, that is used for Diesel engine cooling is insignificant compared with that consumed in steam locomotive operation.

In order to obtain a correct comparison of the amount of work performed by motive power, it is necessary to keep records of the number of locomotive miles per day, month or year and for operating cost these data must be translated into thousands of gross ton miles for the freight service. It would appear

that four fundamentals are of absolute importance when dieselization is considered.

They are—availability of locomotives, cost of ownership and use, capacity for work and performance efficiency.

Availability means the percentage of total time that a locomotive is available for service, which utilization represents the percentage of total time it is actually in operation. Utilization, of course, depends largely on the arrangement of schedules. Closely affecting availability and utilization are such things as delay time on route and the capacity of wagon to run on faster trains and the capacity of loops and siding at railway stations in India to form and run longer trains which a diesel locomotive is capable to run.

A summary of the advantages of the Diesel-electric locomotives over the steam locomotives would include the following—

(1) Horse-power output not affected by weather, (2) Lower centre of gravity, (3) Reduction in track stresses because of steady torque on rail instead of a pounding action that is necessary in a steam locomotive, (4) Better riding qualities (5) Less time required for servicing *en route* or at terminals and lower maintenance (6) Faster acceleration at lower speed (7) Cleaner operation and (i) Higher availability and utilization "

By kind courtesy, Eastern Ry. Magazine

Training in Cost Accounting

While addressing the annual general meeting of the Madras Region of the Institute of Chartered Accounts of India, recently, Dr. A. Ramaswamy Mudaliar, stressed the necessity for training more Indians in Cost Accounting by the provision of facilities in industries.

He observed that this problem of Cost Accounting (a complicated subject) had recently come to the forefront and that there were now a number of Indians who had qualified themselves in Accounting.

A knowledge of the technique of industries was necessary for good cost accounting. He hoped that forward and far-seeing enterprises would give facilities to apprentices who wanted to avail themselves of the training in this subject. The textile industry, for example, which was so widespread and well-established in India could fi d no difficulty in training such apprentices. Similarly, training in Cost Accounting could be given in sugar industries. Industries in their own interest, he felt, should give facilities for training apprentices in Cost Accounting.

Dr. Ramaswamy Mudaliar also stressed the need for Chartered Accountants being trained in the art of Management. It was right that Management-education was undertaken by senior Chartered Accountants. Management was a technical subject, and Chartered Accountants with their experience would be in a positon to guide managements. He was certain that there was great scope for the Chartered Accountants and that their value would be realised as their knowledge and experience increased. He was sure that they would prove a towering strength to industries.

Whether it was public or private enterprise, Dr. Ramaswamy Mudaliar said, Chartered Accountants would have full scope to check accounts and give their unbiassed, independent and impartial opinion without fear or favour. A great deal of talk about private and public sectors now went on, but he considered that it was an "unnecessary controversy". The principles of Accounting and Auditing were to be strictly and equally enforced in both the private and public sectors. The Chartered Accountants, he said, would have a great future, if they had faith and confidence in themselves.

Note: The system of recruiting and training apprentices for the various branches of work on Indian Railways is already in vogue, and Railways being the biggest industrial organisation, credit must go to that Department for having foreseen the necessity for such training in the field of Rly. work. Apart from the question of the industries themselves undertaking the training to suit their own needs, there is also the broad question of a standard required in such training. Such a standard can be set only by an educational Institution and we would, therefore, strongly urge the University to consider the possibilities of introducing Chairs in such technical studies as Locomotives and Rolling Stock—Construction and Maintenance etc. The experiences gained by the wide researches that are conducted in respect of permanent way maintenance and construction, bridges, signalling, interlocking etc, are also indicative of the necessity of imparting knowledge in these various directions through a standard medium and ensuring that such knowledge has been properly acquired by the concerned staff. It is no doubt true that occasionally, Railway Staff—both Gazetted and non-Gazetted—are sent to Foreign countries to learn modern techniques, but these can only cover a very small extent. The studies should really cover a wide range to be actually helpful in the proper administration of Railways.

It is hoped that the Rly. Board would ponder over these matters and make necessary provision for such education in their Five Year Plan immediately, if possible, or at any rate in the near future.

Ed. R. A.

Control Over Expenditure

It may be recalled that the Estimates Committee recently went in great detail into the statistics of Working Expenses etc., of the different Railways and made comments and recommendations based on those statistics. In some cases, they urged that the cost per train mile should be brought down under particular heads, having regard to the fact that the corresponding figure for the integrating unit before integration was much less. It would appear that the Efficiency Bureau of the Railway Board have thoroughly gone into the details of expenditure under different heads on the several Railways, and the causes of variation in unit costs as between different Zonal Railways have been analysed. This analysis has been made for the different Abstracts of Revenue Expenditure and there is no doubt that it should be revealing. While in certain cases, the possibility of reduction in expenditure was indicated, the analysis disclosed that there were a number of items of expenditure in regard to which there was no uniformity in allocation as between Railways. Thus, for instance, the cost of furniture supplied to stations was allocated to Open Line Works (Revenue) on some Railways, while the same was charged to Revenue Abstract-E on other Railways. This divergence in procedure has automatically led to wrong conclusions being drawn on the basis of statistics compiled from such divergently allocated figures. The Railway Board have, however, as pointed out in an earlier issue of this journal, rectified this divergence by issuing appropriate orders. There is no doubt that there are a number of cases which require similar investigation and treatment and if the statistics are to prove a reliable basis for drawing conclusions, it need hardly be emphasised that uniformity of allocation of charges is a desideratum.

(*Contributed*)

Subjects of Moment

Irregularities in the issue of Passes and PTOs : G.M.'s Powers

Powers to condone the irregularity in the issue of Passes and PTOs in the cases stated below have been delegated to the General Managers Personally, without powers of redelegation.

This delegation does not cover cases of transfer and settlement Passes which are covered by relevant extant orders.

1. Issue of Higher class of Passes and PTOs under mis-apprehension of the extant rules.
2. Excess issue of Passes and PTOs during a year.
3. Issue of Passes/PTOs before completion of one year's service.
4. Issue of more than one set of passes before completion of 5 years' service.
5. Inclusion of more than five members in a Pass/PTO when a dependent relative is included.
6. Inclusion of more than 2 dependent relatives in a Pass/PTO.
7. Inclusion of sons aged 21 years or over in the Pass/PTO without the production of the necessary school or college certificate.
8. Issue of Passes to "Guardian" on school account when the son is aged 15 years or over.
9. Inclusion of dependent relatives in post-retirement passes to retired employees.
10. Inclusion of children in post retirement passes to retired Class IV Staff.
11. Issue of passes by a longer route.

RB No. E (G) 57PS5-5/3 dated 22nd July 1957.

* * *

Educational Assistance to Class IV Railway Employees

The Railway Board have decided that the Education Assistance admissible to Class III Railway Employees, under Rules 1102 to 1107 R I, should be extended to Class IV Employees also with effect from 31st August, 1957,

R. B. No. E (W) 56 ED 3/19 dated 31—8—'57.

* * *

Delegation of Powers

The Chief Security Officer and other officers-in-charge of Extra Divisional Offices, who exercise administrative control over staff of Personnel Sections under them are authorised to sanction Special Contribution to Provident Fund to Personnel Branch Staff also to the same extent as for Non-Personnel Staff.

* * *

Remuneration to Outsiders Co-opted as Members of Selection Boards

Whenever outsiders are co-opted as members of the Selection Board constituted for purpose of recruitment of Class IV Staff in Railway Services, as per RB. No. E55RC1/91/3 dated 5—5—'56, such outsiders may, if necessary, be issued free First Class Railway Return Journey passes to enable them to undertake journeys in connection with the selection and may also be paid an all inclusive remuneration at the rate of Rs. 10 per day.

R. B. No. E(NG) 56/RC1/115, dated 25—7—'57.

* * *

Minimum Wages (Central) Rules 1950.

In pursuance of sub-rule (4) of rule 21 of the Minimum Wages (Central) Rules, 1950, and in supersession of the notification of the Government of India, Ministry of Labour, No. S. R. O. 1332 dated the 26th June, 1953, the Central

Government hereby specifies that with effect from the date of this notification the amount of fines and deductions mentioned in sub-rule (3) of the said Rule shall be as follows :—

(1) The total amount of fine which may be imposed in any one wage period on an employed person shall not exceed an amount equal to 3% of the wages payable to him in respect of that wage period ; and

(2) The amount of deduction for damage or loss caused by an employed person shall not exceed the amount of the damage or loss caused to the employer by the neglect of the employed person.

R.B. No. E (L)-57 AT-1-9 dated the 29th July, 1957.

* * *

Disposal of Surplus Staff on Railways.

A quarterly statement that was being submitted in this connection as per R.B.E. 53 RE I/8/3 dated 27-10-1953 by the Railways to the Board is discontinued.

R.B. No. E(NG) 57 RE 1/12 dated 30th August, 1957.

* * *

Railway Servants Discipline and Appeals Rules.

The following amendments take effect from the 15th June, 1957.

In column 4 against item 3 under Schedule II to 1729-R-1, insert the following in place of the existing provision :—

" Penalties specified in clauses (i) to (viii) of Rule 1728 '.

Rule 1705 (c)—R.I. Insert the word 'or' between the words " subordinate to " and " lower than " in the above rule as inserted by Railway Board's letter No. E (L & A) 56-G-6-1 dated 15-6-'57.

R.B. No. E (L & A) 56 RG 6-1 dated 30th August, '57.

* * *

Advance Correction Slips to Establishment Code Vol. II.

(1) *Para 2003 (28) F.R. 9 (28)-RII.*

Insert the following as note under para 2003 (28) (FR. 9 (28)-R II.

" Note—In the case of a person with a lien on a permanent post under a State Government, 'Substantive Pay' means the 'Substantive pay' as defined in the relevant rules of the State Government concerned.

R.B. letter No. F(E)57/FR-1 2 dated 11-9-'57.

(2) *Para No. 2238 (SR-234) R-II.*

Substitute the following for the existing rule :—

" 2238 (S.R. 234) Grant of leave to a railway sevant who ought to be dismissed, etc. : Leave shall not be granted to a Railway Servant whom a competent punishing authority has decided to dismiss, remove or compulsorily retire from railway service ".

R.B. No. F(E)56 SR-6/3 dated 13-9-'57

(3) *App. XI.-RII (Form 'A') (Pages 250 and 251, Vol. II.*

Form A is amended as in the advance copy of correction slip given below and comes into force from 1-4-'57.

(1) Substitute the following for the abbreviation " As." occurring in the first sentence of Part I of Form 'A' (Commutation of Civil Pensions) to the above Appendix :—

" n.P.'

(2) Insert the following foot note at the end of Part I of Form 'A' to the above Appendix :—

" The portion of the pension to be commuted should consist of whole rupees or of rupees and a multiple of five naye paise."

(R.B. No. F (E) 57 PN-5 (1), dated 22nd August, '57.

(4) Para *2714 (CSR. 752)—R. II.*

Substitute the following for the existing sub-clause (d) clause (ii) of the above Rule :—

" (d) The pension to a female is for life or until marriage but on her suitable marriage the President may at his discretion grant her for marriage expenses an amount not exceeding five years' pension provided that the pension is not regranted to any other member of the family under sub-clause (f)."

R.B. No. F (E)57 CSR-1/2 dated 17th August '57.

* *

Low-Income Group Housing Scheme.

The loan under the above scheme is to be obtained from the State Government concerned through the Railwaymen's Co operative Housing Societies of the Railway.

It may be noted that an individual Railway employee will not get more than one loan or advance from any Government source for house building purposes.

R B. No. E (coop) 55/ORGN/58 dated 1st August, 1957.

Readers' Forum

Upgrading of Clerical Posts

In connection with the note under the above caption appearing at page 207 of THE RAILWAY ACCOUNTANT for Sep., 57, another Correspondent, Mr. J. K. Mitra, writes as under :—

" When the minimum pay of Rs. 55/- was raised to Rs. 60/- in the case of the then existing staff, an *ad hoc* increment of Rs. 5/- over the pay drawn was granted, except where the maximum scale had been reached already.

" Similarly, when the minimum start of pay in the case of App. II-A passed CG I is raised from Rs. 80/- to Rs. 100/-, the Railway Board should grant an *ad hoc* increment of Rs. 20/- over the existing pay (as CG I) drawn on the date of issue of Railway Board's letter No. E(S) I-57 CPC/40 dated the 7th March 1957 and NOT FROM 1-4-1957. Otherwise, clerks who are unfortunately (?) senior both in pay and service are receiving lesser BENEFIT THAN THOSE OF NEW PROMOTEES, who have drawn quite handsome amount due to arrear fixation. The *ad hoc* increment, therefore, should be granted on the then existing CG I pay only, with effect from that date."

Provision of Alternative Appointments for Retrenched Employees

A letter addressed by the staff of the Ceylon Labour and Emigration Commissioner's Office, Tiruchirapalli to the Director (Staff) Railway Board, New Delhi, states that the Rly. Ministry has assured retrenched staff that they would be absorbed in the Railway Service shortly relaxing the age limits epecially for the purpose. The staff, however, feel that this assurance does not go a long way and wants all technical formalities for direct recruitment in the Railways, to be completely waived. They allege, as reasons therefor, the following :

that they are only a very few in number viz., 14 ;

that they are deprived of their jobs under Government of India orders;

that they are very old ;

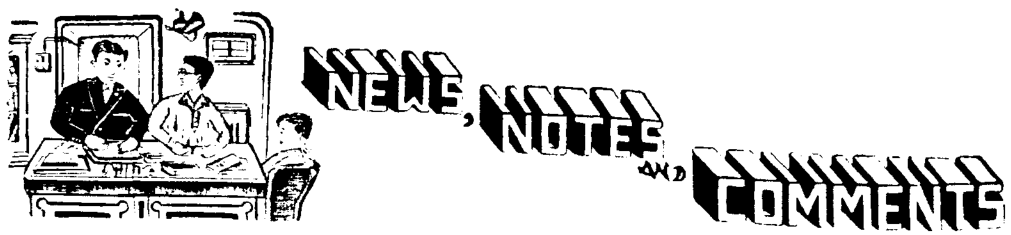
that they have good experience, both of Accounts & office routine and correspondence, having served for over 15 years ;

that the reappointment of retired Rly. Employees indicates dearth of hands in the Rly. Department ;

and that they would certainly be more useful than new appointees on account of their experience especially in accounts.

They also request that they may be provided jobs on the Southern Railway.

Note : We hope that in absorbing the retrenched staff, each case will be considered on merits, *vis-a-vis* existing Railway personnel. *Ed., R. A.*



Mechanisation of Goods Accounting

The British Railways have just introduced in the Brighton area an entirely new system of mechanised accountal of goods traffic. The change-over from the old system to the new is being made starting with a minimum volume of work by restricting its application to nearby stations.

The punch card machines used in the accountal processes produce a separate running account for each trader which is totalled at the end of each week. At the end of each month these weekly summaries are again totalled. The original information is transferred from the primary documents to cards by means of hand punches. Each card bears a sender's code, all cards of one sender being grouped together. These hand punched cards are cross-checked by verifiers.

Besides this series of debit cards which include the primary hand punched cards, the weekly summary cards and the monthly summary cards all of which are mechanically prepared and sorted out and preserved sender-wise, there are the credit cards. These credit cards bear the sender's code number and the amount paid by him, whenever such a transaction takes place. The credit and debit cards are associated and the amounts matched against one another and if a debit or credit balance occurs it is punched and a further card is automatically prepared for the new balance.

The machines for these various processes ranging from hand punches and verifiers to card sorters, collators, gang summary punches and rolling total tabulators are manufactured by the British Tabulating Machine Company who are the makers of the Hollerith machines which the statistical branch of our railway has had in use for several years now.

(*By Courtesy—Central Railway Magzine*)

* * *

Association of Professional Public Accountants with non-professional auditors

[The following is extracted by kind courtesy of "The Australian Accountant," July 1957. The subject matter, being of interest to Railway men in general, is certainly worthy of note.

Ed., R.A.]

In *Accounting Research*, January, Harold Pollins, in "Railway Auditing a Report of 1867," reproduces an early auditor's report which sets out in detail the scope of audit by the then non-professional auditors and the extent to which they made use of the services of professional public accountants."

* * *

Accounts & Finance *Vs* Executive

(The following extract from a paper read at the Second Conference of Chartered Accountants of India, 1957, held at Calcutta, by Mr. M. K. Rustomjee, has been extracted from "The Chartered Accountant" for Aug. 57, by kind courtesy. The ideas contained therein are of such general application that They can bear repetition here. *Ed., R.A.*)

.. .. ..

" Another thing which I want to tell you is that there are still not enough cooperation and contacts between the Works and the Accounts Office. In the

U.S. wonderful results have been achieved through foremen and the Accounts people working very closely with each other and understanding each other's problems. In fact you will find very often that the best Management Accountants are those that come to the Accounts Office from the Works themselves. Unfortunately in India there is still a tendency for the Accounts people and the Works people to think of themselves as something different from one another and not an integral part of a whole. In the job of producing products as quickly and cheaply as possible, everyone is in it together. There must not be any watertight self-contained section in a Works."

Railways in the Second Five Year Plan

The Railway Minister told a Press Conference at Calcutta on the 28th Sep., that a loan of Rs. 47 crores had been received from the World Bank and that the Railway scheme under the Plan would be implemented fully and according to schedule.

* * *

One Trade Union of Railwaymen

The Railway Minister pleaded for one Union of Railwaymen for strengthening the ranks of the employees. He stated that if the Trade Union Leaders so desired, he would have no objection to meet them in a Conference and try to bring about unity among the several Federations now existing.

x x x

Correct Hindi names of Rly. Stations

It is learnt that the combined efforts of Railways and the Survey of India will, in the not distant future, result in Railway Stations' throughout the country, being provided with their names in correct Hindi and in the Devanagari script.

To bring about uniformity in Hindi sign boards and notices displayed on Railway premises and in Railway carriages, the Railway Board has drawn up approved Hindi equivalents and sent them to Rly. Administrations to check up with their Notices and rectify them, where necessary. The Rly. Board's Hindi Officer has been visiting more important stations to check that there are no inaccuracies.

* * *

Rail Concession to Cancer Patients

The Railway Board has decided that cancer patients may be allowed travel concession when they travel for admission to hospitals or Institutes for treatment of cancer on production of certificate on the prescribed form from a Dist. Medical Officer instead of from the Officer-in-charge of the Hospital or the Institute.

This concession is similar to that for blind persons and TB patients. When travelling alone for admission to or on discharge from a hospital or an Institute, where cancer patients are treated, they will be allowed to travel on payment of only 1/4th of the normal fare. When accompanied by an attendant, the patient and the attendant will be allowed to travel on payment of only one single journey fare.

The concession is applicable to all classes.

x x x

Accounting "Defined"

(The following has been extracted by kind courtesy "The Australian Accountant", July '57, from the Students Section. The information contained there is of great assistance to Railway Statisticians and though similar principles are already in observance in India, the fact that they are also being applied in a foreign country, far advanced in accounting, is well worth noting.

ED., R.A.

"There are four steps in any statistical investigation and these apply just as much to accounting as to any other statistical investigation.

1. *Collection of the Data*: This is done in accounting by the various original documents, such as invoices and receipts.

2. *Tabulation of the Data*: Done in the books of original entry which also form the first step in classifying like items of the data together.

3. *Summarising the Data*: This is done in the ledger accounts where a further stage in the classifying of the data is carried out, and in the accounting reports which summarise the data and present the results.

4. *Interpretation and Analysis of the Results*: This is done by means of such specialised reports as the funds statement and the calculation of the various ratios and percentages etc.

Consideration of these statistical principles brings us to a definition of accounting as "the process of recording, summarising and analysing, reporting on and interpreting data, expressed in monetary units, relating to events and transactions, usually of a business nature."

This seems fairly clear and straightforward and it accords quite closely to the definition arrived at by the Committee on Terminology of the American Institute of Accountants in 1941 which reads:

"Accounting is the art of recording, classifying and summarising, in a significant manner and in terms of money, transactions and events which are, in part at least, of a financial character, and interpreting the results thereof."

* * *

Safety Measures for the Monsoon on the Western Rly.

The safety measures adopted by the Western Railway for the patrolling of railway tracks have been intensified by the Administration during the current monsoon. Double frequency patrolling has been introduced on important main lines over which a large number of passenger trains run and the timings of the patrols so arranged as to reduce the period between the inspection by a Patrol and the passage of a train. Intensified monsoon patrolling is also done on the other sections of the line, taking particular care that passenger trains running during the hours of darkness are covered. The patrolmen are fully equipped with torches, hand-signal flags, hand-signal lamps, whistles, detonators (for warning approaching trains) as also adequate protective clothing for the patrolmen. During heavy prolonged rains, mates and keymen have been instructed to organise special patrolling over their gang-beats in addition to the regular monsoon patrolling. During such periods, Permanent Way Inspectors and Assistant Permanent Way Inspectors also carry out frequent inspections of the track, vulnerable locations and bridges and take necessary precautionary measures.

In addition to the patrolling of the lines, stationary watchmen have been posted throughout the 24 hours in 8 hour shifts at all vulnerable bridges, banks and cuttings. Danger marks have been fixed on the bridges taking into consideration various factors, such as, the nature of the soil, velocity of flow, depth of foundations, height of bridges etc. Strict instructions have been issued to the patrolmen and watchmen to stop approaching trains when the danger mark at the bridges etc., is tapped by the flood waters, or they sense any other danger to the safety of the trains.

Arrangements have also been made with the Director (Observatory) Meteorological Department, Poona, for the issue of weather warnings to the Train Controllers of affected areas. Weather warnings received from the Meteorological Department are being conveyed by the Train Controllers to all officials concerned, such as, Divisional and Assistant Engineers, Permanent Way Inspectors, Station Masters and Loco Foremen. Drivers of all trains are also kept informed of the weather warnings and instructed to keep a sharp look out.

*

Monsoon Travel Precautions on S. E. Railway

Elaborate arrangements have been made by the South Eastern Railway for patrolling the track and bridges in order to ensure safe passage of trains during the rains, states a Note issued by the Railway's Public Relations Officer. This patrolling covers the Railway's 3,400 route miles and 9,500 bridges. The patrolling provides stationary watchmen at big bridges or cuttings liable to slips and mobile patrolmen moving in pairs between two stations at regular intervals from sunset to sunrise. Whenever they detect any damage to formation of bridges or unusual rise in waterlevel through bridge openings, they pass the information to the nearest station for arranging repairs and control of train services. In emergencies, however, they stop the traffic themselves. All patrolmen are adequately clothed and protected against rain, and carry necessary equipment. Their work and attendance are checked regularly by the Engineering Supervisors and the Station authorities. Besides, the assistance of the Meteorological Department has been secured by the Railway for receiving forecasts of bad weather. On receipt of any such warnings, the Railway's Engineering Department will undertake additional patrol so as to maintain an intensive watch on the track and bridges for the safety of traffic.

* * *

An Insurance Policy for the People

For the benefit of India's common millions, whose slender incomes do not normally permit of visible savings, the Life Insurance Corporation of India have introduced an insurance policy within the easy reach of everyone. This is the Janata Policy—an endowment assurance with or without profits. The floor and the ceiling of the insured amounts range from Rs. 250 to Rs. 1,000 the premiums commencing from Rs. 12 per annum upward. The endowment term is spread over 10, 15, 20 or 25 years subject to the maturity age or premium ceasing age not exceeding 60. The insured amount is paid in full either to the insurer on maturity or to his nominee in the event of his death before the policy matures.

One of the major advantages of the Janata policy is that no medical examination is required for the policy holders if their age does not exceed 35. The age limit upto which a life can be insured under the Janata Policy is 45.

How to pay premium:

The premium for the Janata Policy may be paid in yearly, half-yearly or quarterly instalments. The payments may be made either in stamps or through the collecting agents. In both cases, the first premium shall be paid in cash at the Branch Office of the Corporation. On receipt of the first premium, a Premium collection Book will be issued to the Policy-holder.

Lapsed policy:

Lapsed Policies may be revived within a period of three years from the date of the first unpaid premium by payment of arrears with 6 p.c. interest compounded half-yearly subject to a minimum of four annas. The life assured has to appear personally at the Office of the Corporation and produce evidence of good health and habits and other information at his own expense.

Paid-up Policy:

If premium are discontinued after two years of regular payment the Policy "Automatically" becomes paid up, for a reduced amount. A policy which has acquired the paid-up value may be surrendered for cash. A liberal surrender value has been provided for.

Nominations:

Nominations on usual terms can be made which will be incorporated on the face of the policy. It may be altered, if desired, during the currency of the policy on payment of rupee one.

Loans, Disability and Double Accident Benefits are not tenable on these policies.

Female lives:

Female lives will be insured subject to certain terms and conditions and a different table of rates. No sex-extra is charged but the sum assured is adjusted.

* * *

Manufacture of Railway Wagons

Keeping in view the need for a judicious dispersal of factories in different parts of the country, 15 new firms in the Northern, Southern and Western areas of India have been selected by the Rly. Board for undertaking the manufacture of goods wagons.

Such dispersal is considered advantageous both from the point of view of developing industries in the areas concerned and distributing pressure on rail transport.

The new firms, some of which have already received trial orders for the manufacture of 250 wagons each are located among other places, in Madras, Bombay, New Delhi, Ghaziabad, Kanpur Jaipur and Rajkot.

* * *

Danish Electronic Reservation Machine—First of its Kind

An electronic device with telewriter communication with 25 Offices in different parts of Denmark installed by the Danish State Railways in the Central Station at Copenhagen deals automatically with requests for reservations of train accommodation of various kinds and of space for motor cars on the several ferryboats. It is claimed to be the first of its kind in the world, and was designed by the technical staff of the Danish State Railways.

* * *

Safety of Railway Track

Standing Committees of Railway and State Government Engineers required to keep under constant review matters affecting the safety of railway track and bridges against floods and heavy rains have been set up in Andhra Pradesh, Bombay, Bihar, Himachal Pradesh, Kerala, Orissa, Rajasthan and West Bengal. Similar Committees are being set up in the other States also.

The question of setting up these committees to achieve the maximum cooperation in this important field between the States and the Railways was first discussed at a meeting of State Chief Ministers with the Railway Minister held at New Delhi in June last. It was agreed that committees should be set up in each State, with the representatives of the Zonal railways serving a particular State and of the State's Public Works, Irrigation, Forest and Local Self Government Departments.

Most of the Committees which have been formed have already started functioning.

Note: In this connection, attention is invited to the news-item at page 97 of the RAILWAY ACCOUNTANT for June 1957 under the heading "Ensuring Greater Safety in Railway Travel," where a summary of the Railway Minister's meeting referred to above is given. This is also referred to later in the Railway Minister's Press Conference at Hyderabad on the 27th June 1957, a news-item about which was published at page 137 of the RAILWAY ACCOUNTANT for July 1957. *Ed., R A.*

* * *

Inter Travel Between India and East Pakistan

The Governments of India and Pakistan are having high-level talks for liberalising the visa system between East Pakistan and the neighbouring Eastern States of India. The possibility of its abolition altogether is also not ruled out.

* * *

Auditors' Role in the Taxation Structure and Company Laws of the Country

While inaugurating the Silver Jubilee Celebrations of the Society of Auditors, Madras, Dr. Krishna Rau stated that the Auditor should also play the role of adviser to individual firms and also the administration in the matter of levy and collection of taxes. They should prepare the balance sheets in a manner helpful to both the managements and labour in the matter of arriving at correct conclusions, particularly with regard to payment of Bonus. It is only by the straightforwardness of the Auditor in the preparation of the balance sheet that their reputation would be maintained among the public, business-houses and administrative authorities.

Mr. Castell, while speaking on the occasion, referred to his association with the Auditors and said that their profession required great concentration and hard work for long hours and that they could hardly find time to take part in public life.

* * *

Relieving over-crowding in third class carriages

As an urgent measure the Railway Board have decided to withdraw air conditioned accommodation on certain trains where they are not fully utilised or to reduce its quantum and to effect a corresponding increase in third class accommodation. The Railway Administrations have been instructed to take immediate action in the matter.

* * *

Diwali Rail Concession

The Railway Board have decided that Return tickets for the forth-coming 'Diwali' holidays should be issued from the 11th Oct., to the 24th Oct. (both days inclusive.)

* * *

Special pay for Railwaymen

It is understood that the Govt. of India have sanctioned the grant of special pay in the form of a 'Bad Climate' allowance to non-gazetted employees of certain Stations on the Western and the South Eastern Railways.

Note: There are similar places with bad climate throughout the country and it is not known whether the Government has considered all those cases before restricting their orders to the places referred to above. *Ed. R.A.*

* * *

App. II & III-A Exams. 57.

The Second Examination for App. II. in 1957 will be conducted on the 20th, 21st, 23rd and 24th Dec. 1957.

App. III Examination will be held from the 9th to 14th Dec., 16th Dec. and 17th Dec. 1957.

* * *

Separation Convention-Railways

In the course of the discussion in the Lok Sabha in August 1957, on the introduction of Tax on Passenger Fares by the Finance Minister, the Speaker, Mr. Ananthasayanam Ayyangar, asked the Finance Minister to examine how far the Railway Separation Convention was right in the altered circumstances.

It is common knowledge that under this Convention, the Railway Revenues are maintained separately and the Railways have been contributing Dividend of 4% on the Railway Capital to the General Revenues of the Central Government. The Central Government are, normally, under the Convention, not to interfere in the earnings of the Railway, any surplus therefrom being required to be used by the Railways on their Developmental Programmes. But the Finance Minister not only taxed the Railway Passenger fares, but also utilised the proceeds therefrom for benefiting the States in financing their Plan Projects. The argument advanced by the Finance Minister that the Union Government is providing necessary Capital for Railway purposes, does not represent the facts completely. That such provision is made purely on Capitalistic basis and that dividend of 4% is charged thereon for payment to General Revenues is a vital factor which should also have been mentioned as a qualifying condition on such capital provision.

The fact that the Railways have been going in for heavy loans from outside and paying heavy interest thereon is sufficient proof that any revenue that they can earn would be of great assistance in their own plan projects; and therefore to be deprived of revenues to the extent of about 10 crores per annum is something substantial not to be ignored. To such extent, therefore, Railways have to make up by borrowed capital, incurring interest charges thereon. It, therefore, stands to reason that the Tax on passenger fares taken away from Railways for distribution to the States should earn interest; or to that extent, the Central Government should forego levy of interest on the Capital advanced by them. The Separation of Railway Finances would have no meaning, if they have to surrender their surplus free of interest for other causes than Railway Development and for the Railways themselves to pay interest for obtaining Funds for their developmental works.

Under these circumstances the remarks of the Speaker of the Lok Sabha are very important and deserve a proper consideration.

* * *

Formation of a New Railway Zone

The Railway Board have announced that very shortly, a new Railway Zone will be created with Headquarters at Pandu.

Sri D. C. Baijal, (Secretary, Railway Board), has been selected for appointment as General Manager of the new Zone and he has been posted immediately as officer on Special Duty to organize the Establishment of the New Zone.

* * *

Standardization of terms on Railways

With a view to facilitating the use of identical expressions on different divisions, serving the same language area, the Central Rly., is standardizing terms and expressions, normally, used in signboards, notices etc., at Railway Stations. The Southern Railway is also likewise preparing standard vocabularies in Tamil, Telugu, Kannada and Malayalam.

* * *

Railway Development Programme in the Second Plan

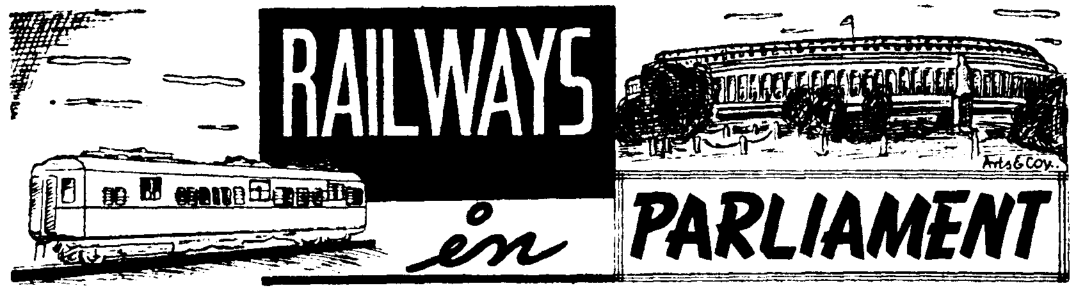
The Planning Commission having agreed to allocate an additional sum of about Rs. 300 crores for financing the Railway Development programme, the Minister for Railways explained a projected revised programme to the Press at New Delhi on the 7th Oct. Some of the important features are improvement of the Assam Railway Link; break-up of the N.E. Railway into two zones; setting up a second Coach Factory for making M.G. Coaches in Uttar Pradesh; Construction of a Bridge across the Brahmaputra forthwith; Construction of a Railway Repair Workshop at Bongaigaon in Assam; increasing mileages for electric traction; Construction of a Line from Raniwara to Bhildi, giving a direct connection from Kandla to the Jodhpur and Bikaner areas.

P E R S O N N E L *(Continued from page 234)*

Sri K. Sivanna, J.A.O., Goods, is posted as J.A.O., against the temporary additional post of A.A.O. sanctioned in connection with the regularisation of unsanctioned posts.

Sri S. H. Poonawala, I.R.A.S., after completion of training in Central Railway, was posted as Accounts Officer, Expenditure, on the Southern Railway, on 30-9-1957.

Sri S. K. Mitra, I.R.A.S., under training in Eastern Railway, has also been posted to Southern Railway.



Lok Sabha

Overcrowding between Madras and Bezwada

The Railway Minister explained the steps taken to reduce the overcrowding: which consisted in the introduction of the Madras Howrah weekly Janatha Express, conversion of the tri-weekly Madras Delhi Janatha Express into a Daily Service, the use of through third class carriage by the G.T. Express trains between Madras and Hyderabad, imposing a restriction of 300 miles for bookng third class passengers by G.T. Express to and from stations between Madras and Bezwada, and the introduction of the air-conditioned De Luxe Express service bi-weekly between Madras and New Delhi.

* * *

Remodelling of Cuttack Station

In order to provide essential amenities which are lacking or deficient at present in the Rly. Station Building, at Cuttack, the Rly. Minister announced a proposal to remodel the station which included also the addition of a new parcel Godown and elimination and congestion of parcels in the Station premises and on platforms.

* * *

Transport Facilities in Tripura

The main decisions taken at a Joint Conference of the representatives of the Governments of India and Pakistan held at Dacca in connection with the improvement of transport facilities to the people of Tripura were disclosed by the Deputy Minister of Railways, Shri Shah Nawaz Khan, in a written reply to a question by Shri Bangshi Thakur.

The main decisions were:

(i) A joint traffic and engineering survey should be conducted by the representatives of the two Governments with a view to providing Railway sidings to Tripura from convenient points in Pakistan. Each Government would lay, at its own cost, the portion of sidings falling within its territory.

(ii) After these sidings have been provided the traffic from rest of India to Tripura and vice versa, would move as 'cross' traffic over E.B. Railway (Pakistan) and that Railway's share of freight would be collected by Indian Railways and paid to Eastern Bengal Railway (Pakistan) through irrevocable revolving credit.

The minutes await ratification from the Government of Pakistan.

* * *

Rajya Sabha

Steel Purchase Mission

The Rly. Minister announced that the Steel Purchase Mission of the Indian Railways which toured Europe for the purchase of steel and pig iron has placed orders for 5.22 lakh tons of track steel and pig iron and that shipments which commenced in August 1957 would be completed by March 1959.

Personnel

Western Rly.

Shri S. S. Ramasubban, on return from Board's Office, resumed charge of the post of Sr. Dy. General Manager, with effect from 30-8-1957.

Shri Tirath Ram, on return from sick leave, is posted as Offg. Asst. Accounts Officer (Stn. Inspector) Ajmer, with effect from 25-7-'57, vice Sri J. S. Dhupia, Officiating A.A.O., transferred.

Shri J. S. Dhupia is posted as Offg. AAO. (TA), Morvi Section at Ajmer, vice Shri U. B. L. Mathur, transferred

The Post of Senior Accounts Officer (C), Dohad, is temporarily down graded to Junior Scale, Class II.

Shri P. R. Seshan, on return from leave is posted as Offg. Asst. Accounts Officer (Budget) with effect from 5-8-1957, vice Shri M. L. Sharma, Offg. Asst. Accounts Officer, reverted to Class III.

Shri V. V. Natarajan, on return from leave is posted as Offg. A.A.O., (Project and Stores) Church gate, with effect from 22-7-'57.

Northern Rly.

On return from leave on the 20th August Shri P. Sahai, Offg. Joint Director Mechanical Engineering (R), Rly. Board, posted as Offg. Divisional Superintendent, Lucknow, vice Shri M. A. Rao.

Shri M. A. Rao transferred to Delhi Division and posted as Divl. Supdt. vice Shri V. T. Narayanan.

Shri V. T. Narayanan transferred to Allahabad Division and posted as Offg. Divl. Supdt. vice Shri D. B. Singh, proceeded on 41 days' leave.

Railway Board

Mr. De Sa, at present Director, Civil Engineering (Standardization) Rly. Board, has been selected to succeed Mr. Baijal as Secretary Rly. Board.

Mr. D. C. Baijal, Secretary, Rly. Board, is posted forthwith as Officer on Special Duty for establishing a new Rly. Zone at Pandu, and as G.M. of the new zone when formed letter.

Southern Rly.

Sri K. Srinivasa Iyengar has been promoted as A.A.O.and transferred to Tiruchi as A.A.O. (Coaching).

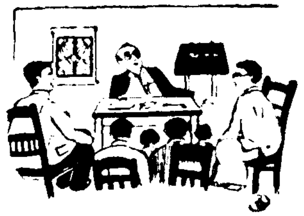
Shri K. Rangiah, S.A.O, Coaching, Tiruchi, was transferred as D.A.O. Bezwada, in place of Shri D. Padmanabiah, proceeded on sick leave.

Shri S. Natarajan, Offg. A.A.O. on L.P.R., is reappointed as temporary A.A.O., for a period of three months and posted as A.A.O.(W) Perambur, vice Shri T. N. Kuriakose with effect from 19th Sep. '57 A.N.

Sri T. N. Kuriakose Offg. S.A.O (W) Perambur, is posted as Offg. S.A.O. (P & S), to relieve Shri Krishnamurthi Mandikal. Offg. S.A.O., proceeding on L.P.R. from 20-9-'57.

Sri C. R. Sundara Raj, Senior T.I.A., promoted to officiate as A.A.O., Class II service, and posted as A.A.O.(G), at Madras.

(*Continued on page 232*)



STUDENTS' CORNER

Lists of Unaccounted for Invoices or Parcel Way Bills, for Exchanged Traffic

In order to cope up with the arrears of work in the various Railway Accounts Offices the Rly. Board decided in May 1957 that the final responsibility for ensuring the accountal of invoices or P.W.Bs by the receiving stations and apportionment thereof between the Railways concerned should devolve entirely on the receiving Railways and that for this purpose, accountal by the receiving Railway should be verified for three months and lists of unaccounted for invoices should be prepared thereafter for despatch to the forwarding Railway under Conference Rule 62(2) of CR. II.

To enable a watch being kept over such unaccounted for lists by the receiving Railways, serial numbers in consecutive series should be given separately for each receiving Railway for the particular official year of traffic viz goods Parcels and Initials of the Railway should be given by the forwarding Railways on the list. Thus, the first list should begin with No. 1 of April of each official year ; e.g. 1/57-58/Goods/ Parcel ...... Rly.

The receiving Railways need not communicate the period of accountal of the unaccounted for items in the Forwarding Railways, but should only send a formal acknowledgment indicating receipt of the number of sheets and items of the lists of unaccounted for invoices p.w. bills.

The forwarding Railways should watch the receipt of such acknowledgments.

The forwarding Railways should continue to supply copies of missing invoices P.W. Bills when called for by the receiving Railways and the time limit of six months under CR. 62(2)(v) will count only from the date of the letter calling for copies of Invoices/P. W. Bills by the Receiving Railways.

The Receiving Railway's Accounts Offices should maintain a register to watch the progress of clearance of unaccounted for items by the receiving stations, in a prescribed form. The outstanding items should be reported by the Receiving Railway's Officers to the Railway Board in another prescribed form through quarterly and half-yearly arrear report. The receiving Railway should ensure that unaccounted for invoices/ P. W. Bills are correctly accounted for by the Receiving Stations, share of freight thereon being correctly credited to the Railways concerned. The time limit prescribed for submission of unaccounted for lists, etc.. will remain unchanged.

The procedure for submission of unaccounted for lists and watching their clearance in regard to non-Government Railways would continue as at present. Half-yearly unaccounted for lists would be discontinued with effect from April 1957.

* * *

(The following is an extract from an article from the Students Section of the Accountants Journal (New Zealand) for Aug. 1957, edited by Mr. W. S. Gilkison, F.P.A.N.Z., whose acquaintance we have given you on a previous occasion.

The information reproduced below is bound to be of very great interest to employers and employees as well, particularly on Indian Railways. Though the article primarily refers to public Accountants, still the principle underlying the same is of very great help in planning

Training Schemes for Railway Staff. First and foremost, however, is the need to inculcate in the junior staff the qualities of loyalty, honesty, straight-forwardness, discipline, etc., and above all the desire to give of his best to his employer. (*Ed. R.A.*)

Training Office Staff. II.

x x x

Personal example :

There is really no substitute for this. If the senior is keen, neat, punctual and reliable, and expects his associates to be the same, they should get the habit too. The days of "Do as I say, not as I do" belong to the past. Perhaps the executive may be pardoned for an occasional lapse from the high standards he sets himself, for after all responsibility should involve some privileges; but in the long run, almost without fail, the intelligent junior will reflect in his attitude and in his behaviour, the pattern of his mentor. Many an executive, being conscious of this, has improved his own standard of performance to a stage where it was in fact a worthy example, and so both parties have gained the benefit. Where the senior's example is correct, the junior will usually do the same automatically.

Setting a standard :

Only by setting a standard and insisting on its being kept, can training be really effective. If a job is done in a slovenly fashion, it should be sent back forthwith to be done again—and again still if necessary. This way it is impressed on the assistant that neatness and accuracy and good presentation are important. All too often, the second best is passed in and is accepted because of urgency, because of staff shortage, and so on. In this way the "second best" can easily become the standard. If the higher standard is expected and insisted on, it becomes almost second nature to all those concerned with it, and they would decline to turn out second-rate work.

x x x

Use of Manuals :

In its proper place an office manual, carefully lrafted and regularly insisted on, can be an important part of staff training. The senior cannot be always on hand to set his personal example; or by commending the good and criticising the not-so-good to give personal attention to his assistant; but the manual sets out, in black and white, the standard of performance and conduct expected. It is a challenge to the junior, a challenge to him to meet, and if possible to better, the standard suggested.

The measures suggested are equally effective in a professional accountant's office or in a commercial establishment. The main thing is that the executive is prepared to do his bit to give the necessary training, to lay down the standard and to see it adhered to at all stages, and the assistant is prepared to accept and undergo the training he needs to groom him for one of the higher, more responsible positions.

* * *

Post Review of Remission of Wharfage and Demurrage charges

With effect from the remissions made in April 1957 the post review of the cases of remission of Wharfage and Demurrage should be conducted by Finance Branch TA. on a percentage basis as under :—

	Percentage
(a) Cases of remission above Rs. 200 and upto Rs. 500.	10%
(b) Cases of remission between Rs. 500 and Rs. 1000 ..	33 1/3%
(c) Cases of remission of Rs. 1,000 and above ..	Cent p.cent.

The following instructions which supplement the Code rules and extant orders on the subject of the checks over these charges, are issued for the guidance of the staff :—

(i) The monthly statement of remission of Wharfage and Demurrage over Rs. 200 are required to be sent by the Divisional Supdts., and CCS to the CAO's Office (FB/TA Section) by the 1st week of the month following that to which they pertain. Necessary action should be taken by FB TA to get these statements from the Divisions and CCS in time.

(ii) A summary of the remission statements will be prepared by FB/TA by the 15th of each month showing separately the No. of cases involving :

(a) above Rs. 200, but up to Rs. 500,

(b) between Rs. 500 and Rs. 1,000 and

(c) those amounting to Rs. 1,000 and over and put up to AAO/FB/TA for selection of the required percentage of cases for post review as indicated in Para above.

(iii) The cases selected for post review will be recorded in a manuscript register which will show the following particulars.

1. File No.
2. Division.
3. Date called for.
4. Date received.
5. Date post reviewed
6. Special features noticed in the review.
7. Propriety of sanction obtained.
8. Date returned.
9. Initials of the Section Supdt., and AAO/FB/TA.

Note :—This register should be put up to Dy. CAO/T & FA/CAO by 20th of each month for perusal.

(iv) The file of papers relating to the cases selected for post review should be called for immediately from the concerned divisions or C.C.S.

(v) On receipt of the cases, they must be reviewed with a view to seeing that there are adequate grounds for sanctioning the waiver and the sanction has been accorded by the competent authority. Any unsatisfactory features and trends noticed in the course of the post review should be put up to FA & CAO through Dy. C.A.O. (TA) for orders whether such cases may not be reported to the Rly. Board. The cases reviewed will be returned to the concerned Divisions of CCS under a covering letter.

(vi) The duplicate copy of the remission statements will be sent to the checking section to verify the Accountal with reference to the Remission orders received along with the Station Balance Sheets.

(vii) Items of remissions amounting to Rs. 200 and below as per Remission Orders should be post checked by Checking sections with reference to the accountal, propriety of nction etc. as usual.

(viii) M. Section will send to FB/TA a statement of remission orders accounted for in the Balance Sheet showing the following particulars during the first week of the second following month.

"Inv. No. and Date, From and to Station, Wharfage waived, RO. No. and date and by whom issued."

(ix) FB/TA should exercise a cross check of the items in these statements received from M Section with the statement of remissions of wharfage and demurrage of over Rs. 200 received from DSs/CCS to see that all cases of remissions as shown in M Section statement have been shown in the statement of remissions received from DS/CCS, discrepancy if any, being taken up.

* * *

Adjustment of Wagon Registration Fee Deposit against "Paid" freight charges

In the case of paid consignments Wagon Demand Registration Fees should be adjusted in the freight collected with effect from the 1st July 56 as per the following instructions, based upon R.B. letter No. 8018-T.C. of 14-5-56.

Stations should account for the full freight (paid) in their Abstracts, Summaries and Balance Sheets and take credit for the Wagon Demand Registration fees under Special Credits submitting Statement of Invoices/PWBs under which Traffic was booked and the special credits taken.

Balance sheet checkers should compare the amounts taken credit for by the Stations in the Balance Sheet with the statements submitted in support thereof; care being taken to see that all the WDRF Receipts enumerated in the statements are received. Differences noticed, if any, should be entered in a register, and action taken to debit the station for the non-receipt of the statements or individual WDR Fee receipts as the case may be. Thereafter, the items appearing in the statement should be linked up with the debits originally taken by the station in the Balance Sheet. It should be seen that normal rules and regulations regarding refund of WDR fees are duly observed by the SMs.

The receipts should then be cancelled and entered in a manuscript register to be maintained for the purpose of arriving at the monthwar amounts. The figures will then be advised for putting necessary slips on or before 10th of the second following month for preparing a journal entry, debiting Deposits Traffic Book by credit to Traffic Account.

The items of special credit as per statement submitted by station, shall be passed on to Goods Coaching auditing section for verification of the Invoice PWB particulars shown in the receipts, name of the consignor, commodity and weight etc. For this purpose, the duplicate statement received from the stations should be sent to the auditing sections under the signature of the S.H. in B.S. Section and the same should be returned within a week duly verified with their remarks under the signature of the Sub Head of the Auditing Section. They should be finally recorded in Balance Sheet Section.

The cancelled receipts should be preserved for 3½ years, duly sorted out in geographical order for reference at a later date.

* * *

Irregular Refund of Wagon Demand Registration Fees

Consequent upon the non-observance of the prescribed rules, very many cases of irregular refunds of Wagon Registration fees were discovered, particularly of fees that had been previously forfeited under the Rules. With a view to prevent recurrence of such cases at stations, special instructions for their strict compliance have been issued to the Station staff as noted below :—

(i) Only the station staff should fill in the booking particulars in the wagon demand registration fee receipts. These particulars should be verified specially by the Station Master or the Goods shed staff before refunds are allowed.

(ii) The receipt number and date and the relative invoice number and date as also the date of refund should be shown against the demands as entered in the Priority Register.

(iii) Where a refund is given, the party's foil should be defaced with the remark "Refunded" and endorsed across the face of the receipt. Before making any refund, staff should specially and carefully scrutinise the wagon demand registration fee receipt, date, year and other particulars.

(iv) Refund should be made only to the person who has registered the demand and in whose name the wagon registration fee receipt has been issued. If any other person demands refund, a proper letter of authorisation should be obtained from the person who is eligible for the refund.

(v) Refund should be made only in cases where the wagon demand registration fee is not to be forfeited under the rules.

(vi) The cases where the wagon demand registration fees should be forfeited are reiterated for information.

(a) When the minimum weight specified for registration and supply of wagons is not offered after the wagon is supplied.

(b) When a wagon indent is cancelled by the indentor within fifteen days from the date of registration

(c) When a wagon is supplied to the indentor but he does not use it before the expiry of the free time allowed for loading.

(d) When a wagon is supplied to an indentor and he does not bring his goods to the station within the permissible free time from the time of placement of the wagon for loading.

(e) When a wagon is supplied to an indentor and he does not commence loading in case of goods subject to 'L' condition.

(f) When a wagon is supplied to an indentor and he does not cancel his indent within the permissible free time, and the wagon is detained on his account for loading beyond the free time, after which he cancels his indent, demurrage charges under the rules for the detention to the wagon beyond the permissible free time will be levied in addition to the forfeiture of the registration fee for not using the wagon.

Note : When a wagon is supplied to an indentor but he delays in loading the wagon and takes more than the permissible free time for loading, demurrage will be recovered under the rules, but the wagon registration fee will be refunded.

* * *

Passenger fares in Decimal currency and Tax on Passenger Fares

With effect from 15th Sept. 1957, Railway Passenger fares are shown in terms of the new decimal currency. This coincides with the coming into force of the Rly. Passenger Fares Act, 1957.

Though payment from the public in the old currency will continue to be accepted, the total existing fare should be converted into *naye Paise* according to the official conversion table and the passenger tax added thereto. The existing stocks of tickets will continue to be used, until they are exhausted, by altering the amounts payable in ink. Other Coaching Traffic as well as Goods traffic will continue to be indicated in terms of the old currency.

The collections under the old and the new currency should be shown distinctly in the Trains Cash Book and any difference found between the total after conversion into the new currency and the amount that would have to be collected directly under the new currency would be treated as an excess or deficiency as the case may be. The Cash handed over to the S.M. should be expressed both in words and figures in respect of both old coins and new coins. The monthly Coaching Balance sheet should be prepared in terms of new coinage for all items of debits and credits, all returns should be closed under the old currency on the 14th September and the closing balance also worked out as at the close of the 14th. This closing balance will be converted into the new coinage and brought over as Opening Balance on the 15th September 1957. Separate Coaching Returns in the new coinage should be prepared from the 15th September 1957 onwards.

Loss or Gain on account of conversion from the old currency into the new currency should be taken into the Balance sheet as a special debit or as a special credit as the case may be.

The following form should be used by Booking Clerks for making up their cash in respect of Passenger Traffic.

1. Name of Staff.............
2. Particulars of shift or period or other unit of collection.....................
3. Amount to be accounted for (i.e., value of tickets sold, excess fare tickets issued etc. in connection with Passenger Traffic) .. Rs. nP.
4. Amount collected in new coins (10, 5, 2 and 1 nP coins) .. Rs. nP.
5. Amount collected in old coins Rs. A. P.
6. Item (5) Expressed in new currency .. Rs. nP.
7. Total of items (4) & (6) .. Rs. nP.
8. Value of items (7—3)
   Loss : —
   Gain : Plus.
9. Percentage of 8 to 3 ..

In regard to other coaching traffic, the total transactions on their account should also be converted into the new coinage and shown in the Coaching Balance sheet in the new coinage. For this purpose, similar forms as described above should be used for these transactions also.

Loss or Gain on conversion should be carried over to the Trains Cash Book. Statements similar to the above form will be made up for the entire Coaching collections of the day for the station. Three copies of the Statement should be prepared, one being sent along with the Daily C.R. Note and another sent to the Divisional Superintendent (Commercial). A Special Credit or Debit for the loss or gain on conversions should be taken into the balance sheet for the sum—total of the differences shown in the above statement for the month. This should be shown under a separate heading. "Special Credit or Debit" on account for loss or gain in conversion.

Since Goods Transactions continue to be conducted under the old system or coinage, separate Cash Remittance Notes should be prepared by each station for Goods Traffic in the old coinage and Coaching Traffic in the new coinage. The total amount of all the vouchers relating to the Coaching Traffic other than passengers for the day will be converted into new coinage and entered in the CR Note to be prepared separately for coaching traffic. In the case of stations where Cash for both Coaching and Goods Traffic is at present remitted under one CR Note separate bundles of Cash for Coaching and for Goods with their connected Cash Remittance Notes should be made by Stations and put in one Cash Bag for transmission to Cash Office.

... ...

With effect from the 15th Sept. 1957, the method of calculating fares for certain types of tickets is given below.

(i) *Child and concession tickets* :

From the date on which the passenger fares in the new currency are notified, the fares for a child between 3 and 12 years of age will be half of the notified fare in the new currency. For example if the present fare is Rs. 2-7-0 it will be Rs. 2.44 from the notified date and from that date onwards, the child fare will be half of Rs. 2.44 equal to Rs. 1.22 (and NOT 1.25 equal to Rs. 1-4 the existing fare for child ticket.)

Similar procedure should be adopted for concession tickets, i.e., the fare should be calculated with reference to the new full fares in decimal coinage.

(ii) *Combined Mail/Exp. Ordy. tickets* :

In the case of combined fares where marginal adjustment is required immediately after 500 miles, the following is the correct procedure.

Fare plus tax for a combined distance of 500 miles in the order in which the passenger travels, should be calculated and the fare plus tax for any longer distance should *not* be *less* than this amount. For example, if a Passenger travels for a combined distance of 500 miles, first by ordinary train for 200 miles and then by mail or express trains for 320 miles. the fare plus fare realised should not be less than for a combined distance of 500 miles consisting of 200 miles by ordinary train plus 300 miles by Mail or Express trains. i.e., the III Class fare plus tax leviable for the 520 miles in this case, will be Rs. 16.46.

(iii) *Tickets for Combined classes* :

In the case of combination of different classes also, the above method should be adopted.

R.B. No. TCII/2142/57, dated 4—9-57

OBITUARY

We record, with regret, the death on the 26th Sep., near Tiruvarur of Sir R. S. Sharma, Editor of the Eastern Railway Magazine. He had travelled extensively abroad and was associated with the Press for a long time. We convey our condolences to the bereaved family.

For attention of Subscribers

BOUND VOLUMES OF THE RAILWAY ACCOUNTANT : The following bound volumes of the *Railway Accountant* are now available for sale in limited quantities :

Vol. I	Rs. 12·00
Vol. II	Rs. 12·50
Vol. III	Rs. 12·50

The above rates are *inclusive* of *ordinary* postal charges but are *exclusive* of postal *registration* charges. Those desirous of obtaining copies might send the requisite amount in advance.

STRAY COPIES : Several stray copies of the previous issues of the Journal are available for sale at Rs. 1·15 per copy except for 2 or 3 special issues which are priced Re. 0-4-0 extra. Those who require copies will specify the particular months and also remit the necessary amount together with the registration charges of 50 naye Paise.

NEW SUBSCRIBERS : Subscribers are enlisted at present from any month onwards. Those who wish to enrol themselves from a month earlier than the current one (before the 15th) are expected to pay a surcharge of 15 naye Paise per month in addition to the usual half-yearly or annual subscription of Rs. 5 - or Rs. 10. *No VPs will be sent.*

Existing subscribers are requested to enrol as many new subscribers as possible at a very early date, in order to widen the influence of the Journal.

CORRESPONDENCE : Attention of the subscribers is again invited to the necessity for their quoting Subscriber's No. in all correspondence in order to facilitate speedy disposal, as omission causes not only inconvenience but also delay.

CHANGES IN ADDRESS : Subscribers are requested to notify the changes so as to reach us before the 10th of every month. Changes received here after the 10th of a month are not likely to be taken notice of for that month, Subscribers are requested in cases of such delays to advise their local Post Office about their changes in address in order to ensure correct delivery to them of their copies.

MISSING JOURNALS : Complaints continue to come in of Journals not having been received either in time or not received at all. Particularly, an increase in complaints was noticed for the month of June when the Postal arrangement seems to have been upset a little on account of 'flu' epidemic. Subscribers are again assured that every action is being taken at this end to see that their copies are correctly posted to their addresses *as Registered here*, on the due date viz., the 15th of every month and that they should watch for the receipt of the Journal within a reasonable time and IMMEDIATELY REPORT TO THE LOCAL POST OFFICE IN CASE OF NON-DELIVERY OF THE JOURNAL TO THEM. Advice of such complaints should also be sent to the Mg. Editor promptly.

Normally, copies reported lost are not recouped. But should a case be made out of a real loss, as a special case, a duplicate copy can be despatched to the subscriber on payment of 65 naye Paise per issue.

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Renewal Subscriptions must be sent well in advance to avoid withholding of despatch of further issues.

Mg. Editor, R. A.

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