CHAPTER II
HISTORY OF SALEM: AN OVERVIEW

Located in the tropics, Salem was a forestland. It has witnessed a succession of human settlements from Paleolithic times to the present. The long and, for the most part, unclear history of this district can be broadly divided into the following periods: Prehistoric, Sangam, Buddhist-Jain, Hindu, Muslim, British, and Indian.

Some archaeologists believe that this region must have been a part of the home of early man in South India. There are reasons to believe that Paleolithic human occupation did exist in the mountains, forests and river valleys of Salem and this human occupation must have formed part of a broader Paleolithic culture system of South India. As if to prove this hypothesis, a few Paleolithic hand-tools were discovered in 1990 in Krishnagiri taluk, which was part of the larger undivided Salem District. The present Salem district is certainly one of the principal neolithic regions of South India. The mountains of Servarayan, Bokhi Malai, Kalrayan and Kolli Malai have yielded a number of neolithic implements.

The Iron Age in South India is usually associated with the pandukal (popularly known as the “megalithic”) culture. Salem has a large share of these remains and a variety of iron tools and implements have been unearthed from them. Since Salem is demonstrably richer both in pandukals and iron ore than any other area of prehistoric importance in South India, it is very probable that iron technology and pandukal culture had a beginning here
earlier than anywhere else in India. Some historians think that this culture is in some manner connected with the megalithic culture of the Mediterranean and Western Europe; exactly how is still uncertain.

Around the beginning of the Christian era, the region of Salem was sparsely populated but highly cultured as can be gleaned from the extant Sangam literature. Arts and literature flourished, patronized by the rulers of the hills and plains. Avvaiyar and other Sangam poets of Salem were renowned and well respected. It was a time of great prosperity in Romans came to Salem to buy mountain and forest products such as sandalwood, spices, and peacocks. The silver coins of the emperor Tiberius Claudius Nero (37-68) discovered in Koneripatti in 1987, along with some golden Jewelry of the Sangam period, are hard evidence to the existence of a culturally and economically advanced society in Salem two thousand years ago.

Beginning with about the seventh century, Salem along with the rest of the Tamil country enjoyed in general a period of political stability and local administration. Government patronage made temples into powerful religious and social institutions. This process reached its climax during the Chozha period, which began about the middle of the ninth century. At the end of the twelfth century, the Chalukya empire was broken up and the Mysore region (including parts of Salem) came under the rule of the Hoysalas strengthened their hold on Salem. Anarchy followed after Malik Kafur marched through Thoppur Ghat Twenty five years later, the Vijayanagar kingdom was established and Salem enjoyed once again the benefits of an orderly and well administered government. It lasted for nearly two and a half centuries until 1565 when the kingdom collapsed.
During the Vijayanagar rule, a form of feudalism began to crystallize in the region of Salem. Farmers handed over a share of their produce to the ruler who owned the land. The control over land tenure was maintained by levying of tribute by the king from petty rulers and chieftains known as palayakarar, or through small intermediaries who collected taxes locally, passing on a portion of this to the feudal hierarchy.

The shape and extent of the "district" of Salem, originally carved out of the area conquered by the British in 1792, have changed many times with the introduction of numerous administrative reforms. The present Salem District dating form 1965 is the result of a post-Independence administrative bifurcation of the earlier and much larger Salem district.

**SAGO RESEARCH LABORATORY, Salem.** A testing facility for the starch and sago industry. It was established in 1963 for conducting tests prescribed by the Indian standards institution. It also advises sago manufactures how to improve the quality of their products the laboratory, which also doubles as the mineral testing laboratory, conducts tests on such material as ores, minerals, water, cattle feed, insecticides, and fertilizers. It may soon be upgraded as a regional testing laboratory.

**SAINIGA MITHRAN (1940s)** “friend of the seniyar,” a Tamil monthly devoted to the cause of the seniyar caste, edited by R. K arangasamy.

**SALARAMA GIRL, Namakkal.** "Salaframa mountain", a Sanskrit name for the namagiri. Namagiri, according to the local legends, is the enlargement of a salagramam brought by hanuman of the ramayana. He left it at the water pool of kamalalayam of Namakkal for performing his morning ablutions. The namgirin is named "salagrama" on account of its shape resembling the sacred
salagramams. Salagramams are actually fossils of ammonite, an invertebrate of marine cephalopod. They have been formed more than 150 million years ago and are found imbedded in black shale.

Their different sizes, shapes, markings and colors lend to a variety of legendary interpretations. A salagramam is sacred because it is believed to be the sperm of lord Vishnu, and is the vaishnavite counterpart of the saivite lingam. Its sacredness is also attributed to its coils which represent the chakra (discweapon) of Vishnu. Each stone with a particular shape and colour has a name referring to an aspect or incarnation of Vishnu Achyutham, anantham, athirutham, balaramam, dhamodharam, gopalam, hayagrivam, hiranyakarpam, janarthanam, kalkim, krishnam, kurmam, lakshmi narasimham, lakshmi narayanan, Madhusudhanam, matsuam, padhmanabham, Parasuramam, Prthyumnam, Ramam, Rishikesam, Santhanagopalam, Sridharam, Sudharsanam, Thatgopalam, Thathivamanam, Thirivikrama Narashimham, Upendhram, Vaishnavam, Vamanam, Varaham, Vasudhevan and Venugopalam.

Vaishnavites collect and keep them in their home-shrines. To touch it and drink the water in which it has been washed is to receive absolution from all sins and to be assured of a place in the Vaishnative paradise.

SALAPATHY NAYAKAN (1624 - 1659) A palayakarar of Salem. His name was derived probably from a title selapathy meaning the lord of Salem. He was indifferent to Robert de Nobili when the missionary visited Salem, but his brother became a follower of de Nobili.
SALEM (Hebrew, shalom)

"Peace" the term is also pronounced and spelled variously as in shalem, selim, solomon, shalman, shalmanesar. The term is abbreviation used for jerusalem, the house of peace or the house of the god of salem. Salem is also the unidentified kingdom of melchizedak (bible.genesis 14.18)

If palestine was an ancient tamil colony of "pallithanam " as a writer climbed, jerusalem could have been "tiruseelam" (holy way of life) despite these speculations it appears to be no mere coincidence that this hebrew word and the tamil 'salem' have the same spelling.

SALEM. The name of the city and district. The etymology of the word Salem has led to much ingenious speculations and controversy. The word offers a good example of a philological wild goose chase. As a result the word has several competing meanings and origins. The chief among them are the following five terms cheram, sailem, salaya, seylai and seelam.

The word cheram (or cheralam or keralam or seram) indicates that this was the "land of the " Chears. "It also means "toddy" for which potent drink this area was rightly famous from ancient times the presence of several hills and mountains surrounding the city lend support to the Sanskrit word Sailem meaning "mountain". The word salya, (itself a corruption of the Sanskrit original shalika) means "weaver" which emphasis the antiquity of Salem as a weaving centre. Most of the weaving in Salem is still concentrated in producing saeylais (the tamil word for sari) the one—piece garment worn by women; therefore Salem is supposed to mean the place where saeylais are produced.
Le Fanu remarked thus "this unfortunate name is continually undergoing changes. The yethapur sasanam spells it shalya, buchanan writes Saliem, and it is generally written salem; but the matter Has now been finally disposed of and all further controversy obviated as Dr Hunter directs that in future it is to be written Salem". Of course this bureaucratic fiat did not have any lasting effect.

All these claims, suggestions and etymologies are not satisfactory and have severe limitations. Considering the history and culture of this region the word seelam (a Tamil word of a gain Buddhist origin meaning "moral conduct") seems to be the most appropriate root words the land and people of this area appear to have been hospitable to the two creeds from the beginning, the area came to be known as seela Nadu, the land of seelam consider the examples of Taxila and Bihar. Tactile is a corrupted version of Taikisha seela named after Taikisha who is said to have first conquered gandhara the state of bihar derives its name from the fact that it contained many budhist monasteries-viharas.

The presence of many Buddhist and Jain shrines, status and religious in almost all parts of the district, the existence of the bodhi malai (Mountain of Enlightenment), the location of the city of Dharmapuri (Dhamma Puri) on the north of the servarayan malai (which itself maybe a corruption of Seelarayan malai), the presence of a town named chinna Salem (a corruption of the original Jina Silam) In the neighbouring district, and the occurrence of the word seela in many place and personal names (Such as seela karadu and seela Nayakan) throughout the district strongly support this speculation.
SALEM, S. the major city and capital of the district. It is centrally located in the state of Tamil nadu in Relation to the other chief cities of south India. It is situated on both sides of the Thirumanimitthuaru in a valley between the servarayan malai and jarugu malai. it has grown larger by assimilating a Number of surrounding villages.

The eastern part is Salem proper and the southern section is gugai, well known for its handloom products. The western side comprises of Salem kottaai (fort) and sevvoypettai, the marketCentre. The northern part contains hasthampatti, the fairylands, and the new fairylands. The big bridge Across the river connecting the eastern and western salem is the official central point of the city, once marked by a zero milestone. The city includes the former villages of Ammapettai, Aannadhanapatti Arisipalayam, Gugai, Hasthampatti, Karunkalpatti, Kitchipalayam, Kumarasamypatti, Maravaneri, Netthimedu, Sanjivirayan Pettai, Senkalpatti, and Thathagapatti.

Salem is known in legends as pavanasapuram (City that Destroys Sins) during the First Age (Kretha Yuga). It became pattisvaram during the second age (dhvapara yuga), Nagesvaram (abode of the lord of cobras) during the third age (Thretha yuga), and sukavanam (parrot or green forest) during the present fourth Age (kali yuga).

Salem is believed to have been established by cheraman peruman, a kongu chera, who wanted to bathe daily in the thirumanimuthu aru and worship sukavana isvarar. Thus established, it received the name of cheralam, the “place of the chera.” Sukavanam is a Sanskrit name for Salem. The word sukavanam is the Sanskrit name for Salem. The word sukavanam is the Sanskrit version of the Tamil kili kadu or kili vanam, which probably was
derived from the name of Killipurai Poraiyan, a Kolli Malai ruler who may have
founded the city.

Salem never was a place of any political or military strength; but its
gerographical position made it the scene of frequent fighting in the last three
hundred years. It was captured (and subsequently lost) by the company from
Hyder Ali in 1768 and became the garrison of the company's army in 1792
during the third Mysore war. After the war, from 1799 to 1801, it was the
headquarters of the southern Division of the newly created district of "
Baramahal and Salem." From 1816, the troops of the company were
increasingly stationed at Salem and finally the sankagiri field commandant
was transferred to Salem in 1823.

From them on, Salem gained military as well as political importance.
The 1835 census shows an increase of 871/2% population since 1801 which
was attributable to immigration. The presence of the company's army,
government, and the commercial residency attracted many artisans, farmers,
weavers and other settlers. After repeated moving, the peripatetic capital of
the district came to be permanently located in Salem in 1860. As the military
presence became less and less important, Salem became wholly civilian in
1861. The growth of Salem during the second half of the nineteenth century is
generally attributable to the business activities of the Fischer and Foulkes
families who managed the Salem zamin.

The city contains two major temples dedicated to Sukavana Isvarar and
Soundhararaja Perumal, both on the Right Bank of the river. A number of Mari
Amman and Kali Amman temples are found in almost all parts of the city. A
stone statue of the Buddha with broken neck in the Kottai area is worshipped
as Thalaivetti muni appan. In the main bazaar street are temples dedicated to kannika paramesvari, Ekambara isvarar kamakshi Amman, and putthu ankala Amman in the chinna kadai street are the Shrines dedicated to dharmaraja, dhraupathi Amman, and ellai Amman The city also contains the district central library, the district records centre, many schools and colleges, and a government Museum. It is the administrative headquarters for: Salem district, Salem division, Salem taluk, and Salem panchayat union.

During the takeover of the city by the company in 1800, Salem was "a large, populous, and beautiful village". It is now overcrowded, extremely boisy, and lacks minimal communication water and sanitary facilities. The beautiful river that once ran through the city has now become an open sewage ditch. A number of lakes and reservoirs in and around the city have either become dry or been developed into residential areas which contribute to the city's acute water shortage and other Problems. Area 3.51 square miles (prior to 1924), 5.45 square miles (1924), 7.89 square miles (1941). Pop. About 10,000 (1801), 19,021(1835) approximately 35,000 including the suburbs (1845), 45,000 (1866), 50,012(1871), 50713(1881), 67,710(1891), 70,624(1901), 59,153(1911), 52,244(1921), 102,179(1931), 129,702(1941), 189,474(1945-46), 202,335(1951), 249, 145(1961), 308,716 or 308, 303 (1971), 361, 394(1981). See also SALEM MUNICIPALITY.

SALEM CIRCLES. One of the two local government administrative divisions of the Salem district (OLD) created under the provisions of the local funds act of 1871. The circle comprised of all the area of the present district plus Utthankarai and Thiruppatthur, which are now in the neighboring Districts.
A local fund board for the circle was constituted consisting of official and non-official members. It was presided over by the collector. The local fund was dependent upon a cess levied on land holdings and on the financial aid received from the provincial government. The money was spent on schools, markets, choultries, and traveler's bungalows in addition to roads and sanitation. The board of the Salem circle found the existence of two circles for the district in convenient and unnecessary, and wanted their amalgamation into one. In 1884, the provincial government abolished the circle system and in its place, a system of District boardwalk Boards, and panchayat Union Board were introduced under the provisions of a new Local Boards Act.

SALEM DISTRICT: One of the twenty two constituent administrative units of the present state of Tamil Nadu (On April 1, 1937 the Madras Presidency was made an autonomous province which, in 1950, became the Madras State. In 1969, the name of the state was changed into Tamil Nadu).

The present district was created in 1965 when the Salem District (Old) was bifurcated to create the present Salem and Dharmapuri districts. The district consists of ten taluks, nine municipalities, 35 panchayats, 729 village panchayats, and 1089 revenue villages. It is divided into four administrative divisions: (1) Mettur Division (Mettur & Omalur taluks); (2) Namakkal Division (Namakkal, Paramatthi- Velur and Rasipuram taluks); (3) Salem Division (Atthur, Salem & Yercadu taluks); and (4) Sankagiri Division (Sankagiri & Thiruchengodu taluks). There is a proposal to divide the district again into Salem and Vazhappadi districts.

The chief mountain ranges of the district are AlavoyMalai, Arunoottru Malai, Bodhi Malai, Jarugu Malai, Kalrayan Malai, and Servarayan. The major

SALEM DISTRICT (Old) (1792-1965) An administrative division of the British territories in the Madras Presidency. It came into existence first as the district of “Baramahal and Salem” when the company acquired Thalaghat ceded by Thippu Sultana in 1972.

The Salem part included the following seven taluks: Salem, Namakkal, Sankagiri, Atthur, Paramathi, Omalur, and Sendhamangalam. The Article 4 of the Definitive Treaty of Peace concluded on 17th March 1792 demarcated the district thus:

Whatever part of Namakkal, Sankagiri, Salem, Caveripoor, Atthur and Parmutty are comprised within the Division ceded to the Company shall be situated to the Northward and Eastward of the River Cauveri, or if there shall be any other Taluks situated as above described they shall belong to the Company.

Alexander Read, the first Collector, divided the district into three administrative divisions: (1) Northern (pop. 167,660, fourteen taluks, headquarters Krishnagiri). (2) Central (pop. 192,993, twelve taluks, headquarters Dharmapuri) and (3) Southern (pop. 160,282, ten taluks, later increased to twelve, headquarter Salem). Thirupatthur was the chief headquarter of the district Reads three assistants, J G Graham, Thomas Munro, and William Macleod were in charge of the Division. The Southern
Division consisted of the following taluks: Ananthagiri (Atthur), Belur, Cheenagiri, Kattuputthur, Namakkal, Paramatthi, Rasipuram, Salem, Sendhamangalam, and Veeraganur. Kattuputthur taluk was abolished in 1795.

In 1796, the taluks were reorganized and their number reduced to the following twentyfive: Atthur, Belur, Chenngari, Dharmapuri, Edapadi, Kammenallur, Kangundi, Krishnagiri, Kunnatthur, Mallapadi, Namakkal, Nangavalli, Omalur, Paramatthi, Pennagaram, Rasipuram, Salem, Sankagiri, Dhurgam, Sendhamangalam, Thenkarai Kottai, Thiruchengodu, Thiruppatthur, Vaniyampadi, Veerabhadhra, Dhurgam, and Veeraganur. By the Partition Treaty of Mysore in 1799, the Balaghat (i.e. Hosur taluks) was added to the district making it the largest in the province, extending 129 miles north-south and 93 miles east-west.

Prior to 1800, the district was composed of three district regions (Thalaghat, Baramahal and Balaghat) and was collectively known as “Salem, the Baramahal and the Balaghat” or “Salem and the Baramahal.” In 1799, when Read and Munro left the district, it was divided into two, Baramahal and Thalaghat, with headquarters at Krishnagiri and Salem under the charge of Graham and Macleod. When Macleod was transferred to Malabar in 1801, the district was again rearranged. David Cockburn was the first collector of the new district. At that time the present area of Salem district contained the following fourteen taluks: Atthur, Belur, Chenngir, Edapadi, Namakkal, Nangavalli, Omalur, Paramatthi, Rasipuram, Salem, Sankagiri Dhurgam, Sendhamangalam, Thiruchengodu, and Veeraganur. In 1803, when the permanent Settlement was completed, the number of taluks were reduced to
seven: Atthur, Namakkal, Omalur, Paramatthi, Rasipuram, Salem, and Sankagiri Dhurgam.

During the administration of E R Hargrave in 1808, a new district with the simple name of "Salem District" was constituted by combining the Southern and northern divisions of Balaghat and Baramahal. The new district contained the following twenty seven taluks: Adhiyamankottai, Atthur, Dharmapuri, Harur, Javadi, Kallavi, Omalur, Paramatthi, Parandapalli, pennagaram, Royakottai, Salem, Sankagiri Dhurgam, Sendhamangalam, Singarapettai, Thenkarai Kottai, Thirupatthur, Vaniyampadi, and Veerabadhra Dhurgam. In 1819, at the time of retirement of Hargrave, the district contained the following eleven taluks: Atthur, Dhamapuri, Rasipuram, and Sakagiri. In 1822, the number of taluks was raised to the following fifteen: Atthur, Denkanikottai, Dharmapuri, Hosur, Krishnagiri, Mallapadi, Namakkal, Omalur, Paramatthi, Rasipuram, Salem, Sankagiri Dhurgam, Thenkarai Kottai, Thiruchengodu, and Thirupatthur.

The district capital was first located at Dharmapuri. In 1830, John Orr moved it to Salem following the scandal ion the treasury at Dharmapuri under Narasa Aiyar. Two years later, it was shifted to Hour where the collector had bought a bungalow for his residence. It remained there until 1860 when the provincial government insisted on moving the headquarters to Salem. During the 1860 reorganization, the number of taluks were reduced to the following nine: Atthur, Dharmapuri, Hosur, Krishnagiri, Namakkal, Salem, Thiruchengodu, Thirupatthur, and Utthanarkari.

In 1910, the taluk of Namakkal was transferred to Thiuchirapalli district and the taluk of Thirupatthur to North Arcot district. By the 1918 redistribution
of taluks, the Namakkal taluk (sans Thathaiyangarpettai) was transferred back to Salem. At that time the district contained the following eleven taluks; Atthur, Dharmapuri, Hosur, Krishnagiri, Mettur, Namakkal, Omalur, Rasipuram, Salem, Thiruchengodu, and Utthankarai.

The district was bifurcated in 1965 into two new districts, Salem and Dharmapuri, leaving all the taluks north of the Servarayan mountain in the new Dharmapuri district. See also BARAMAHAL.

Area: 7051.2 square miles (1792), about 8,000 square miles (1853), 7,604 square miles (1871), 7,483 square miles (1881), 7,529 square miles (1891), 6,912 square kilometers (1921), 7,051 square miles or 18,262 square kilometers (1951), 7,028 square miles or 18,203 square kilometers (1961).

Pop. 520,935 (1798), 612,871 estimated (1800), 905,190 (1835), 1,185,376 or 1,193,365 (1850), 1,983,410 (1901), 2,061,240 (1911), 2,135,997 (1912); 2,433,972 (1941), 3,371,769 or 2,279,383 (1951), 3,804,108 or 2,471,857 (1961)

SALEM DISTRICT, Books on. A number of geography books, mostly test book in English and Tamil have appeared, especially during the last years of the nineteenth century. The following is a partial and chronological list of them:

S.P Narasimhalu Nayudu, The Geography of Salem District (1873)

T.S Manikka Mudhaliyar, Salem Mavattathin Bukolam (Madras; Srinikethan Press, 1875)

M.S.P Society, Salem Mavatta Bukola Puthakan (Madras; C V E Society, 1876).

M.S.P Society, Salem Mavatta Bukolam (Madras; C K S Press, 1884)
SALEM GAZETTE (1859- ) A Tamil and English bilingual weekly published every Saturday by the Salem Collectorate. For sometime, it was also issued under the title Salem District Gazette. It was similar in scope and contents to the Madras Gazette (1792) and the St George Gazette (1792) and the St George Gazette (1832), both issued from Madras by the Company. It was essentially a compilation of government orders, announcements, circulars and notices.

Although begun in 1857, it was discontinued briefly for the first year probably on account of the Sepoy Mutiny and/or the uncertainty in locating the district headquarters. It became a fortnightly in 1873 and a monthly in 1881. It is now issued under the title Salem Mavatta Arasu Ithazh mostly in Tamil language. A complete file of it from 1860 is in the Record Room of the Salem Collectorate.
SALEM JUNCTION, Suramangalam. The chief railway station of the City on the broad gauge line connecting Madras City with the west coast. The Salem Town and Salem Market stations in the City were linked with it in 1911 and 1917.

SALEM KOTTAI. The fort section of the City while is perhaps the oldest part of the city. Traces of the fort (kottai), which was built of mud and stone by Chinnappar, are now completely gone. It was abandoned under the Company rule and was in ruins by 1845. The area now contains the Chinna Mosque, the Soundhararaja Perumal temple, and remnants of the Mahal which is said to have fort under Hydher Ali.

SALEM MUNICIPALITY. In 1857 the sanitary association of Salem village consisted of sixteen members. It was changed into and incorporated as the Salem Municipal Council on November 1, 1866 with twelve nominated members, of whom four were officials. As a municipality, its boundaries were expanded in 1867 and again in 1870 to include the villages of Ammapettai, Annadhanapatti, Gugai, and Kitchipalayam. In 1871, the villages of Kumarasamypatti and Hasthampatti were brought within the municipal limits. The city limits extended again in 1924 and once again in 1941. More extensions were contemplated in the late 1980s.

In 1871, the municipal council was renamed as Salem Town Improvement Trust. It was changed back into Salem Municipal Commission in 1872. The Commission consisted of official and nominated members, and was presided over by the collector. Each commissioner was assigned a section of the city and was expected to superintend the working of the municipality in that section. The number of commissioners was raised to
twenty in 1871-72 of whom ten were officials. In February of 1882, the ward system of elections was formed, a paid secretary served the Council from 1898 until the post was abolished in 1916. In 1913, the strength of the Council was raised to twenty-four, the proportion of elected councilors fixed at \( \frac{3}{4} \) of that number. The Chairman was at first nominated by the provincial government and from 1888 he was elected from among the Councillors. The municipal elections were not held for political reasons for a period of sixteen years from 1969. In the 1985 elections, the Chairman was elected by the entire city electorate.


**SALEM TALUK.** One of the present ten constituent administrative divisions of the district. It was one of the seventeen divisions of baramahal in 1760 and one of the twenty-seven taluks ceded by thippu sulthan in 1792. Under a read, it became one of the twelve taluks of the southern division baramahal and salem.

At the beginning of the nineteenth century, the taluk contained the following nine zamindhari Estates: annadhanapatti, azhagapuram, kannankurichi, karukkalvadi, karuppur, mooduthurai, salem, selanadu, and thirumalaigiri. A new revenue settlement of the taluk was completed in 1872.

The omalur taluk was added to and removed from salem taluk a number of times since 1815. In 1891, salem taluk included all of the present yercadu taluk and parts of the rasipuram taluk. The present shape resulted in 1910 when all the taluks of the district were reorganized. It now comprises of
190 villages grouped into five blocks of panchayat unions of ayodhya pattanam, panaimarathupatti, salem, vaxhapadi, and veerapandi.

Area 993 square miles (1871), 1,033 square miles (1881), 1,071 square miles (1891), 522 square miles (1921) 377 square miles or 975.4 square kilometers(1921), 377,784 (1867), 393,805 (1871), 317,456 (1878), 326,781 or 299,664 (1881), 349,669 (1891), 246,601 (1921), 337,047 (1931), 521,220 (1951), 616,613 (1961), 775,116 (1971), 342,821 (1981).

SALEM TALUK BOARD. A local government body. It was responsible for self-government of the non-panchayat villages of the atthur and Salem taluks, created under the local boards act of 1884. It was presided over by the revenue divisional officer, Salem. It was abolished in 1934 and its functions transferred to the Salem District board.

SALEM TIMES (1934-1935) a Tamil socialist weekly. It was edited by thomas balaiya and published By S.C Rangasamy. It discussed and criticized the workings of local government bodies. It also aimed to improve the Social conditions of the depressed people.

SALEM THIRUPUGAZH. A small collection of fifty one Tamil songs by S V Sethuraman of Thanjavur, a disciple of Sachidhanandha Swamy. They were sung in praise of Murugan during a visit to Salem city in 1954, at the temples of Kariyaperrumal temple, Siddhesvara Swamy temple of Kanjamalai, Rajaganapathy Temple, Soundhararaja Perumal temple, and Sukavana Isvarar temple. it was published (with a commentary by P K C Sukavanam Sivaprakasam) by Anatthur Venkataraman on the occasion of the sixtieth year celebration of the Kanniga Paramesvari Amman temple, Salem.
SALEM TOWN, S. A railway station in the meter gauge line connecting Salem Junction with Viruddhachalam in the neighbouring district. It was originally constructed by the Salem District Board in 1917 and was transferred to the Government of India in 1828. The Salem - Viruddhachalam line, opened in 1931, begins here and runs eastwards through Minnampalli, Peddhanayakanpalayam, athur, and Thalaivaasal.

SALEM ZAMIN. The zamindhari of Salem was first purchased from the Company by Kandhappa Chettiyar in 1802 for an annual assessment of 5000 star pagodas (17500 rupees). It included, besides Salem Kasba (village centre), the villages of Adhikarapatti, Ammapettai, Erumapalayam, Kumarasmypatti, Periyeri, and Udaiyapatti.

Kandhappa died in 1820 and his wife, Nainammal, inherited the estate. In 1831 Nainammal fell in arrears of revenue amounting to 9,715 rupees; each year the arrears grew and Nainammal decided to sell the estate. G F Fischer bought it in 1836 for an amount of 12,038 rupees, two annas, and five paisas. The purchase made Fischer the first and only English zamindhar in India.

His daughter, Jessie, inherited it in 1867 and later it came into the possession of her son, G F F Foulkes. The development of Salem city during the last quarter of the nineteenth century was greatly influenced by the fortunes and misfortunes of this zamin.

SALTPETER. A compound of potassium nitrate used in gunpowder, fertilizers, and preservatives. The process of manufacturing it was simple. It consisted of leaching the soil containing the nitre and concentrating the solution by continued boiling. It was manufactured widely in the Namakkal
taluk. George Fischer had the monopoly and he conducted the business by
and another settlement implemented in 1905. The hills and mountains of the
district were outside the settlement. They were brought under the revenue
system by employing middlemen for tax collecting which was, in effect, a
modified version of the zamindhari system.

SEVVOPETTAI, Salem. “Village of the Tuesday market.” It is now the
western part of Salem city, on the west bank of the Thirumanimuthu Aru. It
gets its name from the weekly market held every Tuesday. It was also known
as mangala maapuri in the sanskrit version for the name of Tuesday.

Originally, the market was located in the Salem kottai area but was
shifted by the taluk board in 1889 to the present location for sanitary and
space reasons. in 1872, an unsuccessful attempt was made by the residents
of gugai to relocate the market in their area.

The extreme western part is known as the chiththira chavadi, so named
after an old mantapam which, as the name suggests, may have contained
mural paintings (chiththiram). It is now a murugan temple. The Northeast part,
known as chinnamuthu street, is inhabited chiefly by the tillage dhevangar
most of whom are involved in the manufacture of silver jewelry. The southeast
portion, adjoining gugai Across the river, is the muslim section, containing
the sevvoypettai mosque which was the focus of the hindu-muslim riots of
1882. in the central area is the main bazaar crowded with banks, timber
depots and hardware shops.

It also contains a very popular mari amman temple in the main bazzar
and a vishnu vtemple dedicated to prasanna venkataramana swamy. A
wooden temple car belonging to the dhraupathi amman kovil has remained
stuck to the ground in appuchetty street for more than fifty years. its six wheels are Partly sunk into earth and its sculpted panels have been heavily vandalized. An unsuccessful attempt To roll it out was made in the 1960s.

STEEL PLANT, Salem. A much discussed but ever-receding project to exploit the rich magnetite –quartzite deposits of the kanjamalai. The nineteenth century attempts to establish an iron factory failed for want of inexpensive, reliable, and steady supply of charcoal.

In the early twentieth century, the absence of coal nearby made it economically impossible to start a full-fledged iron and steel industry. The discovery and mining of lignite innayveli in the 1950s revived hopes for the project. In 1960, the state government initiated a proposal and the government of india Obatained a project report in 1964 from a consulting company. The project envisaged the establishment of a plant using of limestone from the surrounding region and reductant in the form of lignite char from nayveli of south arcot district. The project report conclusively established the technical feasibility and economic viability of the plant. it recommended the setting up of the plant at kanjamalai with an initial production capacity of one and a half million tons a year which could be extended to three million tons in stages. The estimated capital investment was ninety five crore (950 million) rupees.

The report was studied and endorsed by the japan consulting institute of tokyo which concluded that the proposal was in every way feasible and profitable. It also said that even a lower initial capacity of a quarter million tons a year would in no way affect the economy and profitability
Of the plant. The encouraged state government carried out in 1969 a detailed field survey for preparing a master plan for setting up a concentration and pelletization Plant.

But the government of India deflected the proposal by establishing the present steel under the Steel Authority of India to merely process imported stainless steel rolls. The cold-rolling mill began receiving limited quantities of hot-rolled stainless steel coil from the Rourkela plant. Since then, the Salem plant has been completely dependant on high cost imports which included an average of 100% ad valorem duty. The 32,000 tons-per-year capacity plant has been producing only about 7,000 Tons per year because of customer resistance to the high price.

The dreams of J.M. Heath, the efforts of the East Indian Steel and Iron Company, and the desires of the people of Salem for a genuine iron and steel industry still remain unrealized and unfulfilled. The present steel plant is not what they desired or dreamed of. However, from the environmental point of view, it is good that the mountain of Kanjamalai remains unravaged and the atmosphere around it unpolluted. If those dreams and desires ever come to be realized, the ancient magic of Kanjamalai will go up in smoke, dust, and noise.

STOKES, Sir Gabriel. Acting district and sessions judge of Salem, 1889. Collector, Salem district, 1889-1895; Acting collector, Thanjavur district, 1895; Chief secretary, Government of Madras, 1898. A multipurpose hall of the Salem Muhammadan Educational Association was named after him in memory of his generosity towards the association in granting lands and money he
served as the president of the Salem Literary Society (1889-1895) whose main building was named in his Honour in 1912 in grateful memory of his granting the land for the society.

**STOKES, Henry Edward.** Acting collector of Salem (1879-1881) and president of the Salem Municipal Commission. He took charge while he was still serving as the district and sessions judge of south Malabar, at a time when C. T. Longley, the Salem collector, went away on other duty. Stokes became full time collector of Salem during 1881 and 1882. He is said to have compiled a volume containing copies of a number of Inscriptions in the district; its present whereabouts are unknown.

**SUBBARAYA Aiyar, M. Dhevaraja (1879-?)** a brahmin lawyer of Salem. He resigned the job of a public prosecutor for political reasons. He visited Europe twice. He was interested in sports, industries and architecture. He organized and promoted the Salem dye works and the Salem building society.

**SUBBARAYA Chettiyar, T.** a Tamil scholar of Sevvoypettai. He contributed poems of appreciation to the Thiruvengkata Mummani Kovai by Thimmappa Aiyar.

**SUBBARAYA Kavundar (of Rasipur Nadu).** A Veliya clan Kongu Vellala chieftain. He is said to have founded the village of Belukurichi.

**SUBBARAYA Kavundar, Nanjaiya.** A Kongu Vellala of Thuran clan of Thiruchengodu. His son Paramasiva Kavundar (d 1898) was adopted by his brother, Kailasa Kavundar, the xamindhar of Kumaramangalam. A printing press in his name, probably the first in the district, was owned by T.A. Muthusamy Konar.
SUBBARAYA KAVUNDAR, pazhanivel (1874-1928) a veliya clan kongu vellala tamil scholar and zamindhar of belukurichi. He was the great grandson of subbarayan of rasipura nadu and was popularly known as “periya thambi kavundar.” He studied tamil under kazhiyanna patronized. His unpublished writings include a small tamil language dictionary in poems and another small work of poems on the mathematics of music. His mastery of the tamil classic, kalladam earned him the title of kallada vidhwan.

SUBBARAYAN, Mrs Kudmul Radhabai (1891-1960) an educationist and wife of Dr. P. Subbarayan. She was the daughter of rai sahib kudmal ranga Rao, a brahmin nationalist of mangalore. She went to England with her husband in 1912. On return to India in 1918, she became a close associate of her husband in his political career. She herself was deeply interested and actively participated in politics.
PROFILE OF SALEM DISTRICT AND TNSTC
(SLM – DIVISION – I) SALEM

ROAD TRANSPORT IN SALEM DISTRICT INTRODUCTION

The importance of road transport and the role of a state Road Transport Corporation in Salem District can be understood well in the background of the topography of the district. Salem is a completely land loaded district. It is bounded on North by Dharmapuri District on the South by Trichirapalli District, on the East by South Arcod District and on the west by Periar District.

TYPES OF ROADS

The wide network of roads in this district consists of national highways, state highways, major district road and other district roads of the total 12 national highways in the states; Salem district has the benefit of two national highways, that is NH – 7 (Bangalore – Salem – Madurai) and NH – 47 (Salem – Cochin) which pass through Salem District. Similarly of the fourteen routes under state highways, only two state highways such as SHM – 2 (Salem – Ulundurpet) and SHM – 6 (Trichy – Namakkal road) benefit the district.

Major district roads and other district roads constitute the other segments of the road transport network in Salem district. The total length of roads in Salem district in comparison with other district. Only 172 kms out of 1200 kms of national highways in Tamil Nadu, ply through Salem District. Similarly out of 1933 kms of state highways in the state, salem district has only 126 kms. of the 13973 kms of major district roads, salem district share is 816 kms and out of the 37962 kms. of other district roads only 3012 kms pass through this district.
Thus excluding national highways other roads comprise nearly 3954 kms in Salem district out of a total of 53868 kms for the entire state. This shows that Salem district ranks first in both road lengths. With 7.38% of the road length in the state.

Table No. 2.1 shows different types of roads in the road map of Salem district. A preponderance of major district roads and other district roads shows the amount of traffic, vehicles have to face on such roads. This is bound to influence vehicle and fleet utilization of any bus corporation.

**Road Surface**

There are four types of roads, cement, concrete, road, black topped road, medalled and un-medalled road in the district.

For the purpose of traffic administration, Salem district is divided into two transport division namely Salem division and Namakkal division by the public works department.

The classification on roads in the district with reference to surface topping in both the division is shown in Table 2.2. out of 126 kms. of state highways in Salem division, 103.78 kms. Forming 82.4 present are black topped roads. There are medalled and un-medalled road in state highways. Similarly all the major district roads and 99%(percent) of the other district roads are only, black topped. Un-medalled roads covers only 1.148 km.
<table>
<thead>
<tr>
<th>S.No</th>
<th>Name of District</th>
<th>N.H</th>
<th>S.H</th>
<th>MAJOR</th>
<th>OTHER DIST. ROADS</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Chengalpattu &amp; Madras</td>
<td>242</td>
<td>46</td>
<td>1083</td>
<td>2604</td>
<td>3975</td>
</tr>
<tr>
<td>2.</td>
<td>South Arcot</td>
<td>53</td>
<td>38</td>
<td>583</td>
<td>1017</td>
<td>1691</td>
</tr>
<tr>
<td>3.</td>
<td>Vilupuram</td>
<td>102</td>
<td>109</td>
<td>553</td>
<td>2215</td>
<td>2979</td>
</tr>
<tr>
<td>4.</td>
<td>North Arcot</td>
<td>162</td>
<td>44</td>
<td>480</td>
<td>1858</td>
<td>2551</td>
</tr>
<tr>
<td>5.</td>
<td>Thirvannamalai</td>
<td></td>
<td>85</td>
<td>540</td>
<td>1900</td>
<td>2525</td>
</tr>
<tr>
<td>6.</td>
<td>Trichy</td>
<td>214</td>
<td>172</td>
<td>657</td>
<td>2079</td>
<td>3122</td>
</tr>
<tr>
<td>7.</td>
<td>Pudukottai</td>
<td></td>
<td>188</td>
<td>801</td>
<td>2177</td>
<td>3166</td>
</tr>
<tr>
<td>8.</td>
<td>Madurai</td>
<td>199</td>
<td>41</td>
<td>679</td>
<td>1446</td>
<td>2365</td>
</tr>
<tr>
<td>9.</td>
<td>Dindigul</td>
<td>93</td>
<td>96</td>
<td>644</td>
<td>1475</td>
<td>2328</td>
</tr>
<tr>
<td>10.</td>
<td>Thanjavur</td>
<td></td>
<td>91</td>
<td>686</td>
<td>1372</td>
<td>2149</td>
</tr>
<tr>
<td>11.</td>
<td>Nagapattinam</td>
<td></td>
<td>60</td>
<td>722</td>
<td>1449</td>
<td>2231</td>
</tr>
<tr>
<td>12.</td>
<td>Coimbatore</td>
<td>82</td>
<td>239</td>
<td>950</td>
<td>2430</td>
<td>3701</td>
</tr>
<tr>
<td>13.</td>
<td>Periyar</td>
<td>43</td>
<td>97</td>
<td>996</td>
<td>2567</td>
<td>3703</td>
</tr>
<tr>
<td>14.</td>
<td>Salem</td>
<td>172</td>
<td>126</td>
<td>816</td>
<td>3012</td>
<td>4126</td>
</tr>
<tr>
<td>15.</td>
<td>Dharmapuri</td>
<td>156</td>
<td>16</td>
<td>831</td>
<td>2049</td>
<td>3052</td>
</tr>
<tr>
<td>16.</td>
<td>Nilgiris</td>
<td></td>
<td>152</td>
<td>143</td>
<td>757</td>
<td>1052</td>
</tr>
<tr>
<td>17.</td>
<td>Thirunelveli</td>
<td>108</td>
<td>136</td>
<td>837</td>
<td>1768</td>
<td>2849</td>
</tr>
<tr>
<td>18.</td>
<td>Chidambaranar</td>
<td>78</td>
<td>14</td>
<td>600</td>
<td>1372</td>
<td>2064</td>
</tr>
<tr>
<td>19.</td>
<td>Pusumpon Muttu</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ramalingam Thevar</td>
<td>44</td>
<td>65</td>
<td>373</td>
<td>1231</td>
<td>1713</td>
</tr>
<tr>
<td>20.</td>
<td>Kamarajar</td>
<td>51</td>
<td>59</td>
<td>321</td>
<td>1252</td>
<td>1683</td>
</tr>
<tr>
<td>21.</td>
<td>Kamanthapuram</td>
<td>132</td>
<td>8</td>
<td>383</td>
<td>1109</td>
<td>1632</td>
</tr>
<tr>
<td>22.</td>
<td>Kanyakumari</td>
<td>64</td>
<td>51</td>
<td>275</td>
<td>823</td>
<td>1213</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>2002</td>
<td>1933</td>
<td>13973</td>
<td>137962</td>
<td>55870</td>
</tr>
</tbody>
</table>
In the Namakkal division all the state highways are black topped while more than 98% viz. major district and the other district road are black topped. Thus is entire Salem district, block topped roads dominate which reveals the wear and tear, the bus fleet in this district has to encounter which again has its own impact on the cost of maintenance.

Another factor that has a bearing on the efficiency of transport corporations in the nature of lane traffic. While the nature of the road surface influences the efficiency of fleet operation by speeding up or slowing down of the bus schedules. In this respect the conditions do not appear to be favorable for bus transport. Table no 2.3 reveals that the multi lane traffic is very negligible to the tune of only 20.1 Kms in the entire district. While double lane traffic is prevalent in state highways, it is very negligible in other district roads. Only major district roads have almost significant proportion of double lane traffic. On the whole, single lane traffic continues three times that of the double lane transport in Salem division and almost four times in Namakkal division. Single lane traffic is predominant it will have a tendency to slow down the speed of the bus schedules operating in this area.

Therefore, it is clear from the road profile of Salem district, that offer district roads predominate with greater percentage of blacktopped roads and single lane traffic over a greater area of road transport. It is evident from this analysis, that the road conditions are neither ideal nor conducive for quick transport or easy operation.

Tamil Nadu state transport corporation, Salem was registered as a public limited company under the companies Act 1956 with the authorized capital of Rs. 100,00,000. The corporation was registered on 15-2-73. Anna
transport corporation has been changed into Tamil Nadu State Transport Corporation cover the operational jurisdiction of the services connect the important towns like Erode, Trichy, Coimbatore, Chidambaram, Madurai, Madras, Vellore, Bangalore etc.,

Subsequent to the governments decision to take aver all 'Ex-servicemen corporative motor transport societies' the company had to absorb the Salem district cooperative motor transport society for Ex-serviceman limited. Accordingly, by passing necessary resolutions in this regard, the above said societies assets, liabilities and shaft were taken by the corporation on 01-03-1973. in this process the company took over 18 buses, land, buildings and other assumed responsibility for the liabilities of the Salem district co-operative motor transport society for Ex-servicemen Limited. The company absorbed all the 82 employees of the said society and assured protection for their emoluments.

The fleet strength as on 31-03-1973 was 63 buses and 1 burnt bus. The company was having 46 routes on 31-03-73 and the daily scheduled Kms was 18329. There were four depots under the control of corporation, one each at Hosur, Krishnagiri, Mettur and Dharmapuri. In accordance with the provisions of the companies Act 1956, the board of directors is elected. It consists of one chairman, one managing director and six directors.

The fleet strength at present, after a gradual growth, Tamil Nadu State Transport Corporation (Salem – division – I) Ltd., is having 944 buses with 20 branches. Every the corporation is operating 3.95 Lakhs Kms and 10.72 Lakhs of passengers are traveling. This corporation has proved employment to 6478 persons.
OBJECTIVE OF TAMIL NADU STATE TRANSPORT CORPORATION

The main objectives of TSTC are as follows

a) To operate road transport services.

Under this object the TSTC's thought that the road transport can help in rejuvenating the village economy by linking the remote rural areas with the towns. The corporation has almost covered all the villages and hamlets in Salem district. The people from interior villages have to walk only above two Kms to catch the bus only for want of motorable roads.

PUBLIC TRANSPORT SERVICES

The corporation has continued to provide subsidized Transport services to the select community like school children, freedom fighters, physically handicapped and blind persons. During the year 1996-97 the free travel facilities was extended up to 12th standard student. For collage students enjoy the facility of 50% concessional rate for traveling on government buses. At recent the corporation provide the facility that is 1/3 free rate of transport fee. This facility to all kinds of working people if they want to travel on government buses from one working place to another.
The above said transport facilities to public provided by the TSTC are clearly from the table no.

**TABLE 2.2 FREE AND CONCESSIONAL BUSPASS TO PUBLIC**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Free Passes to student From I standard to +2</td>
<td>95868</td>
<td>105470</td>
<td>1124572</td>
<td>121304</td>
</tr>
<tr>
<td>2</td>
<td>50% Concession passes issued</td>
<td>35801</td>
<td>39986</td>
<td>48659</td>
<td>49346</td>
</tr>
<tr>
<td>3</td>
<td>Free Passes to Freedom fighters and persons who participated in language STIR</td>
<td>285</td>
<td>310</td>
<td>323</td>
<td>309</td>
</tr>
<tr>
<td>4</td>
<td>Free Passes to physically handicapped and mentally repaired</td>
<td>287</td>
<td>464</td>
<td>604</td>
<td>745</td>
</tr>
<tr>
<td>5</td>
<td>Free Passes to blind persons</td>
<td>222</td>
<td>256</td>
<td>281</td>
<td>300</td>
</tr>
<tr>
<td>6</td>
<td>Monthly seasion Ticket Holders</td>
<td>-</td>
<td>1725</td>
<td>1810</td>
<td>2382</td>
</tr>
</tbody>
</table>
Transport facility to formers for marketing of cultivation goods

To help the formers of interior village, the government passes resolution to help the formers in transportation of marketing of their cultivation goods in town areas.

Therefore Tamil Nadu State Transport Corporation (Salem – division – I) ltd., is operating 144 vehicles for carrying vegetables at free cost of cost to 10 ‘UZAVAR SANDAI’ in Salem, Namkkal district and one UZHAVAR SANDAI in Karur district.
<table>
<thead>
<tr>
<th>S. No</th>
<th>Uzhavar Sandai</th>
<th>Date of Opening</th>
<th>No. of Vehicles Operated</th>
<th>Average of No. of Farmers Benefited Per Day (Nov. 2000)</th>
<th>Average weight of vegetables per day (Nov 2000) in kg</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>SURAMAGALAM (Salem - DT)</td>
<td>21-12-1999</td>
<td>11</td>
<td>60</td>
<td>5970</td>
</tr>
<tr>
<td>2</td>
<td>AMMAPETTAI (Salem - DT)</td>
<td>21-12-1999</td>
<td>9</td>
<td>45</td>
<td>3850</td>
</tr>
<tr>
<td>3</td>
<td>ATTUR (Salem - DT)</td>
<td>21-12-1999</td>
<td>14</td>
<td>64</td>
<td>3495</td>
</tr>
<tr>
<td>4</td>
<td>NAMAKKAL (NKKL-DT)</td>
<td>21-01-2001</td>
<td>16</td>
<td>65</td>
<td>3810</td>
</tr>
<tr>
<td>5</td>
<td>TIRUCHENGODE (NKKL-DT)</td>
<td>27-01-2000</td>
<td>15</td>
<td>30</td>
<td>1790</td>
</tr>
<tr>
<td>6</td>
<td>VALYUTHAMPALAM (Karur - DT)</td>
<td>22-03-2000</td>
<td>1</td>
<td>3</td>
<td>125</td>
</tr>
<tr>
<td>7</td>
<td>DADAGAPATTI (Salem-DT)</td>
<td>19-05-2000</td>
<td>9</td>
<td>65</td>
<td>4500</td>
</tr>
<tr>
<td>8</td>
<td>RASIPURAM (Salem-DT)</td>
<td>09-06-2000</td>
<td>13</td>
<td>72</td>
<td>3670</td>
</tr>
<tr>
<td>9</td>
<td>METTUR (Salem-DT)</td>
<td>11-07-2000</td>
<td>14</td>
<td>61</td>
<td>4275</td>
</tr>
<tr>
<td>10</td>
<td>KUMARAPALYAM (NKKL-DT)</td>
<td>25-04-2000</td>
<td>5</td>
<td>11</td>
<td>300</td>
</tr>
<tr>
<td>11</td>
<td>ATTAYAMPATTI (Salem-DT)</td>
<td>31-10-2000</td>
<td>7</td>
<td>20</td>
<td>300</td>
</tr>
</tbody>
</table>
a) To buy, sell, operate, lease out all type of passenger and goods vehicles.
b) To co-ordinate with any form of road transport service.
c) To extend and improve the facilities for road transport in any area by providing efficient system of road transport service.
d) To manufacture, purchase, sell, maintain and repair rolling stocks, vehicles, appliances, equipment or any other thing required for the company's activities.

Such wide operations necessitate proper organizational structure.

ORGANISATIONAL STRUCTURE

TNSTC, one among the state owned transport corporations in Tamilnadu is a public limited company in which shares are fully owned by Government of Tamil Nadu. The operations are controlled by the Board of Directors who are nominated by the state government. The managing director is the authority who is controlling the activities of the corporation. The overall control of management of affairs of the corporation is subject to the control of board of Directors.

Organizational efficiency depends upon various factors such as quality of Top Management, cultural values, leadership ability etc. one factor which plays an important role in organizational effectiveness is its structure.

The organizational structure defines the various level of management, duties and responsibilities at these levels, appropriate authority and the relevant linkages for coordination, control and communication. The design of the structure should be such that is should lead to the achievement of the organizational objectives.
The organization has been divided into various functional units like personnel and legal, commercial and operation, Technical, Material, works, civil, medical, accounts and Salem and Namakkal divisions.

Each units is headed by senior deputy managers, deputy managers and assistant managers who are supported by supervisory staff and working group in the various cadre viz., Assistants, record clerks, apprentices etc., power of authority has been delegated to the office by the board who set the work carried out from the working group. TNSTC, Salem Division is one among the transport corporations, which give, efficient transport service to the public. It contributes to the development of the country by ensuring efficiently in the operation to vehicles in a better manner.

It is the effort of the corporation to make available for traffic, maximum number of buses with minimum cost. The objectives of the traffic management should be to move the buses in such a manner that the seats are occupied are for as possible with a view to set maximum earnings. As the transport is a public utility service, the quality of service also count though it is difficult to be quantified. The quality of service is reflected in higher satisfaction to passengers. There should be timely departure and arrival of buses and waiting time for the passengers should be minimized. Number of breakdowns and accidents should be minimized which shows the quality of services rendered by the corporation. The development of transport network through TNSTC has been a major influence in providing both town and nottussil services in Salem district, with efficiency and economy.

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