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PROGRESS OF RAILWAYS IN THE LAST DECADE

Burden on the Workers

PROSPECTS OF THIRD PLAN.

By: K. L. Mahendro.

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For about a hundred years the Railways in our Country were run by a number of foreign concerns who were granted a minimum profit by the Government. These foreign Companies have been making fabulous profits, but after the advent of Freedom the Congress Government preferred to give them huge compensation for taking over the Railways by the Government. The capital at charge of the Railways at the time of partition was Rs. 670 crores. But the stock was mostly over-aged and a mere scrap. During the period of economic crisis of 1930's and subsequently during the War period replacement were not carried out and during the war period the rolling stock and the tracks were intensively used. The result of it all was that heavy replacements costing Rs. 584.78 crores were carried since the Government took over the Railways and Rs. 350 crores are expected to be spent during the 'Third Plan' period on replacements. It was for this scrap that the Government of India paid huge compensation out of the Sterling Balances even though the British Companies had earned enormous profits earlier.

After having the compensation the Indian Railways were faced with the problem of replacements. The need to cater the requirements of the growing economy and to develop the indigenous production and come out of its dependence on foreign imports.

During the period of First and the Second Plans, i.e. from 1951-52 to 1960-61, the industrial production has increased by 94% the agricultural production has increased by 36% and the national income has increased by 42%. More particularly, the production steel has increased by 150% and of coal by 69% which form a bulk of the freight.

In the same period the freight carried by the Railways has increased by 68% and the commercial vehicles on roads have increased by 81%. The passenger miles on the railways have increased from 41.3 billions to 48.6 billions and the freight carried has increased from 91.5 million tons to 154 million tons. The general experience of all the countries is that the transport increases faster than the increase in production and the same holds good of our country.

The physical targets of the Second Plan were fulfilled and the financial allocations utilised but the target of freight for the last year of the Second Plan was 181 million tons which has fallen short by about 27 million tons. Already a virtual crisis of coal has developed due to traffic bottleneck and if the target traffic was to be reached a regular transport bottleneck would have developed.

This increase in transport has been achieved not by any appreciable increase in the route mileage, but by increasing the number of rolling stock and intensive use

of the rolling stock and the track. A large number of new trains have been introduced for example in 1959-60 alone 192 new trains were introduced and the run of 124 was extended on broad gauge. Similarly the average net load of a train increased from 481 tons in 1950-51 to 621 tons in 1959-60 on broad gauge and from 182 tons to 283 tons on meter gauge. The route mileage has increased only 1200 miles, 400 miles of the track removed during the war period has been restored, 1200 miles of double line have been laid and 800 miles have been electrified.

In spite of the pressing demand for laying of new routes in the various parts of the country there has not been any appreciable increase in the route mileage. The proportion of railway route per square mile in our country is one of the lowest compared to other countries of the world.

INDIGENOUS PRODUCTION.

When the country became free, most of the stock required by the railways used to be imported as there was no indigenous production. In the Second Plan period the foreign exchange required for such imports was Rs. 322 crores. But during the last decade indigenous production has started of several items and the foreign exchange requirements would be only Rs. 182 crores.

So far foreign loans of 379 million dollars have been incurred from the World Bank at an exorbitant rate of 5 to 5½% for meeting the requirements of the ~~mainline~~ railways. The Chitranjan Workshop and the Perambur Integral Coach Factory were set up producing the locomotives and coaches. The Chitranjan works apart from producing steam locomotives has also started manufacture of electric locomotives with the participation of Heavy Electricals at Bopal. Further there is also a proposal to set up a factory at Varanasi for the production of diesel locomotives during the Third Plan period. Coaches are also being manufactured at H.A.L. But apart from these most of the indigenous production has been developed in the private sector. The Tatas is manufacturing locomotives for the meter gauge, electrical multiple units at Jessops, wagons at Braithwaite, Texaco, I.S.W.W etc. Other parts are also being manufactured by the various engineering concerns.

The monopolists controlling the engineering industry are making huge profits at the cost of the railways as they get a ready market and charge higher prices too.

According to the budget papers of 1959-60 ~~the~~ bogie coaching underframes with wheels and axles were ~~previously~~ purchased from a Belgian firm at Rs. 37,000/-, while bogie coaching underframes without wheels and axles were purchased at Rs. 21,000/- from the Braithwaite Co., Calcutta. To quote another example, while the Y.G. locos were purchased from a

Japanese firm at Rs.3,18 lakhs, the same were purchased from TELCO at Rs.3.83 lakhs. Large number of such examples could be quoted to show how the big business of our country is trying to make huge profits at the cost of this biggest public concern. Not that the cost would invariably be higher. For the first time India submitted quotations to Pakistan and Mexico for the supply of coaches when international tenders were called for and the tender has been the lowest in the former and second lowest in the second country.

Thus the big business is minting money at the cost of the railways and the Congress Government has failed to utilise the existing workshops or to set up engineering concerns in the Public Sector to meet the requirements of railways. Further, the Government has failed to develop self sufficiency for the railways requirements even after fourteen years of independence. During the Third Plan Rs. 182 crores of imports will be necessary for the railways requirements and there is no guarantee that self sufficiency will be achieved in the ensuing five years. In spite of the talk of socialist pattern of society even the Government Undertakings is being utilised to provide profits for the big business. The stores of Indian manufactures of indigenous origin accounted for Rs.162.9 crores out of a total of Rs.197.4 crores in 1959-60. The bulk of it was purchased from the Indian business who made fabulous profits.

FINANCES OF THE RAILWAYS.

The Railway Minister in his Budget speech in the Parliament said, "The Indian Railways at present are not only solvent but are making a sizeable contribution to the resources of the Third Plan". This at a time when most of the railways in the Western Countries are either running on a loss or making no profits. In some cases the tracks is being removed. Let us then examine how much the Indian Railways are contributing and how.

The capital at charge of the railways has increased from Rs.737 crores in the pre-plan year to Rs.1563 crores by the end of the Second Five Year Plan, while the capital at charge at the time of partition was only Rs.671 crores.

DIVIDEND TO GENERAL REVENUE.

The dividend paid to the general revenue during the ten years of the Plan has been Rs.365.27 crores which was at 4% of the capital at charge. The Railway Convention Committee has decided to enhance it to 4.25% for the period of Third Plan and the dividend payable to the general revenue during the Third Plan will amount to Rs.386.69 crores. The Government takes advantage of both the railways being a utility service and a commercial concern. When it is a utility service the Government ought to be satisfied by charging only the interest at 3%. But in the name of it being a commercial basis 4.25 % are to be charged.

DEPRECIATION FUND

The depreciation fund was being charged on an average of less than 2% between 1924 and 1942 but during the last ten years the average rate works out to be about 4% and shall be about 3.8 % during the Third Plan period. The contribution to the depreciation fund during the ten years of the plan has been Rs. 415.99 crores and shall be Rs. 350 crores during the Third Plan period. The average life of a locomotive is 45 years and that of a coach 37 years. On this basis depreciation at 2% ought to be enough. But we are having to pay through the nose for the ~~inherent~~ inheritance of a large quantity of averaged stock from the British Companies.

Before 1924 no depreciation reserve was built up. Then during the recession period replacements were not carried out and added to it came the Second World War. Then the ex-princely states railways were inherited with similar arrears. This back-log of replacements is being overtaken during the last one decade and the depreciation is being charged on the basis of the actual cost of replacements. Out of the present earnings of the railway earned from the hard toil of its worker we have to pay for the fabulous profits minted by the foreign capital in the past.

DEVELOPMENT FUND.

The development fund provides for the staff amenities including quarters, passenger amenities and the cost of unremunerative constructions. The total expenditure chargeable to this fund was Rs. 50-52 crores in the first Plan and Rs. 126 crores in the second plan. The total estimated expenditure under this head in the third plan has been reduced to Rs. 115 crores.

The development fund has to be charged from the net surplus left over after the payment of dividend to the general revenue and the depreciation fund. But the net surplus expected during the third plan period is expected to be Rs. 11.44 crores. The problem is of meeting this deficit. Already Rs. 33 crores were taken as a loan from the general revenues earlier but the same were adjusted so as to start with a clear state during the third plan period. In spite of being conscious of this deficit the Government thought it fit to increase the dividend to the general revenues, with a view to shift the burden on the shoulders of the people at a later date.

Concessions:-

Thus the dividend to the general revenues during the period of the two plans and the contribution to depreciation fund has been Rs. 781.26 crores which is more than the actual capital at charge in the pre-plan year. This does not include Rs. 176.53 crores contributed to the development fund during the same period. Thus a surplus value more than the capital at charge was produced in a decade.

But this does not complete the picture. Various concessions are given for the country and its economy

The concessions to the post and Telegraph departments and the loss suffered on the maintenance of strategic lines is about Rs. 2½ crores, coal and food grains are charged less than the cost of haulage on broad gauge and coal, food grains, oilseeds, Marble and stone, Salt, manganese, Iron and all other ores, Cement wood unwrought, fruits and vegetables on the meter gauge. The present earnings on coal are Rs. 40 crores and the same would rise to Rs. 63 crores if charged on the same rates as iron ore etc. i.e. a difference of Rs. 23 crores. There is as a matter of fact no need for such a big concession as coal is consumed by the industries or power houses and they could afford this payment. But to pay the capitalist it is the worker who is squeezed and the same is not paid from the General exchequer. While concession is granted to private sector on transport of coal Railways themselves accept an additional burden of Rs. 2 Crores yearly for transport of coal to Southern Railway by sea route.

On Meter gauge the charges on Transport of Coal are Rs. 6 crores less than even the cost of haulage. The earnings on coal, food grains and other items would be Rs. 30 crores if charged on the same basis as other commodities. Further concessions are being given to boost up exports and the amount thus lost is Rs. 50 lakhs every year. All these concessions amount to Rs. 35 crores or Rs. 175 crores during five years.

Apart from these the passenger tax was introduced which has now been merged with the fares and the Railways have undertaken to pay Rs. 12.50 crores yearly to the general revenues for disbursement amongst the states and this will fetch Rs. 62.50 crores during the third plan period. Gross surplus expected during the third plan period is expected to be Rs. 809 crores i.e. an amount equal to the capital invested during the second plan period.

Moreover the proportion of expenses on the meter-gauge and the narrow gauge is higher than the earnings and the losses thus suffered have to be met from Railways own finances.

Thus the biggest undertaking in the Public Sector is being floundered to feed the capitalists and provide finances for the state, shifting the burden on the workers and the passengers.

While there is no justification for concession on Coal, the concession on other items and the concession on exports ought to be met by the general exchequer. Further if the contribution to the general revenues is reduced to the rate of interest charged on Government loans i.e. 3½% and the contribution to the states from Passenger surcharge is done with, the Railways will be left with enough finances to contribute to the development fund, so as to provide more funds for amenities to the passengers and also to improve the conditions of its employees.

PASSENGER AMENITIES.

While the business sections and the big money bags are earning profits and also getting concessions very little has been done to improve the amenities for the passengers. The number of passengers

originating have increased by 18% and the Passenger miles during the same period has registered an increase of 11.5%. The passengers travelling by third class constitute 96% of the total passengers. The coaches have increased by 37% during the same period. But the increase in traffic is such that over crowding has not reduced to any considerable extent. The Census conducted of the long distance trains has shown that over crowding has reduced from 16% to about 13% now on the broad gauge and from 30% to 16% on the meter gauge. But the position of over crowding on locals and short distance trains is horrible.

The passenger amenities are allotted Rs. 3 Crores every year which is absolutely insufficient. Even according to the recommendations of the users consultative committee about 5 to 6 crores annually are required to provide minimum necessary facilities for the passengers, such as covered Platforms, lights, drinking water and Latrines on Platforms etc. At present some sleeping coaches have been provided but it provides facility only to a very small number of passengers. It is expected that the passenger traffic will continue to rise at 3% per annum and there is no chance of either reducing the over crowding in trains or of improved amenities for a larger number even in the third plan period. The Railway minister has declared recently that though he would become popular if he was to increase facilities to the passengers but in the ~~main~~ national interest first preference would be given to goods traffic. There is no question of counterposing one with the other. If the various concessions provided to business sections, the high margin of profit in stores purchase and the contribution to the Central and the States budgets is reduced even slightly the amenities of the passengers could ~~not~~ very much be improved.

Instead of increasing the amenities the problem already posed before us is how to increase the income of the Railways further for meeting the estimated expenditure from the development fund. The publications of the Government are propagating that the rates and freights are the lowest in our country. Eastern economist the month piece of the big business in its issue of February 1961 suggested an increase of 10% in rates and freights to meet the requirements of the development fund. But with an eye on the ensuing elections the congress Government did not increase the fares in the present budget.

Already the passenger fares have increased by 70% and the goods freight has increased by 100% since 1939. What the Congress Government holds out for the future is increase in charges but no increase in amenities specially for the third Class Passengers. The main argument of the Government is that the average rate and fare charged in other countries is higher and ours are the lowest which are as follows:-

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AVERAGE RATE AND FARES CHARGED

	Rate per ton mile (R.P.)	Rate per passenger mile (R.P.)
Indian Railways (1953-59)	6.09	2.75
U.S.A.	7.71	14.00
British Railways	18.20	10.1
Canadian National Railways	9.03	15.8
Japanese Railways	6.61	3.21

On this basis it is claimed that there is scope for increase in the rates and fares. How has it been possible to keep the rates and fares so low and yet keep the Railway system economic and earn a surplus? The Rolling stock and the track material was mostly purchased on the basis of international tenders, and the stores purchased in the country were at the market rates, hence on these accounts there could not have been much of an economy. Wages formed 44.6% of the gross output and the wages in India are horribly low. The per hour wages of an industrial worker in the various countries are as follows:-

U.S.A. = 2.50 dollars, U.K. = 1.50 dollars
 France = 0.95 dollars, Italy. = 0.80 dollars
 and I n d i a = 0.16 dollars

Here is the secret why the rates and fares are the lowest in India. It is only the cheap Indian Labour that could enable the Indian Railways to keep the rates and fares low and yet earn resources for the plan. It would be better if the Government had not compared the rates and fares with such advanced countries.

Thus there is no justification for any further increase in rates and fares as enough surplus would be available if the concessions are paid for from the general revenues.

PERFORMANCE.

Now let us examine the performance of Railways during the period of planned economy. The increase in traffic was met without any appreciable increase in route mileage. There has been an intensive use of Rolling stock and track material and the rolling stock on the same line was increased. The position of Rolling stock was as follows:-

	Locomotives	Coaches	Waggons
1950-51	8,461	20,502	2,22,441
1960-61	10,554	28,177	3,41,041

Workload and Wages of Our Railway Workers.

By K. L. Mahendra.

The railway workers in India are experiencing intensive drive of the Railway Board to increase the workload on the railway workers since Independence. They were expecting a better deal after the nationalisation of railways and later on after the introduction of the "planned economy" and the so called Socialistic pattern of Society. But what actually they got during the last fourteen years?

The train mile per running track mile per day has increased from 18.5 in 1950-51 to 20.2 in 1959-60 on the broad gauge. Not only the track but the locomotives too have been used intensively.

The Engine mile per engine day has increased from 76 in 1950-51 to 85 in 1960-61 on the Broad gauge. Further the wagon mile per wagon day has increased from 38-7 in 1950-51 to 47-6 in 1959-60.

The total passenger train miles have increased by 25% during the same period.

According to the review of performance of the Government Railways the very rough over all operating-cum-efficiency index would be as follows:-

1938-39	..	..	100
1950-51	..	..	98.8
1959-60	..	..	112.6

The actual expense earnings ratio shows that it was either maintained or slightly reduced inspite of the rise in the prices of coal and other commodities and also a slight increase in the cost of Labour.

The performance of the workshops too has been good inspite of the fact that a part of the machinery is overaged. The total number of units repaired and the workshops has increased as under:-

	<u>Locomotives</u>	<u>Coaches</u>	<u>Wagons</u>
1950-51	2,331	14,865	65,732
1959-60	3,881	23,725	1,03,855

The repair of such a larger of units was carried out without any substantial increase in the number of workers. The index of expenditure and units repaired as given below clearly shows how that while the index of units repaired has increased higher the index of expenditure has not risen so high inspite of the rise in prices. The index of expenditure and units repaired for the first half of 1960-61 compared to similar period of 1950-51.

	Index of repair expenditure.	Index of units repaired.
Locomotives	154.7	159.7
Carriages	144.4	184.9
Wagons	160.8	212.2

Thus the number of trains has increased, load has increased, and the number of Rolling stock has increased leading to more repairs. Through this has been achieved the increase in Train mileage and the ton mileage.

INCREASE IN WORK LOAD

There has not been a commensurate increase in the number of workers with the rise in traffic. We can form some idea of the increase in work load if we compare the increase in train mileage with the rise in the number of staff. The total train mileage

has increased by 22.3% compared to ~~pre-partition~~ pre-partition though the route mileage has not increased. What then is the position of staff? Since partition the staff has increased from 10,44,353 to 11,54,103. Out of this 17,275 is the staff employed in the Chittaranjan factory and the Integral Coach factory, that leave an increase of 92,380. There was an increase of 76,974 in the number of staff as a result of the award of Justice Rajadhyaksha in may 1947 in regard to the revised hours of employment, provision for rest, leave reserves etc. Further there was an increase in the staff-under Catering, Medical and health, education and welfare upto 35,000. These two make up a total of 1,11,947 which means there is an actual reduction in staff by 19,557 though the train mileage has increased by 22.3%

Further if we compare the with pre-plan year the train mileage has increased by 32% during the ten years while the staff has increased by 12% after making deductions for the new production units, leave reserves and the staff employed for Welfare activities. This again does not give a complete picture as the budget contains number of sanctioned posts while number of them are left vacant.

But during the ten years of Plan the number of Class I and II Officers has increased by 48.7% and Class III officers drawing a salary of more than Rs. 250/- have increased by 38.8% during the same period. Thus while the work load has increased on the workers it is being carried out in a democratic manner by engaging a large number of slave drivers. The total wages of these officers has increased from Rs. 9.83 crores in 1950-51 to 16.86 crores in 1959-60.

Thus the work load has heavily increased and the same is not realised by introduction of new machines, nor by mobilising the democratic consciousness of the workers and winning their cooperation but by beauracratia method, by engaging a large number of supervisors. During last two or three years it is found that in a number of workshops the number is being reduced by the process of natural wastage i.e. not employing new hands in the vacancies and not promoting workers to higher grades where there are vacancies thus leading to the reduction in the number and also the cost.

W A G E S.

While greater burden of work is being shifted into the shoulders of the worker, the real wages are kept low. It has been propogated by the ~~congress~~ Government that ~~the monopolist controlled Press~~ that the employees of the Central Government including the Railways are better paid. The comparison is done with the State Government employees or the employees of the local Government. But the Railway employees are industrial workers and let us compare the wages with the workers employed in other industries. The budget speech normally contains the annual cost per employee which is set ally an average of the cost for members of the Railway board and the whole staff including the Class IV employees. The annual average cost per employee has increased from Rs. 1263 in 1950-51 to Rs.1660 in 1959-60 and Rs. 1832 in 1960-61.

The average annual earnings of the employees of factories and other industries is that of those drawing a monthly wage of Rs. 200 and less. If the same basis is adopted the average annual cost of the employees drawing less than Rs. 200 on the Railways is calculated it comes to Rs. 1499.5 in 1959-60 and not Rs. 1660 as stated earlier. Further the average annual cost includes Provident fund contribution, gratuity and the Travelling and conveyances allowances, which are not included while working out the average of the factory employees. If the other concessions are deducted the average annual wages of railway employees drawing less than a monthly pay of Rs. 200/- shall be Rs. 1400/- in 1959-60. The figures for 1960-61 are not yet available but roughly the annual average wage in 1960-61 shall be Rs. 1472/- on the above basis.

The average annual earnings of factory employees drawing Rs. 200/- or less monthly are as follows in 1959-60:-

Rubber and Products	Rs. 1487.2
Products of Petrol and Coal	Rs. 1990.3
Basic Metal industry	Rs. 1463.2
Transport equipment	Rs. 1481.5
Railways	Rs. 1400.0

Thus the wages of the Railway employees is much worse compared to the wages of the workers engaged in other industries. Moreover above 50% of the employees are in Class IV category whose annual average wage is Rs. 1098 of the workshop and artisan staff and Rs. 1038 of those other than workshop staff in 1959-60.

Moreover the proportion of wages and salaries to the gross output has been on the decline:

Year	Wages and salaries in 100 crores	Percent of gross out put.
1948-49	1.13	48.1
1956.57	1.56	44.6

While the total wage bill has increased the proportion to gross output has gone down.

According to the Governments own declarations the Industrial workers' real wages have reached the pre-war level. While the real wages had gone a little higher in 1935 they have again been showing a down ward trend. But in 1960-61 they are at the pre-war level. But same is not in position of the Railway employees. The real earnings have gone down as the Railway minister himself declared in his budget speech that the wages have increased more than 200% compared to the Pre-war level while the price of material, as measured by whole sale index has gone up by more than 350 per cent. Following is the Index of real earnings:-

Year	Annual average earnings	Index of earnings.	Price Index	Real earnings
1929	551	100	100	100
1959-60	1660	301.8	438	69
1960-61	1880	341.8	449	76

Thus it can be seen that the real wages are nowhere near the reward level. The Government has not even fully compensated the rise in prices as far as the human labour is concerned but had to shelve out for the rise in prices of the material as the same is purchased at the market rate.) Thus the position of the Railway employee is not only worse than that of other industrial workers but is also worse than its own position prior to war.

The first pay commission recommended that the Dearness allowance should be linked with the cost of living index and increase should be granted after rise of every five points. But the Government did not implement the recommendations of its own committee. It is only after agitation by the Central Government employees that certain increase was granted after every two or three years. The Minimum pay of the Railway employee has increased from Re. 55 in 1947 to Re. 80 in 1961. The Second Pay Commission while fixing the minimum wage ignored the Principles of the 15 radian labour conferences for a need based wage, under the guidance of the finance Minister. It further, tried to work out a justification for its recommendations with the help of Dr. B.C. Roy, Dr. Jivraj Mehta and Dr. Patwardhan by reducing the norms of nutrition requirement from 2700 calories as worked out by Dr. Aykraid to 2300 calories for an adult. In another respect the second Pay commission struck a 2 blow, as according to it there is no need to link the Dearness allowance to the cost of living index. There is no need even to review the position unless the cost of living has gone very high.

In several industries such as Textiles sugar, cigarette, Banking etc the Dearness allowance is linked with the cost of living index, but the same is denied to the Railway Employees.

Then there are a large number of casual labourers employed for long periods. The number of casual labour is about 2 lakhs and another 1.4 lakhs may be appointed on construction jobs during the third plan period. In spite of the fact that the nature of job is permanent such a large number is maintained as casual so as to keep the wage bill at a low. Their wages vary from state to state and region to region. In some places the daily wage of casual labourer is as low as Rs. 1-25 p.

It was against these conditions the Central Government employees staged the glorious strike. The Government issued an ordinance, arrested thousands, used Lathis and firing at some places, a large number have been victimized and many more have lost their increments and have been transferred.

All this repression was let loose as the Government was not prepared to grant a sliding scale of Dearness allowance. The Government might have succeeded in crushing one strike but the problem has not been solved.

Already the index has gone higher by more than ten points and Government had agreed to review the position after a rise of ten points in a period of twelve months. The cost of living & Index has gone up from 115, the point at which the Dearness allowance was fixed by the Central Pay Commission to 127 at.

present.

The Congress Government which is prepared to give concessions to ~~Indias and~~ Indias and Burns, is prepared to allow them profits does not agree even to compensate the rise in Prices leave alone the question of raising the standard of living.

PROSPECTS OF THIRD PLAN.

Now let us examine the prospects of Third Plan. During the Third Plan period the production of foodgrains is expected to increase from 76 to 100 million tons, of coal from 54 to 97 million tons, of Steel from 3.5 to 9.5 million tons and of Cement from 8.5 to 13 million tons. Total freight to be carried is estimated to reach 245 million tons in 1965-66 compared to 154 million tons in 1960-61 and the Passenger traffic will continue to increase by 3% every year. The total freight traffic in the Pre-Plan year was 91 million tons and now an additional similar capacity to be created in the next five years of the traffic targets fixed for the third Plan more than 85% is accounted for the industrial production of coal, steel, Iron and Cement. Such is the task facing the Railways during the third plan period.

The total investment in the third plan is Rs. 10,200 Crores compared to Rs. 6750 crores in the second Plan. But the allocation for the Railways is Rs. 890 crores compared to 860.1 crores during the second plan. Railways are today handling 64% more freight and 27% more passenger traffic than at the beginning of the first Plan period. But in the third plan the share of transport and communication has been reduced from 27% in the first plan and 29% in the second Plan to 20% of the total investment in the third plan.

It is expected to raise the train mileage by increasing the number of double lines, by extending loops and by increasing the number of sidings on stations for crossing of stations wherever the density of traffic is high electrification will be introduced. The number of trains will be increased and a ~~heavier~~ heavier load will be carried. But the route mileage will not be increased much. It is expected that 1200 miles of new lines will be laid and 1600 miles of line will be doubled. The Rolling stock will be increased and to facilitate the intensive use, the 90 lbs rails are being replaced by 105 lbs rails and welded rail pannels upto 210 feet length are being introduced so as to increase the speed.

Thus the same policy as was adopted during the second plan shall be continued in the third plan leading to further increase in the work load on the workers.

But during the second plan though the target of freight was not reached traffic bottlenecks are being experienced specially in the transport coal. Hence doubt is being expressed in various circles about the possibility of Railways coping with the increased demand for traffic specially in view of the low allocations in the third Plan. A virtual coal crises developed leading to Shortage of supply of electricity and the resultant lay-offs in some of the industries. Though the Government has taken steps to see that coal is supplied by motor lorries to short distances, a part of

the supplies is diverted through the asa and dumps are created in the various parts of the country for supply of coal, such measures do not provide permanent solution of the growing transport requirements.

The Government ~~can~~ ought to take a bold step and increase the route mileage so as to meet the growing transport requirements.

RAIL ROAD COMPETITION:

Not only for the Railway but even for the Road Transport the allocations are too low. Next to the Railways the road transport is the main means of transport. The road transport has progressed at a fast speed inspite of the heavy taxes levied. The transport of goods by Road has increased from 3 to 10 thousand ten miles and the passenger miles increased from 14 to 30 thousand miles during the decade of the planned economy. The goods transport is estimated to increase to 23,350 ton miles by 1965-66.

But the allocation for Roads and Road Transport is Rs. 297 crores in the Third Plan compared to Rs. 241 ~~crores~~ crores in the second Plan and Rs. 146.8 in the first plan. The president of the Roads Congress has urged that the allocation on roads and roads transport should be increased to Rs. 590 corres from the present outlay of Rs. 297 crores in the Third Plan.

The revenue from roads during the third Plan is expected to be Rs. 900 corres. Hence there is a source for increasing the allocation.

The Master Plan for roads prepared by the Chief Engineers conference for development of roads during 20 years has suggested a ratio of 2:2:1 for the Rail and road traffic. The road transport requires less investment and more employment.

But as the road transport is in the Private hands there is a danger of growing competition with the railways owned by the state. In a number of western countries road transport is already replacing the Rail traffic.

The competition in the Rail and Road transport cannot be allowed to grow in an underdeveloped country where it is necessary to increase the transport facilities. The Government has appointed the Neogy committee to recommend the long term policy of development of Rail and road traffic and their coordination and in accordance with it the Policy to be pursued during the next 5 to 10 y years. The Committee has submitted its interim report. It has suggested setting of transport Boards in various states for the coordination with Railways.

While it is necessary to increase the allocations for road transport, it is essential that the goods transport should be taken over by the states without there is a danger of competition with the Railways, which shall be harmful both to the state undertaking and the traffic requirements.

The Railway Minister has stated there is not much chance of competition in freight to be carried and

and he further said, where a choice exists between a Railway line and a road careful examination may be required before a decision is taken.

In spite of such assurances there is no guarantee as already in certain commodities transport by Road Transport is on the increase. There is a danger that goods providing revenue x will slowly divert towards road transport.

Thus the Prospects in the Third Five Year Plan are one of increased rates and fares for the Public, increased work load for the workers without commensurate rise in their wages, and yet no guarantee that the Transport requirements of the growing economy which itself is very slow will be met.

Under the Congress Government the biggest state owned undertaking is utilised to serve the transport requirements of the big business while the smaller industrialists are always faced with the problem of the availability of wagons. The capitalists and the business section derive concessions and earn profits at the expense of the Railways while the worker is deprived even a need based wage and a sliding scale of dearness allowance. Unfortunately the propaganda of the Government and the press too has added to the wrong impressions about the living standards of the Railway Employees. The work load is being increased by bureaucratic methods and even the accidents are growing due to intensive use of material leading to mechanical defects.

A complete break is necessary from the present Policy towards the Railways. It is necessary to adopt a bold approach to increase the route mileage and develop indigenous production so that the Country is self sufficient. The workers Co-Operation should be sought by forming joint Councils and ensuring a share in the ~~wages~~ extra earnings instead of the heavy burden of supervisors. The goods transport specially on the main routes should be taken over by State Transport Corporations and the allocations increased for the same.

If the Railways finances are not squeezed for the Centre and the states and if they are not overburdened with concessions and Profits, the people can be provided with a more comfortable transport without any increase in rates and fares and the workers can be provided a better standard of life on Par with the workers of developed industries.

Northern Railway.
Head Quarters Office.
Baroda House, New Delhi.

No. B-142/9/26.

Dated 18th. AUG. 1961.

Sri Sita Ram Singh.
Telegraph Pagan. N. Ry. Merta Road.

Through:- Div. Supt. N. Ry. Jodhpur.

As your services are no longer required by the Railway Administration, your services in accordance with rule 149 of the Indian Rail Establishment Code, Vol. I (Revised Edition, 1958) terminated with effect from the forenoon of 20 AUG. 1961. You will be paid one month's pay in lieu of notice of termination of your service to you.

You are required to acknowledge receipt of this notice.

Sd. P. H. Sharma.

D. Nil.

General Manager.

C.-3

No



1346

INDIAN POSTS AND TELEGRAPHS DEPARTMENT

X HL BC29 CALCUTTA 30 15 SRIWASTAVA AITUCONG NEWDELHI

= REQUEST S M BANERJEE ATTEND UNION RALLY KHARAGPUR. SIXTH APRIL

= DUTTROY

This form must accompany any enquiry respecting this telegram.

I.A.P. Delhi-1961.

Guruswamy has been shouting hoarse that
who is S.A.D to write to him, that Karman
might have reported every thing to S.A.D, that he
does not care for any body etc.

Finally, he failed to convince the Adminis-
tration. They recommended adversely. But
later, one day, somebody from the R.B. came down
to Madras. There were some discussions. The S.Ky
decided to give recognition. But they expressed
a desire to see that Nambiar is not included
as an office bearer. Guruswamy accepted it and
reported to us saying that G.M wanted 8 of us
to be excluded including Nambiar & myself.
We brought pressure on him to meet G.M again &
make a representation to lift the objections. Which
he did. G.M had some consultation with Raj Mandel
at Raichur and all conditions were with drawn.
But Guruswamy maintained that G.M has agreed for the
inclusion of Nambiar alone.

At the time of the G.B meeting we tried to press
my name as joint Secretary. Guruswamy was
adherent. He has threatened resignation. So

DAKSHIN RAILWAY EMPLOYEES' UNION, MADRAS.
(REGD. NO. 3068)

S. GURUSWAMI
President.

3

103, KUTCHERI ROAD,
MYLAPORE :: MADRAS-4

See with the deed ~~not~~ my name. Guruswamy tried to put DMK man as joint Secretary. We resisted & finally we agreed to have his man as joint Secretary. Sarma continues as Jt. Secy. Nambiar & DMK man as Vee Presidents.

Now Guruswamy also appears to be worried about the delay. He cannot put the delay on our head now.

I have a strong feeling that he took this stand because, he has been indirectly encouraged by some of our own people. The entire delegation from Andhra & Mysore have gone away with dissatisfaction.

I am also worried at the delay in granting recognition. If any be can make some enquiries at the Board level or Minister level it would be good. Other wise all our sacrifices will go waste. The root ~~of~~ information is that of an 6th we know something as the G.M. is away in hand. I hope you will do what you

Can. Please inform about the developments
to SAG also. SAG should not have contested & got
defeated from late this.

I heard you have been away to Kanpur
to work for Com. K. Nayyar. I congratulate
you for the success. I have also been rewarded
with the success of the candidate in whose
constituency I was asked to work.

Vittal Rao's loss is not properly understood
by us. We have gained S. M. H. S. in this
area. Yet he has been defeated.

Hope, if there is any thing you will write
me to the Care of J. S. G. at Vijayawada.
I will be leaving Madras on the 8th.

With
Yours sincerely
K. K. K. K.

The Southern Railwaymen's Union, Golden Rock.

(Registered under the Indian Trade Unions Act, 1926)

Regd. No. 1647.

(Established in Sept., 1952.)

OBJECTS.

1. To safeguard and promote the status, prospects and the social, educational and economic interests of its members.
2. To rationalise the outlook of its members and make them do away with their superstitious belief in social matters.
3. To make them avoid wasteful expenses on matters based on blind theory and practice and adopt economical and useful ways of living.
4. To establish the fact that brain work and manual labour are correlative and interdependent but not based on the conception of master and servant.
5. To remove as far as possible the existing wide differences between the workers and the subordinates and the officers on the matters of pay, allowances, leave, passes, housing and other conveniences of life and to enable the workers to get equal rights in these matters.
6. To promote good relationship among various categories of working class and to inculcate in them the need for mutual help and co-operation.
7. To provide relief to members against sickness, old age, unemployment and death and to endeavour to redress their grievances.
8. To promote cordial relationship between the Railway Administration and its employees.
9. To make its members cultivate habits of goodwill, integrity and sense of duty and desist from having hostile attitude towards anybody or section and follow peaceful means without resorting to violence under any circumstances, to achieve the above objects.

தென்பகுதி இரயில்வேமேல் யூனியன், பொன்மலை.

1929-ம் ஆண்டு இத்திய தொழிலாளர் சட்டப்படி மலையே செய்யப்பட்டது.
(பதிவு எண். 1647)

தோற்றம்-செப்டம்பர், 1957

தோக்கங்கள்

1. இரயில்வே தொழிலாளர்களின் வாழ்க்கை நலன் பாதுகாப்புக்கும், முன்னேற்றத்திற்கும் அவர்கள் சமூக, கல்வி, பொருளாதார மேம்பாட்டிற்கும் உழைப்பது.
2. தொழிலாளர்களை பகுத்தறிவுவாதிகளாக்கி, சமூகநீயத் துறையில் உள்ள முடநம்பிக்கைகளை, கண்மூடிப்பழக்க வழக்கங்களை விட்டு அவர்களை விலகச் செய்வது.
3. பொருளாதாரத் துறையில் சிக்கனமானதும், பயனுள்ளதுமான முறைகளைப் புகுத்தி, வீணானதும் விளக்கமறியாததுமான செயல்களில் பொருள் விரையம் செய்யப்படாமல் தடுப்பது.
4. மூளை உழைப்பும், உடலுழைப்பும் ஒன்றுக்கொன்று நட்பும், உதவியும் அளவைகளே தவிர, எஜமானன் அடிமை என்கின்ற உயர்வு தாழ்வு தத்துவம் கொண்டவை அல்ல என்பதை வலியுறுத்துவது.
5. இரயில்வே தொழிலாளர்கள் சம்பள நிலையிலும் ரயில்வேயிலுள்ள மறைமுக சிப்பந்திகள் உத்தியோகஸ்தர்கள் சம்பள நிலையிலும் அவர்களுக்கு வழங்கப்பட்டுள்ள லாபி, பாஸ், படி, வீடு மற்றும் வாழ்க்கை வசதிகள் முதலியவைகளிலும் பெருமதிமான சீபதம் இருப்பதை கூடுமானவரை மாற்றி தொழிலாளர்களும் சம உரிமை பெறுமபடி செய்வது.
6. எல்லாத்துறை தொழிலாளர் விடத்தும் ஒற்றுமை நிலவ ஏற்பாடு செய்து ஒருவருக்கொருவருடைய உதவுதலைத்து உதவியாக இருக்குமபடி செய்வது.
7. சம உறுப்பினர்கள், தோல்வாய்ப்பட்டபோதும் வயது முதிர்ந்த காலத்திலும், வேலையிழந்த காலத்திலும், வாழ்க்கை முடிவெய்திய போதும் அவர்களுக்கு பண்டிய உதவி அளித்து குறைகளை நீங்க வழி செய்வது.
8. இரயில்வே நிர்வாகத்திற்கும் இரயில்வே தொழிலாளர்கட்கும் நல்லுறவு உண்டாக்கி வலிமையுடைய செய்வது.
9. இவைகள் வெற்றிபெறுவதற்கு தொழிலாளர்களிடையே மேலும் நல்லெண்ணம்; நாணயம், பொறுப்பு முதலியவைகளை வளர்த்து, கூடுமானவரை எதிர்ப்பு முறை இல்லாமல், எந்த நிலையிலும் பலாத்காரமற்ற சாந்தமரண தன்மையில் நடந்து கொள்வது.

IMPLEMENTATION OF LABOUR LAW - IN RAILWAY -

Labour law - like payment of wages Act, Minimum wage Act, Workmen's compensation Act,

The Indian Railway (Amendment) Act 1956 (Limitation of employment of Railway servant) applicable to Railway employees are not adhered to by the Railway administration. Even the representation made to by the Labour Inspector on behalf of the Railway employees are given scant respect by the Railway administration. The Railway employees have to depend upon the sweet will and mercy of the officer to get payment of dues which come under the Wages Act. The position is becoming worse day by day and the workers are losing confidence on the Labour Department.

Unless the Railway administration is given some check treatment, no appreciable improvement could be found. If the policy of the Government, that there shall be no labour unrest during planned economy period is to be implemented the Railway Officers should be made to follow a policy of rule of law.

Hence this Executive Committee meeting of the Pollachi Branch, Dakshina Railway Employees Union, requests the Central Labour Minister and Regional Labour Commissioner (Central) to give proper instructions to the Labour Inspector to launch prosecution against defaulting Railway Officers in *encls.*

WORKING CONDITIONS OF RAILWAY EMPLOYEES.

All over the world industrial workers, who are classified as continuous are performing only 48 hours a week ^{8 less}. In Indian Railway the workers can be rostered to work up to 54 hours a week. Even the second pay commission has refused to alter the status quo.

The same case with Overtime allowance. Railway workers are given only $1\frac{1}{2}$ times the normal rate. The provisions of Factories Act like Tiffin shed, Canteen, Drinking water and latrine facilities are inapplicable to Railway. The workers have to depend upon the mercy of D.O. and F.A. and G.A.O. for the above amenities.

Hence this Branch Executive Committee of Pollachi Branch, Dakshina Railway Employees Union request the President of our Union and AITUC to take up the matter to the I.L.O. Conference.

— 2 —

(1) Temporary railway servants: - When a person without a lien on permanent post under Govt is appointed to hold a temporary post or to officiate in a permanent post, he is entitled to no notice of the termination of his service if such termination is due to the expiry of the sanction to the post which he holds or the expiry of the officiating vacancy, or to his removal or dismissal as a disciplinary measure after compliance with the provision of clause (2) of Article 311 of the Constitution of India. If the termination of his service is due to some other cause, he shall be entitled to one month's notice provided he was engaged on a contract for a definite period and the contract does not provide for any other period of notice, and to a notice of 14 days if he was not engaged on a contract. The periods of notice specified above shall apply on either side, and steps should be taken to bring this condition to the notice of the railway servants concerned.

Note no notice of termination will be necessary in a case where a railway servant is deemed to have resigned his appointment and ceased to be in railway employ in the circumstances detailed in 'note 2' below exception (ii) to rule 732(1).

(2) Apprentices: - Except as otherwise provided in his service of agreement, the service of an apprentice shall be liable to termination on one week's notice.

(3) Other Rly Servants: - The service of other railway servants shall be liable to termination on either side for the periods shown below. Such notice is not, however, required in cases of dismissal or removal as a disciplinary measure after compliance with the provisions of clause (2) of Article 311 of the Constitution, retirement on attaining the age of Superannuation, and to termination of to mental or physical incapacity. ⊗

- (a) Probationary officers and gazetted railway servants on probation other than those in the medical Dept. 3 months notice
- (b) Gazetted railway servants on probation in the medical Dept. 1 month notice
- (c) Permanent gazetted railway servants. 6 months notice
- (d) Permanent non-gazetted railway servants 1 month notice
- (4) In lieu of the notice prescribed in this rule, it shall be permissible on the part of the Rly. Administration to terminate the service of a railway servant by paying him the pay for the period of notice.

Note: - The appointing authorities are empowered to reduce or increase, at their discretion, the stipulated period of notice to be given by an employee, but the reason justifying their action should be recorded.

The power can not be re-delegated.

- (5) The notice of termination of service under this rule should be given by an authority not lower than the appointing authority.

(Rly. Board No F (D2A) 57 RG-6-36 of 23-7-57)

A " to his compulsory retirement due to mental or physical incapacity.

(X) R.Pds No E-56-RG-6-30/2 of 17-8-1960.

DAKSHINA RAILWAY EMPLOYEES UNION,

MADRAS. :: BANGALORE POLLACHI.

President:
S. GURUSAMY.

POLLACHI.

Vice President:
K. ANANDANAMBIAR.

Date 30.12.61

Ref: _____

To

The General Secretary

~~SECRET~~ A.I.T.U.C.

MADRAS. DELHI

Dear Comrade,

Re: Resolutions

The enclosed resolutions were adopted in the branch executive committee meeting of the Dakshina Railway Employees union Pollachi branch which was held on 24.12.61. These are forwarded to you for your favourable consideration.

Thanking you.

Yours faithfully
N. Gurusamy

SECRETARY.

A. I. T. U. C.	
I. R. No.....	Date <u>11</u> JAN 1962
File No.....	Perfection.....

4
The Southern Railwaymen's Union, Golden Rock.

U. C.
8 JAN 1962

[Regd. No. 1647.]

Ref: SRMU/281 Edu/65

Dated 4.1.62

To Mr. S. S. Mirajkar
Sir, President, All India Trade Union Congress,
New Delhi.

CONFERENCE FOR FREE EDUCATIONAL FACILITIES
FOR THE CHILDREN OF THE CENTRAL GOVERNMENT EMPLOYEES.

It has been the sole endeavour of "THE SOUTHERN RAILWAYMEN'S UNION" for the past many years that the children of Railwaymen in particular and the Central Government Employees in general, should be given all the educational concessions that are being liberally granted to the children of Madras State Government Employees (Non-Gazetted) by the benign Government of Madras State.

This demand of ours has become all the more justifiable in view of the fact that the pay structure of both the State and Central Government employees has almost become identical due to the recent Pay Commissions Award.

With this view and to place our demand before all, we have decided to convene a conference at THANJAVUR on 28th January 1962, to which Leaders of all shades of opinion are being invited to give us their valuable advice and appeal to the Governments, both Central and State, to sympathetically consider our demand.

As regards our Union "S. R. M. U." the enclosed pamphlet will explain its "AIMS and OBJECTS". Violence in any form is eschewed in all our activities. Strike which is an outmoded weapon is always discouraged by us. The strike in 1960 was opposed by us and we were one with the nation at that time.

Unlike other Unions, we centre our activities mainly in ameliorating the Social Conditions of Railwaymen and getting a better living for them.

Ours is purely a Union of Railwaymen run by Railwaymen themselves, which was inaugurated by Periyar E. V. RAMASAMY, the greatest living Social Reformer. On all occasions of national importance, we seek his advice which is valuable both to the Railwaymen and the public and we are glad to mention that he has kindly consented to participate in this conference.

We therefore extend this kind invitation to you and earnestly request you to participate in our conference and give us your valuable advice.

Thanking you,

Yours fraternally,

Subramanian
(V. RAMACHANDRAN,)
General Secretary.

N.B:- All Communications be kindly addressed to L. SUBRAMANIAN, Treasurer, S. R. M. U., Senior Booking Clerk, Southern Railway, Thanjavur Jn. (Madras State.)

A. J. T. U. C.	
I. R. N. 663	Date: 8 MAR 1962
Fl. No.....	Replied on.....

Madras.

Dear Com K.G.,

5. 3. 62

I hope you have received my letters posted yesterday.

I understand the recognition of D.R.E.U., is awaiting formal approval by Gov., who was not in Madras. In the mean time, the social organisation, "Sangh" is bringing pressure on the administration to postpone the decision up to 12th of this month. The significance of 12th is not understood by us. Dy Minister S.V. Ram S.V. Ramaswamy is leaving Madras for Delhi on 7th. Sangh people have met him. The issue ought to have been settled on 1. 3. 62. This delay is causing anxiety.

Some enquiry or pressure at the top is necessary. I hope you will do your best.

Yours fraternally
P. K. Kumar

Dear Com K.G.

Madras
6.3.62

As I have written to you yesterday, some thing has gone wrong with the recognition of O.R.U. Unless somebody, preferably S.A.D., moves at Delhi, we may lose it completely.

I hope, you write post. S.A.D with all the information.

Whatever you can do, you must do it quickly. Meet-gag geewan Raam informally, that is the only way.

Yours faithfully

P.K. Kumar

A. I. T. U. C.	
I.R.: 469	Date: 9 MAR 1962
File No.....	Replied on.....

Dear Achuthan;

Madras.

7. 3. 62

During the last 3 days, I have written 2 or three letters to K.G. Today I hear he is not in Delhi. Please open and read them. The recognition of our Union is delayed. On 5th, the INRAE fellows have brought pressure on S.V. Ramaswamy and managed to influence the Officers to postpone the decision up to 12th. He has left for Delhi today. I do not know if the changed political set up in South India adds any weight to their arguments against us. The hurry with which Guruswamy amended the Rules of the Union and got it registered has now completely disappeared.

So, some representation to Jayajeevan Ram is essential. Otherwise we may miss it once for all.

Hope you will do whatever is possible. Please reply me to Vijayawada or Visalandhar, Vijayawada. 4. or c/o of Satyanarayana. I am leaving for Vijayawada today. P.K. Kumar

A. I. T. U. C.
I.R.N. 112 Date 12 MAR. 1962
File No. ... Dear Com. Sivastava,

Calcutta
10.3.62

Hope you are back now to
Delhi & after completion of your election
work.

It is now 6 months or more
since we last met. Don't you, therefore, feel
it necessary to have a meeting again, early.
Reviewing of the work done and adopting
further programmes is essential if the
continuity and tempo of our work are to be
maintained. I, therefore, suggest that we
should meet in the first week of April
(say, on 2nd or 3rd) in Delhi. Please
consult Com. Dange & others about this and
let us know the position early.

While in Moscow, I handed
over a medical case (the little daughter of
a Rly friend of Calcutta) to Com. Dange with
the request to have an expert medical
opinion from some Soviet doctor. The same
has not, however, received by me during
my stay there and was, therefore, expected

to be sent here by post. I enquire
from Com. Dange about this which
he was at Kharipur recently in
connection with the elections and he
advised me to enquire about this
from the International Dept of the
ASTUC, i.e., from Com. Sachan
Munkhejee perhaps. Would you kindly
have a talk with him about this
and let me know the position so
the Rly friend here is extremely
anxious about this for obvious
reasons.

Congratulations to A.D.E.F.
The successes of your two outstanding
leaders Com. S. N. Joshi + S. M. Banerji

This is all today.

Greetings,

Yours forsworn
R. S. Roy

March 17, 1962

Dear Com.Purnendu,

Thanks for your letter of 10th March.

It's true that it is more than six months that we met. But as you know, with our financial resources, we have to depend on chances and opportunities to meet. At the moment, there is none. So we have to continue our work through consultations by post.

We are trying to check up on the last decisions and implement where it has not been done till today.

Immediate issue of DA is being pressed. A copy of our memorandum is enclosed for your information. Similar action has been done by others also, in some cases earlier. May be we hold an all-India convention of Central Govt employees' organisations, if the Government fails to listen to it by May.

Southern Railway Union is looking forward to its recognition. In this mood, they have little time to think of AIRF. Com.Nambiar's victory, a useful victory, is also encouraging them not to look to AIRF. It would in the circumstances be better to wait for another month or so. With all your goodwishes, one would not be able to do anything there for some time. *Kumar*

S.M.Joshi has lost and so don't congratulate him.

Re. the case you have given to SAD in Moscow, we know nothing. What is the name of the patient. On hearing from you, we will try to pursue.

With greetings,

Yours fraternally,

Encl:

Ms.
(K.G.Sriwastava)

CONFIDENTIAL.

DAKSHIN RAILWAY EMPLOYEES UNION - MADRAS.
(Begd. No. 3068)

CENTRAL OFFICE
103, Kutcheri Road
Mylapore, Madras-4
Dated 19-3-62.

To,
Central office bearers,
and Branch secretaries.

Dear Comrades,

You must have been intrigued by the delay in getting recognition for our Union although we have complied with all the required terms.

I could not contact the authority concerned due to unavoidable reasons. Two difficulties have been raised to delay the grant of recognition by interested parties. One is a legal notice threatening the Administration not to grant recognition and the other is a demand for checking the membership coming from headquarters.

In regard to the second demand, correspondence is under weigh as regards the modality for verifying the membership. The Administration is not going back on their terms but the question has to be faced about our membership.

There is no fear so far as 1960-61 membership is concerned as we have available records but for 1961-62, the formula of the Union Labour Ministry is that paid membership on rolls for the three month period prior to the prescribed date has to be verified. Monthly subscription is 4 annas and unless ~~sixpence~~ atleast one rupee is paid for the previous quarter and such membership is not less than 25,000 in the aggregate, there will be trouble. The safest membership is the fully paid membership of Rs.3/- for 1961-62. I repeatedly warned you about this at the General Council Meeting held in October last and in my previous circulars. I wonder whether you took seriously my warnings.

Please do not heed any false rumours. If we prove the requisite membership of 15% of 1,60,000 i.e. nearly 25,000 we will not be denied recognition.

I therefore ~~appeal~~ appeal to you to accept this challenge even for the current year 1961-62, so that there may not be any doubt about getting recognition. If we show our strength we can there-after only make counter charge for similar verification about the organisations of our critics.

Please act immediately as delay may be due to your negligence.

By premature leakage of our negotiations we have given handle to our enemies to make their last ditch attempt to delay matters.

Yours fraternally,

Sd.S.Guruswami.

PRESIDENT.

Dear comrade,

I am enclosing copies of two circulars issued by Sri.S.Guruswami, the President of our Union, Dakshin Railway Employees Union-Madras, in regard to the grant of recognition. They speak for themselves regarding the position. Even though we have accepted to the terms and conditions laid down by the Southern Railway Administration, the grant of recognition to the Union is being delayed on some reason or the other. Com.P.K.Kumaran has already written to you regarding the position as existed on the 5th of March, and now the General Manager of this Railway states that he will go over to Delhi and meet the Railway Board and seek instructions from them and until then the recognition will have to wait. We have told Com.K.L. Narasimham to do something in this matter when he will be at Delhi to attend the Rajya Sabha Session. We do not have any communication from him yet. I request you to please show this letter and these circulars to Com.S.A.D. and plead on our behalf to spare some of his valuable time to speak to the Minister of Railways, and help us in getting recognition without further delay and hitch. In case he is not available at Delhi now, I request you to please use your good offices to see the matter move in our favour early and drop me a letter in this regard.

With greetings,

Vijayawada,
29-3-1962.

A. I. T. U. C.	
I.R. No. 650	Date 13 MAR 1962
File No.	Replied on.

Leh. Siva Rama Sanyal

General secretary,
Dakshin Railway Employees Union
Poornanandampet-VIJAYAWADA.3.

Vijayawada,
22--3--1962.

From,
P.K.Kumaran,
c/o Visalandhra,
Vijayawada-2

A. I. T. U. C	
I. R. No. 577	Date: 22.3.1962
File No.....	Replied on.....

To

Com: S.A. Dange,
General Secretary,
All-India Trade Union Congress,
New Delhi-

Dear Comrade Dange,

I have been informing Com:K.G. regarding the developments in Dakshina Rly. Employees' Union. I hope you have been posted with all the information.

The hurry with which Sri Guruswamy amended the constitution, reduced the Office-bearers etc. disappeared immediately after the registration of the new constitution. He delayed in contacting G.M. The following is his version about the latest position: General Manager showed him the draft letter granting recognition to this union which was typed on 6-3-62 and kept for his signature. The GM did not sign this letter but was keeping it with him for instructions from Board. Sri S.V. Ramaswamy has raised a query as to whether the membership of the union is verified or not. Upon this G.M. asked the Board to state how this verification is to be done. The Board have not yet replied to him. If no reply is received by Monday i.e. 26-3-62 G.M. himself would contact the Board on phone and decide the issue. He asked Sri Guruswamy not to trouble himself by going to Delhi.

So Sri Guruswamy has told us that we cannot blame the G.M or C.P.O or anybody if recognition does not come but that we have to blame ourselves. It is upto us to stand up for verification etc. If what he stated is correct the whole thing has taken us back where we were six months ago. It must be remembered that the Rly. Board has instructed G.M that it is enough if the membership has been certified by the local Labour Commissioner. That the verification which the Rly. Board wanted was not the verification under the Tri-partite agreement. Sri S. Guruswamy is of course responsible for unnecessarily delaying the issue. Now, it looks we may miss recognition again unless you move the issue at proper quarters.

I understand that recently Rly. Board have given recognition to one union on N.E. Rly and one union on Eastern Rly. That means that there are three recognised union functioning on each one of these two Railways. I do not understand why these hurdles have happen to our union where, at present, there is only one recognised union functioning.

I am enclosing herewith a copy of the circular issued by Sri S. Guruswamy to all the branches.

I request you to do your bit at the earliest moment and help this union to get recognition without delay.

I have been asked to file nomination for elections to Rajyasabha and so I will be meeting you shortly at Delhi.

Thanking you,

Yours fraternally,

P.K.Kumaran

See 4 D. 700

ms
P.K.K.

CONFIDENTIAL.

DAKSHIN RAILWAY EMPLOYEES' UNION - MADRAS.

(Regd No.3068)

CENTRAL OFFICE

103, Kutcheri Road

Mylapore, Madras-4

Dated: 19-3-1962

To

CENTRAL OFFICE-BEARERS
AND BRANCH SECRETARIES

Dear Comrades,

You must have been intrigued by the delay in getting recognition for our Union although we have complied with all the required terms.

I could not contact the authority concerned due to unavoidable reasons. Two difficulties have been raised to delay the grant of recognition by interested parties. One is a legal notice threatening the Administration not to grant recognition and the other is a demand for checking the membership coming from Headquarters.

In regard to the second demand, correspondence is under weigh as regards the modality for verifying the membership. The Administration is not going back on their terms but the question has to be faced about our membership.

There is no fear so far as 1960-61 membership is concerned as we have available records but for 1961-62, the formula of the Union Labour Ministry is that paid membership on rolls for the three month period prior to the prescribed date has to be verified. Monthly subscription is 4 annas and unless atleast one rupee is paid for the previous quarter and such membership is not less than 25,000 in the aggregate, there will be trouble. The safest membership is the fully paid membership of Rs.3/- for 1961-62. I repeatedly warned you about this at the General Council meeting held in October last and in my previous circulars. I wonder whether you took seriously my warnings.

Please do not heed any false rumours. If we prove the requisite membership of 15% of 1,60,000 i.e. nearly 25,000 we will not be denied recognition.

I therefore appeal to you to accept this challenge even for the current year 1961-62, so that there may not be any doubt about our getting recognition. If we show our strength we can thereafter only make counter charge for similar verification about the organisations of our critics.

Please act immediately as the delay may be due to your negligence.

By premature leakage of our negotiations we have given handle to our enemies to make their last ditch attempt to delay matters.

Yours fraternally,



PRESIDENT.

P. Guruswami

Personal

Madras 4

26.3.1962

My dear Shrivastav,

You know that the question of recognition of Dakshin Rly Employees Union has been the subject of prolonged negotiation between me & the General Manager.

On 20th Jan 62, General Manager agreed to grant recognition in the presence of two Rly Staff Members to Board.

On 24th Jan 62, I signed that I would abide by certain stipulations preliminary to recognition. I asked ~~that~~ for immediate recognition and I was told that if the Model Rules prescribed by the Rly Board were adopted at a duly constituted General Body meeting & Registrar registered the same, then the recognition would be given.

On 28th Feb such a General Body was convened & the Rules were registered in March - I immediately asked for Recognition.

In the meantime, it is alleged that rival Union men approached SV Ramaswami Dy Rly Mstr & asked him to stop recognition on some excuse by saying legal proceedings are threatened & membership has to be verified.

Now ~~members~~ we were ready to show our record all these days. They were not insisted upon on the basis of that trade Union Registrar's statements. It is too late at the far end of the current financial year when we are busy with completing the

account of membership & preparing for dues
to which upon my check. We would have
expected to be in July or Feb or early part of the
month.

Zm says he is expecting a reply
in his reference to the Alg Ministry. My
own impression is that the Alg Ministry
must have asked the Zm not to proceed with
recognition until the Ministry is re-established next
month.

I shall be obliged if you will
reply let me know

(1) the approx in the date when the Alg
Ministry will be re-established

(2) if there are any who are friendly to
the Alg Board or Member if possible this (Chal Rao),
to find out their attitude in the matter

(3) the residential telephone
number of Dr Bajal Staff Member Alg Board
+ address

I cannot leave my place before
9th April due to physical & other reasons.

This elementary hour, liked after
satisfying all the requirements is simplifying
& my achievement

Please write to me by return of post
I am told the Zm may fall the the position on Thursday
but I doubt it - with friendliness
Love Suresh
21 number and



Com. K.G. Shrivastava
 Secretary AITUC
 4 Asoka Road
 New Delhi
 14/10/41

I think AITUC Sub-Committee must take note of all these. Dutta Ray ought to be called to New Delhi atleast during Rly Budget. I wish if Com. Nambiar + Kumaran both go to Bombay (Hope Guruswami will attend) to press for their affiliation unity etc. What about the labour Bill? Hope to reach Delhi via Bombay. With greetings yours
 M. K. Musthafa

How long more must the employees wait? is the headline of New Age Apr 8 + answer is given - unless Labour + people Act. Now instead of getting increased - D.A. from 1st Oct 61 we shall get from 1st April. 6 months D.A. robbed.. I hope you are aware that A.I.R.I. General Council is meeting from 22nd (W.C.) Ap in Bombay. Our National Council is meeting from 23rd in New Delhi. These is important agenda in A.I.R.I. G.C. than Rly Budget. Recognition of Rival unions in E.R. + N.E.R. + Post not in S.R. Now Rly Minister is Sardesai man of the Right not even centre.

CONFIDENTIAL

DAKSHIN RAILWAY EMPLOYEES UNION - MADRAS.

CENTRAL OFFICE
103, KUTCHERY ROAD
MYLAPORE - MADRAS.4.
Dated 26-3-62.

To,
CENTRAL OFFICE BEARERS,
FORMER DIVISIONAL PRESIDENTS AND SECRETARIES,
and BRANCH SECRETARIES.

Dear comrades,

In continuation of circular dated 19-3-1962, I confirm what I stated therein. I contacted the General Manager two times within the last seven days and have addressed a letter to the Railway Ministry in connection with the question of recognition of our union. General Manager expects to go to Delhi next week to get things clarified and legal opinion on the threatened suit. I am contacting him again this week.

My discussions lead me to the irresistible conclusion that due to political pressure from influential quarters delay has been caused and this stalemate may be even prolonged until the new ministry is constituted and I am able to meet them personally.

The trump card of our opponents is to allow matters to be delayed as far as possible and then force verification at this inconvenient end of the financial year. While I am making all attempts to clear these political obstacles, I would appeal to you not to relax membership campaign. We cannot refuse verification at any time.

My connection with the union will become untenable if the target figures are not reached for the current year.

I am sorry even membership figures let alone the lists have not yet reached this office from certain branches. The list of defaulting branches will be published as early as possible.

As soon as a clear picture is available I shall convene a meeting of the central executive committee for facing any contingency. Branches which have less than 250 members paid members in the current year will not be recognised and they must associate with the adjoining branches to get proper representation in the central executive. There is no objection to observers coming from disqualified branches.

I am of firm opinion that subject to any future statutory changes, the Union's recognition cannot be denied unless it is proved we have not the minimum membership at any time. This delay is a test of our nerves and a challenge to the Union's representative capacity. We must not lose faith our faith and patience in spite of provocations of delay caused by our enemies. The delay in our holding the general body meeting has been partly responsible for the present situation. There is no use of crying over the split milk now. We must and we can accept the challenge without any doubt about the results.

I shall keep you informed of any significant developments from time to time.

Yours fraternally,

Sd. S.Guruswami.

President.

Parat Bombay - 30.3.62

Dear Com. K-G.

The A.I.R.F. Gen. Council meeting is fixed for 22nd-23rd April here in Bombay. I shall therefore be away here ~~to~~ on 20th 21st 22nd & 23rd. Many delegates would be coming from all railways. Central Rly delegates would be meeting one day earlier. ²¹⁻⁴⁻⁶² And

I shall be very happy if you can make it convenient to come and guide us in the crisis that is developing on the Rlys and other Central Govt. employees.

Because of this meeting I will have to be here till the 23rd. I can therefore board the train for Delhi only on the 24th reaching Delhi on the 25th morning — 12 midday. Please let me know if this would be good enough or else I shall have to leave the Federation meeting on 23rd itself to board the train to reach Delhi on the 24th.

The work on the N.R.M.U. - central Rly is proceeding very dull. We have now started a monthly Journal and hope to tone up the work.

The A.I.R.F. meeting would be an occasion to whip up work at our branch level. I have already written to several branches and on the 14th I am proceeding to Sholepur - Secunderabad.

Awaiting your valuable suggestions. With feelings

Yours faithfully

K. J. Kulkarni

Could you contact Com. Nambiar and request him to arrange that his Daxine Rly employees Union seeks reaffiliation. I trust our N.Rly, N.E Eastern and S.E Rly delegates would not neglect to attend.

KJ

A. I. T. U. C.	
I. R. No. 677	Date. 2 APR 1962
Replied on.....	

1952

CENTRAL OFFICE,
103, Kutcheri Road,
Mylapore, Madras-4.
31-3-1962.

To,
The General secretary,
All India Railwaymen's Federation,
Bombay.

Dear sir,

Re:- Affiliation of the Dakshin Railway Employees Union-
Madras with the All India Railwaymen's Federation.

I have been directed by the Executive Committee of the Dakshin Railway Employees Union-Madras to submit this application seeking affiliation of this union with the All India Railwaymen's Federation.

This union which is an amalgamated body of the Dakshin Railway Employees Union-Vijayawada and the Southern Railway Labour Union-Golden Rock has been functioning with its headquarters at Madras since its formation on the 22nd January 1961, and has been registered by the Registrar of Trade Unions at Madras. The amalgamating units have functioned as separate unions for a period of five years, in the case of the Dakshin Railway Employees Union-Vijayawada and for a period of over twenty years in the case of the Southern Railway Labour Union-Golden Rock.

This Union, the Dakshin Railway Employees Union-Madras is having 36 functioning branches spread over the entire jurisdiction of the Southern Railway, in all the divisions and in all the workshops, with a membership of 41,448 for the year ending 31-3-61.

The members of this union have always cherished the desire to participate in the All India Movement of the Railwaymen through the affiliation of this union with the All India Railwaymen's Federation.

I enclose the following documents for favour of your records.

1. Copy of the audited statement of accounts of the union for the year ending 31-3-1961.
2. Copy of the rules of the Union as adopted in the special general body meeting held on 28-2-62 and registered.
3. A list of the central office bearers of the union.
4. A copy of this office letter dated 29/11/61 addressed to you.

On behalf of this union, I request you to please place this application for affiliation with the All India Railwaymen's Federation, before the working committee and the General Council of your esteemed organisation which are scheduled to be held at Bombay on the 22nd and 23rd April 62 respectively, for consideration and grant of affiliation to this union.

I request you to please advise me of the decision of the working committee and the General Council of the Federation on this subject early and shall be very thankful for the same.

The receipt of this letter may please be acknowledged.
Thanking you,

Yours sincerely,

Enclosures as above.

General secretary.

Copy to:-

Com. R. S. Sirostava.

(281)

Alerten
4.6.2

Dear Comrade,

Received your letter intimating your inability to bear expenses of my proposed journey to Bombay.

file

The position thus has become a bit peculiar. Besides your personal letter, I am in receipt also of official circular from Com. Dange about the proposed Rly Comrades' meeting in Bombay and all comrades concerned have accordingly advised to reach Bombay 1 or 2 days earlier than the ADR meeting. I thought our Sub-Committee itself would be in session there simultaneously both separately, as also perhaps jointly with all the Rly comrades present. This was but natural in consideration of the many important things to be discussed and decided upon.

If we are to take advantage of the ADR meeting to have an effective meeting of at least six ^{or seven} Rly comrades, the presence of ^{at least} the three Rly comrades of our Sub-Committee seems to be absolutely essential. This should be properly understood and discussed by you with Com. Dange and others without delay and necessary intimation issued in time.

In anticipation of your approval of the above I have been arranging to get a loan from our P.O. with ~~which~~ ^{with} ~~the~~ ^{the} ~~same~~ ^{same} ~~amount~~ ^{amount} ~~of~~ ^{of} ~~Rs. 100~~ ^{Rs. 100} and to reservation. I have also intimated Com. Joglikar that I would be reaching Bombay on 7/4 and have sought his help in securing room

D
S
H
P.O. 125

suitable accommodation here. I hope to get his reply very day
now.

It is keenly expected and desired by all our
comrades here that Com. Dange would attend our Party
meetings in Bombay. Kindly convey our request to him in this
regard and request him to make it convenient to be
present in Bombay on these dates accordingly.

If our Sub-committee does not after all meet at this
time in Bombay, it should meet as early as possible at
any convenient place. It is neither feasible nor proper
function which a Committee merely or mainly through correspon-
dence.

This is all today.

Greetings,

Yours faithfully,
Pravara

A. I. Z. U. C.

5 APR 1962

Date

281

Calcutta

2.4.62

Dear Comrade Sankarara,

Received both of your letters.

You are perhaps informed that the General Council of the A.D.R.F. would meet in Bombay on 22nd & 23rd April next to discuss, amongst other, the question of affiliation of the newly started DSA controlled union on S.R. Since there is no mention of D.R.E.U. in the union with Coms. Nambiar, Kumaran etc, are connected, it seems that either this union had not applied at all for re-affiliation or they had applied & yet their application had not been taken deliberately left in the agenda. Either way, the matter is quite serious if our stand for seeking re-affiliation is to be yet maintained, & the minimum thing the DKEU should do, if not already done, is to submit an application to the A.D.R.F. immediately seeking re-affiliation & to demand inclusion of this in the agenda.

It should also be stated that a rival INTUC union (formed by a splinter group of the old INTUC union itself) had been given recognition on E.R. A third union on N.E.R. had also been recognised very recently. These are talks and at least our S.R. comrades seem to be convinced of DKEU being recognised very soon. The Model

a back a few weeks

down
 Constitution laid by the Rly. Adm (incorporating provision like maximum of 6 Central Officers, etc) was formally accepted by the DKEU only a few days back in accordance with the expressed desire of the Rly. Adm.

All reports indicate that there has been some sort of a shift in Rly. Board's policy of recognizing only 2 unions (affiliated to the Rly. Adm) & not more on any Rly. S.L. & some things which we shall have to fully examine for our own guidance.

In all these recent developments and to discuss (or may be things including important or) matters, it is strongly felt that we should meet early & preferably on the eve of the coming A.D.R.F. meeting in Bombay. Please think over this & do the needful without delay.

We have taken note of the recent welcome move for enhanced D.A. and are taking all possible steps to fall in line with the same. The A.D.R.F. is expected to deal with this issue too.

The medical case referred to in my previous letter is, as follows: Sikkha Banerjee, the 7/8 yrs old daughter of a Rly. comrade of Calcutta, had been suffering from some serious heart disease from her very birth. Calcutta doctor had said that heart operation was the only way out. She being their only child, the said comrade & his wife were extremely anxious

to avoid opinion, if at all possible, and hence sought for the some expert opinion from Soviet doctor. This case along with an X-ray plate was delivered by me to Com. Dange in Moscow & he was supposed to hand-~~over~~ handed over the same to the people there for necessary advice, etc. It is more than 3/4 months since it was done & the Council concerned here is extremely eager to know the expert advice from Moscow. Please kindly try to obtain the said advice from Moscow ~~and~~ and to communicate the same to me early.

Yours truly,
 D. G. B. (Signature)

Yours faithfully,
 D. G. B. (Signature)

P.S. It is reported from some source (E.R.) that Prof. J. Vinland ~~has~~ has only told them about his willingness to recognize even a Third International on the Reply. He is not trying to give any favourable information 'a la carte' about all these recent moves.

अन्तर्देशीय पत्र
 INLAND LETTER



Com. K. G. Srinivasa
 A. S. T. C.
 Ghok Road
 New Delhi

भेजने वाले का नाम और पता : Sender's name and address :-
 P. G. B. (Signature)
 Calcutta, 10, ...
 2.4.16 A

Ca. 100 lines
5. 4. 62

My dear Srinivasa

Received your letter yesterday.
In the meantime, you too
must have received my letter about
the same subject. It is also hoped that
you must have intimated DKEL about
the position of affiliation of their Union to
the ASKT and also advised them to take
necessary steps immediately.

As suggested by you, I am
agreeable to ~~come to~~ reach Bombay on
19th inst. But the travel expenses being
quite considerable, the money should
reach me early if I am to book my
rail passage in time. Kindly, therefore,
send me the amount (all inclusive
about Rs 125/- only) at your earliest.

You have not informed me
before, if you & others concerned in
coming to Bombay.

I am today, writing to Gov Jagdish

about the proposal of my coming
to Bombay on 19th. I am meeting
him again also about lodging
arrangements etc, which are
quite a problem there.
There is a report in today's
paper stating the possibility of an
increase of Rs. 7.50 in present
rate of C.P. employees.
Greetings,
yours truly
Srinivas

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Gen. K. G. Srinivasa

Secy, A. S. T. U. C.

4, Ashok Road

Mumbai

7 April 1962

Dear Purnendu,

Your letter. Thanks.

We have no budget sanctioned for this meeting. As such I am unable to send you the money.

DREU has at long last applied for affiliation - on 31.3.62.

With greetings,

Yours fraternally,

K.G.

(K.G. Srivastava)

4 Ashok Road, New Delhi
13 April 1962

Dear Com. Hafiz,

If you are going to attend the AINF
Gen. Council meeting in Bombay and the delegates'
meeting of Central Railway, please reach
there on 19th inst., and immediately contact
Com. Joglekar.

With greetings,

Yours fraternally,

K.G.

(K.G. Srivastava)

6 July - 19.4.62

Dear Comrade,

Today I learn that the
 venue of the D.K.F. C. meeting is shifted
 to Mathuram, a hill station between
 Kodaikanal - Kanyakumari. It is about 45 miles from
 Bombay. Why this change it is difficult
 to comprehend. Perhaps they want it
 at a isolated place. Perhaps they want
 to divert the delegates' minds to sign-
 seeing so no botheration about
 workers grievances. Any way this need
 not make any change in our meeting.
 We can meet in Bombay on 20/7
 and then delegates can go to Mathuram
 in the early morning of the 22nd.

I have only received an inquiry from
 Com. Dutt Roy. I have replied him appropriately.

Before leaving Delhi you must
 do the needful about moving the



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Com. K. G. Shivaraman

Secy. A.T.U.C.

4 Ashok Road

New Delhi

expense affairs minutely for my papers.
 As I wrote in my previous. The Regional
 authorities at Bombay have only forwarded the
 papers to Delhi for instructions. So please
 do the needful at your end.

With greetings

A. I. U. C.
 I. R. N. 806
 Date 20 APR 1962
 K. G. Shivaraman

PERSONAL APOLOGY

Before I conclude my brief report, I owe an apology to you. I feel grieved and guilty for not being able to pay full attention to my work due to my prolonged sickness. I was moved at the kind enquiries from all quarters of railwaymen and their kind offers for any assistance during my sickness. I am very grateful to all of them for their affection which worked as tonic for my early recovery.

Lastly, I must thank my colleagues Com. G. B. Sukhee and Jagdish Ajmera for shouldering responsibility during critical times and also thank Branch and Divisional Officials and active workers for the active co-operation during my tenure. My special thanks to our President, Com. Maniben Kara, and Com. V. B. Karnik for the guidance and assistance in discharge of my duties. I must also mention the services rendered to the Union by Com. Bhikkubhai Desai and Smt. Indira Ajmera taking their own leave. But for the goodwill, confidence and willing co-operation of all the comrades, it would not have been possible for me to render whatever the little service I have been able to do. Comrades, I am aware of my shortcomings and my failures. I hope you will forgive them and remember that at every stage, my endeavour has been to serve the Union. I hope, under the able leadership of the new office bearers, W.R.E.U. will march ahead and will achieve the distinction of being a model responsible Union in the country. Once again I thank one and all!

Yours comradely,
UMRAO MAL PUROHIT
GENERAL SECRETARY
W. Raily Emp. Union.

Western Railway Employees' Union Zindabad

Western Railway Employees' Union

GENERAL SECRETARY

SHRI UMRAOMAL PUROHIT'S

REPORT

AT

THE ANNUAL CONFERENCE

AT

UJJAIN

27th, 28th AND 29th April 1962



Head Office :

Grant Road Station West
BOMBAY-7

President and Comrades,

I am happy to submit the Report of our Union for the period from 1st March, 1961 to 20th April, 1962. Last year when we met at Ajmer, there was an atmosphere of gloom and sorrow as a result of the sufferings of our workers due to the strike of 11/12th July, 1960. Even the recognition of our Union was withdrawn. Today I am glad, that all the workers except 11 have been re-instated. Recognition of our Union and AIRF has been restored. I am however worried that so far we have not succeeded in our efforts to get 11 comrades back to jobs. They have been without jobs for nearly two years. Writ petitions have been filed in the Gujerat High Court for these comrades. I am confident of our success in the court and hope all these 11 comrades will be soon amongst us. Apart from this, number of workers are subjected to penalties for participating in the strike. These cases have been represented for review to the authorities. The declared policy of the Government of 'no victimisation' is not honoured. FA & CAO, in accounts department, has refused to review even a single case. We are persuing these cases through AIRF and we hope we shall succeed. It is in the interest of the Government to forget the past, by caneelling all pernishments and thus enthuse, and enlist the active co-operation of railwaymen for the success of the Third Year Plan, on which depends the progress and prosperity of the Nation.

I shall now place before you a factual report of the activities of our Union.

The membership of our Union in the year ending 31st March, 1961 had fallen to 43415 from 49552 for the previous year. This small fall in membership was due to heavy repression victimisation of Union workers after the strike of July, 1960. I am however proud that despite such heavy odds our members continued to function effectively, and con-

ducted all normal Trade Union activities. Our members were elected with thumping majority in staff councils and functioned effectively to tackle railwaymen's problems. Success of WREU members in these elections against all odds is the positive proof of our strength, loyalty and faith of workers in our Organisation. We shall now start a vigorous membership drive, and I invite suggestions from delegates and branches to swell our membership.

MEETINGS OF CEC AND STANDING COMMITTEE

Four Standing Committee Meetings were held during this period. The CEC meeting could be held only once at Mehsana on 3rd and 4th December, 1961. Great enthusiasm was witnessed at this first meeting after our success at the restoration of our recognition. More meetings could not be held due to non-availability of passes, leave and denial of other privileges by the railway administration. Not less than 40 circulars were issued by the Head Office giving general instructions and informations regarding important activities of the organisation in absence of our usual meetings.

OBSERVATION OF DAYS

Protest meetings and demonstrations were held to oppose the proposed bill to ban strikes in railways. Hundreds of big and small meetings were held demanding restoration of recognition of our Union, reinstatement of victimised workers and for cancellation of all punishments inflicted in connection with July, 1960 strike. 1st of May was observed throughout Western Railway to mark the unity and solidarity of all working people. 12th July was observed as 'Martyr's Day' in the memory of 5 workers of Dohad who lost their lives-at police firing on 12th July, 1960. At Dohad, a silent procession was taken out in the colony and wreaths were placed on the Martyr's column in the Union compound.

PUBLICATIONS

Railway Sentinel heroically continued uninterrupted publication during the most critical times keeping up the

morale of the workers. It pains me to express that the importance and utility of Union publication along with its propaganda value, have not been fully appreciated by our comrades in terms of financial response. In modern times, propaganda has great value. I earnestly appeal for more financial support to enable us to improve our publication. Attempts should be made to enrol more subscribers and supply us news in time. 'Sentinel' should be read before groups of railwaymen and suggestions sent to enable us to improve and render you better service.

I am happy that Comrade U. V. Swadia, Divisional Secretary, Baroda, has resumed the publication of 'Union Patrika' in Gujarati. There is a growing demand for publication of Union Journal in Hindi. I am glad to inform that Jaipur Branch of the Union has begun publishing 'Western Railway Employees' Union Sandesh'. With little more efforts and co-ordination, this can be developed into a full-fledged Hindi Journal.

LOAN SERVICES

Shri J. C. Kohli, Divisional Secretary, Ratlam and myself have come back on loan services to the Union. I am expecting the administration to relieve Com. Swadia also for loan services very soon. Due to financial difficulties we have not been able to take more railwaymen on loan services but I am confident that we shall soon have all our Divisional Secretaries as full time Union workers.

WORKERS' EDUCATION

One day training class was organised under the joint auspices of W.R.E.U. and Labour Education Service, Bombay at Ratlam on the 16th February, 1961. Thirty Union workers from Dohad, Ratlam, Indore, Neemuch and Ujjain participated in the class. The class was inaugurated by our President, Com. Maniben Kara and was supervised by Shri V. B. Karnik. This training course was a great success where workers enthusiastically participated in discussions on all the subjects. Since all comrades appreciate the high

educative value of Trade Union Training Class, we shall attempt to hold such classes in all divisions. It is hardly necessary for me to stress the importance of education and training of Union workers for building strong democratic Trade Union movement. ~~We should undertake more vigorous efforts in this direction, next year.~~

PERMANENT NEGOTIATING MACHINERY

P. N. M. started functioning at all levels after restoration of our recognition. I would however express my dissatisfaction at the manner in which PNM functions. My criticism of the present system is very strong on the following facts:—

1. P.N.M. has failed to serve its purpose since it is hardly a negotiating body. We have to accept the decisions conveyed to us on all questions regardless of the correctness of the case. There is, therefore, hardly any scope for negotiations on matters on which we fail to see eye to eye with the administration.

2. Objections are taken on the items suggested by the Union under the pretext of either "coming under Discipline and Appeal Rules", "individual case"—even affecting group of persons, or because the immediate grievance has not been previously represented." Needless to say that individual cases represented by the Union are either involving violation of principles and rules laid down or affecting a group of persons.

3. Immediate decisions are not taken either at Divisional or Head Quarters level.

4. In case of decisions taken, there is absence of immediate implementation.

5. Hesitation and reluctance on the part of Officers conducting PNMs to decide cases (within their own jurisdiction) on their own responsibility.

6. Minutes when published are not necessarily signed as correct by Union Officials before publication.

No doubt the objections mentioned above can be overruled by the administration stating that these criticisms are not correct. Any way the fact remains that neither the workers nor Union Officials are satisfied with the present manner of PNM meetings. Satisfaction of workers is the main purpose of these meetings and if it fails to achieve this objective, then the administration must change their methods.

I shall take this opportunity to impress upon our workers also that all care should be taken while preparing Agenda and thorough study of the items be undertaken before attending the meetings. During negotiations, it should be insisted upon that Union's point of view is invariably recorded in the minutes so that necessary action can be taken at higher level.

STAFF BENEFIT FUND

Com. T. C. Jain, Kapil Chawda and B. S. Dongre are on the Central Staff Benefit Fund Committee on behalf of our Union. Besides this, there are eleven other Committees for Eight divisions and three major Workshops—Ajmer, Dohad and Bombay. Divisional and Workshop Committees are empowered to disburse their quota according to the needs within their jurisdiction. Our members on all these Committees should take active interest and keep the Union Officials informed of new sanctions so that fullest advantage of the Fund can be taken. In order to overcome the shortage of funds, I am of the opinion that we should demand the amount realised on account of fines, unclaimed dividend vouchers, unclaimed payment of deceased railwaymen etc., to be paid to S.B.F. in addition to sanctions at Rs. 4.50 nP. per capita, according to the rules. This money are realised from railwaymen and should invariably be credited to Railway-Staff Benefit Fund.

ERADICATION OF ILLITERACY

I am sorry that there is no response from the administration to our offer of volunteers to help in the field of literacy campaign. I am happy to state that Com. Moolchand, Divisional Secretary, Rajkot Division, with the active support of

Com. Somaji Sonaji and K. B. Sharma, has started three small schools in Rajkot Division for the education of roadside staff children and illiterate adults. These comrades should have been encouraged in their efforts of self help by providing extra shelters by administration for additional educational activities.

COM. JAGDISH AJMERA'S VISIT TO U.S.A.

Com. Jagdish Ajmera was selected as Hind Mazdoor Sabha representative under "Leadership Exchange Programme" for five months' tour of the U.S.A. He left Bombay in July, 1961 and returned in December, 1961. A warm send off and hearty reception on the eve of the departure and arrival were arranged. I am sure Com. Jagdish will be able to give us added benefit of his experiences.

VISITS OF IMPORTANT TRADE UNION LEADERS

Brother Irwin Brown, special representative of AFL-CIO in Europe and Brother Adola, labour leader from Kenya visited our Office on 24-4-61 and addressed a meeting of different Unions of Bombay, under the joint auspices of W.R.E.U. and Labour Education Service.

Brother Wuchterl Kurt, Austrian Railwaymen's Union's Secretary and youth organiser was entertained in our Union Office on 17-1-62.

A dinner reception and meeting was arranged for Brother Reint Laan, Director Regional Affairs I.T.F., J. F. Soares, Asian Regional Secretary at Singapore, I.T.F. Rousing reception was given to Com. Priya Gupta M.P. (a victimised railwayman) and Asst. General Secretary, A.I.R.F. on 23-3-62 on his arrival at Bombay Central. He spoke and assured railwaymen at a reception held to congratulate him on his success that he will continue to serve their cause and voice their grievances in the parliament.

ACHIEVEMENTS

Numerous cases of payment of various types such as arrears of pay, overtime allowances, T.A., annual increments, retirement dues etc., rectification of wrong classifications under Hours of Employment Regulations, cancellation of wrong transfers and strike cases have been represented and settled. Some of the important decisions benefiting large number of staff are mentioned below:—

RUNNING STAFF

As a result of our representation, Railway Board has partially revised the percentage of running allowance to be treated as part of pay for the purpose of leave salary, educational assistance, passes, retirement benefits etc. The previous decision of the Board had caused great loss financially and otherwise to the Running Staff. (R|Board's No. PC-60|RA-2|1 of 11-11-61).

CASUAL LABOURERS

We succeeded in getting:—

(a) Workmen's Compensation Act applicable to all Casual Labourers. (R|Board's letter No. E(NG) 61CL|10 of 24-1-62 and No. E615|0 Vol. II of 2-2-62).

(b) Authorised scales of pay, compensatory allowance and house rent allowances to Casual Labourers working against same post or doing same type of work for a period over six months. (R|Board's No. E(NG) 60-CL|13 dt. 20-2-62).

(c) Daily allowance to Casual Labourers working out of their Head Quarters (R|Board's No. PC-60|TA-2|1 of 23-2-62).

MEDICAL STAFF

(1) *Doctors.*—Apart from the fact that new pay scales for the doctors are very low, even inferior to their counterparts in Health Ministry, they are not allowed private practice. This was represented to the Board and a special allowance as under in lieu of private practice, has been sanctioned:

(a) Specialists like Dentists, Anaesthetics, Radiologists, etc., drawing pay upto Rs. 500|- to be paid Rs. 125|- per month and those who draw above Rs. 500|- an allowance of Rs. 175|- per month.

(b) Other Assistant Surgeons and AMOs drawing upto Rs. 500|- and those drawing above Rs. 500|- are to be paid Rs. 75|- and Rs. 100|- per month respectively.

It has also been decided that Assistant Surgeons, after five years of service, shall hold honourary gazetted posts and thereby entitle themselves to usual privileges like passes, quarters, etc., granted to other gazetted officers.

In order to improve future prospects of Doctors, Board has further agreed to reconstitute cadre of AMOs and has asked Railways to submit proposals for that.

(R|Board's letter No. PC-60|PS-5|MH-3 dt. 2-3-62).

(2) Matrons, Sisters and other nursing staff have been granted messing, laundry and uniform allowances (PC-6R|CA-2|8 dt. 1-2-62).

CLASS IV STAFF PROMOTIONS

(1) In the categories like Commercial Clerks, Ticket Collectors, Trains-Clerks, Time Keepers, Office Clerks, Stores Clerks, etc., the percentage for promotion of Class IV staff has been raised to 20% (R|Board's No. E(NG) 58CFP|8 dt. 24-1-62).

(2) In the category of typist, where there was no reservation for promotion of Class IV staff, it has now been decided that 20% of posts in typist's category be reserved for the promotion from Class IV staff (R|Board's letter No. E(NG) 58 CFP|8 dt. 5-2-62).

(3) 20% of Gangmen, will be in higher grade of Rs. 75-89 (AS). This, of course, is still far below the percentage of 31 to 32 recommended by the Class IV Staff Promotion Committee.

GRANT OF T.A. TO TTEs (BOMBAY DIVISION)

Due to wrong interpretation of the new T.A. rules suburban TTEs were paid only 70% of T.A. but on representation by the W.R.E.U. they are now paid 100%.

PERIODICAL TRANSFERS

We have been able to get it decided that Employees due to retire within a period of two years are to be normally exempted from purview of periodical transfers.

SPLIT DUTY FOR CONTINUOUS WORKERS

Under 'continuous' classification, in case of split duties, the total work of 7 hours will be treated equal to 8 hours.

NO BAN ON PROMOTION

It has been decided that orders of ban on creation of new posts and recruitment to ministerial cadre and other categories, will not operate in cases of promotions including from Class IV to Class III.

EXTRA PAYMENT TO STAFF WORKING ON NATIONAL HOLIDAYS

The benefit of payment at 1.1|2 the rate is also to be given to the staff whose day of rest and the National Holiday fall on one and the same day and also to running staff, 'waiting on duty'.

FIXATION IN HIGHER GRADES

On our representation, Board has agreed that the staff officiating in higher grades for over 3 years, should be allowed fixation of pay in that grade.

TYPISTS

The percentage of grades Rs. 130-280 and 210-380 in the typist cadre is to be raised to the extent of 30 to 35%.

RESERVATION IN SLEEPER COACHES

Pass and PTO holders have now been allowed reservations in two tier sleeper coaches. Railway Board's No. 61-TG/139/BG2 tier dt. 13-9-61.

SIGNALLER'S PAY ON PROMOTION AS ASMs

Signallers on promotions as ASMs were hardly getting any financial benefits. It has now been decided that signallers on promotion as ASMs should be given a minimum increase of Rs. 12 on their existing pay.

Upgrading of Posts

Board vide their letter No. E(S)1.60CPC/UPG/2 dt. 7-4-62 have ruled that the benefit to payment of arrears with retrospective effect from 1-4-56 could also be given to the staff promoted against the chain of vacancies that arose with effect from 1-4-56 as a result of upgrading.

Combination of Special Casual Leave with regular leave granted to the Office-bearers of Unions (Board's letter No. E(L) 60UTI-141 dt. 24-3-62)

Mistries in Engineering

Mistries in Civil Enginner who do not possess Overseer's certificate or diplom as a technical qualification will also get Rs. 150-240 grade with effect from 14-8-61 (Board's letter No. PC-61/PS-5/CE-1 dt. 30-3-62).

ALL INDIA RAILWAYMEN'S FEDERATION

AIRF held Three meetings of Working Committee and one meeting of General Council during the period under report. Credit goes to A.I.R.F. to get the victimised workers reinstated and punishments reduced and even cancelled in most cases. AIRF had its first PNM meeting with the Board on 5th February, 1962. I am, however, sorry that AIRF has not been able to function as effectively as it should. We shall have to exert and pay more attention to make it an effective and more efficient instrument of service to railwaymen.

ORGANISATION

Despite all difficulties, all the divisions were visited by one or the other office bearers from the Head Quarters Office. All divisional offices are functioning well except some difficulties experienced in Bhavnagar division. The divisionwise position of the organisation is as under:—

BOMBAY DIVISION

Work is satisfactory and a new branch at Nandurbar has been opened. Grant Road Branch has been progressing very appreciably.

BARODA DIVISION

Due to severe victimisation of Union workers, activities were rather slack but all possible assistance to victimised workers was given by the division very systematically. Com. U. V. Swadia, Divisional Secretary, is taking keen interest and has succeeded in activising most of the branches. With Com. Swadia coming on loan services shortly, it is expected that working in all the branches will reach the previous status.

RATLAM DIVISION

With dynamic leadership of Com. J. C. Kohli and full support and active co-operation of all branches, Ratlam Division is forging ahead. Union workers intend to approach each and every railwayman on this division and carry the message of W.R.E.U.

KOTA DIVISION

Kota Division has improved and effective work is done by the Branches. There is definite improvement in this division from its previous record.

AJMER DIVISION

Ajmer Division has rendered great service to railwaymen. Hard and sustained work by Com. T. C. Jain and other colleagues have paid rich dividend in this division. Union work is progressing satisfactorily. With the transfer of Com. Jain from Ajmer, it is hoped that Com. J. N. Bhatnagar, the

new divisional secretary will continue to maintain the past traditions. A new branch has been opened at RADHANPUR.

JAIPUR DIVISION

In Jaipur Division we have many good and intelligent workers, I am sorry, that full use is not being made of them in strengthening the organisation. At present, there is no major problem in this division. With the arrival of Com. T. C. Jain on transfer to this division, we expect overall improvement.

RAJKOT DIVISION

Thanks to Com. Moolchand, his division has made spectacular progress. He has at the same time become a target for victimisation by the local authorities. In this division, there are more grievances and more transfers of Union workers. Both these questions have been taken up with the General Manager and it is hoped that the administration will see reason and co-operate with Union Officials.

BHAVANAGAR DIVISION

Bhavanagar is our weak division. We could not pay much attention due to my sickness and Com. Ajmera's absence from India. We have to make special efforts to improve our position in this division. Com. Kapil is doing his best to maintain our position. NEW branch has been opened at DELVADA.

WORKSHOPS

I am sorry to state that all workshops except Pratapnagar, are not in good state. It is easier and convenient to enroll members from workshops than in other places, but somehow it is not being done inspite of general support and goodwill amongst the workers for our Union. Introduction of incentive scheme has created new and special problems in the workshops. I, therefore, suggest that senior comrades working in the shops should meet together and chalk out the plan to improve our membership in the workshops.

Overall organisational position is good but not satisfactory. The branch executives must meet regularly, hold general meetings and inform the general membership about our work, acquaint them with circulars from the Union and administration. Take active interest in institutes, canteens, co-operative stores and societies and other cultural and educational activities. Union have to make an integrated approach to embrace the entire community of railwaymen and their families. Let us gain strength and position by sincere, hard and honest work by earning the goodwill of the community of railwaymen.

OUR PROBLEMS

Neutralisation of extra cost of living:—Common citizens in general and railwaymen in particular are worried about depression in their standard of living due to steep and continuous increase in the prices of daily necessities of life. The consumer price index number—working class (Reserve Bank of India Bulletin for December, 1961, page 2095) has averaged 10 points above 115 during the last 12 months ending October, 1961. AIRF was the first organisation to take up this issue. It is gratifying that Govt. has decided to increase the dearness allowance with effect from Nov. 1961. The increase in dearness allowance is not adequate. We want complete neutralisation of extra cost of living and that too from October 1960.

PROPOSED LABOUR RELATIONS BILL FOR CENTRAL GOVERNMENT EMPLOYEES

The Government of India is contemplating to bring in legislation banning strikes by Central Government Employees. Railwaymen are classified as Industrial Workers and are governed by the Industrial Disputes Act. There is full scope for resolving disputes under the said Act without resorting to strike action. It is defective machinery that is responsible for bad labour relations. With co-operation and goodwill on both the sides, strike can be made superfluous. Right to strike is the fundamental right and we must resist any curtailment in our rights with all our might.

APPRENTICES

Large number of apprentices of all kinds are declared surplus. They are absorbed in the workshops and on open line reverting officiating artisan staff. We have taken up this matter at Head Quarters level. The rankers should not be made to suffer for the faulty planning of the administration. We should see that no artisan who has been officiating, is reverted and apprentices are not absorbed against the posts belonging to rankers.

CURTAILMENT OF PASS FACILITIES

Taking advantage of post-strike situation, Ministry of Railways is taking steps to implement Pay Commission's recommendations of curtailing the existing passes reducing to one set of pass and two PTOs. AIRF representatives who were called to discuss this matter with the Railway Board, have opposed this move. AIRF also pointed out the disastrous consequences likely to arise as a result of curtailment of existing privileges in any form or kind. Let us be vigilant and alert and resist any such curtailment.

CONDONATION OF BREAK-IN-SERVICE

Due to our efforts break-in-service of Carriage and Loco Workshops staff of Ajmer and Wagon Repair staff of Mahaluxmi have been regularised. Unfortunately, however, case of accounts clerks of Workshop Accounts Office at Dohad has not been considered.

ABSORPTION OF MEDICALLY DECATEGORISED STAFF

Due to bad working conditions and severe stress and strain of duties, there are many cases of medical decategorisation. Their absorption is done arbitrarily or on influence. There are protests from various branches against their absorption in their branch. There is also dissatisfaction amongst those staff in whose case, possibilities of getting medi-

cally decategorised are more. We should take up a stand that supernumerary posts be created to absorb medically decategorised staff and certain posts like Enquiry Clerks, Platform Superintendents, Power Controller, Boat Inspectors, Janitors etc., may be reserved for medically decategorised staff, and attempt may also be made for the absorption in their parent branch. Any committee constituted for recommending absorption of medically decategorised staff, must be scrapped as it encourages favouritism.

CASUAL LABOUR

The problem of Casual Labourers is constant for last several years. Their condition is the worst amongst all the orders are issued in their favour by the Railway Board able to get justice to them. On our representations, whatever the orders are issued in their favour by the Railway Board and the General Manager, are not honestly implemented at the lower level. Even after working for number of years, they are called Casual Labourers. Honest efforts are also not made for their permanent absorption. In most cases, though the nature of work is the same and they do the same type of work, for number of years, a deliberate break is enforced just to deny them of authorised scales of pay and other privileges. Their names are not kept on the Register nor their seniority maintained. They are hired and fired at the sweet will of the authorities.

It pains me to observe that our branches have also not made sufficient efforts to get the Railway Board's and General Manager's order implemented. This is a burning problem and we should exert utmost to get fair-deal to this category of railwaymen.

BAN ON RECRUITMENT

Due to ban on recruitment, workers are put to great hardships, extra strain etc. The staff grievances are mounting. The expanding of operational and other activities of the Railways, multiplicity of rules and complicated working of railways need sufficient manpower. The worst affected staff

are the clerical staff and workshop staff. We shall have to impress railways to give up false economic notions and lift the ban on recruitment of staff to remove the hardships at present experienced by the railwaymen.

TRANSFERS

Railways are perhaps the only industry wherein transfers are ordered so frequently. While ordering such transfers, difficulties of housing, dislocation of domestic life and children's education are least realised by the administration. The worst part of this act of converting railwaymen into Gipsy life, is the periodical transfers. It is high time the administration realised the futility of such transfers and its adverse effect on efficiency, leave aside the hardships the railwaymen have to undergo as a consequence of such frequent transfers.

REVISED DISCIPLINE AND APPEAL RULES

The revised procedure and powers delegated to various authorities by the Railway Board with effect from August, 1961 are in many cases in violation of the provisions of Article 311 of the Constitution of India, and deprives the accused railwaymen of the benefit of privilege of natural justice. Class III staff are delegated with powers to suspend staff and inflict several punishments. Power of suspension is also delegated to lower authorities like junior assistant inspectors. The accused employee is denied the benefit of defence counsel of his choice and confidence. We have made representations to the Board to make suitable amendments to these provisions. We have got to resist such arbitrary measures. Let us make it a point to make available a large number of trained railwaymen who can competently defend in DAR cases without any extra cost and considerations.

TASKS AHEAD

In the coming year, we have to raise our membership by at least ten thousand and Railwaymen must be made conscious of privileges they have so far achieved as a result of the

efforts of our Union and Federation. None of these facilities that we are enjoying to-day could ever have been gained except for our organisation. Membership drive, therefore, is our first task.

Branch offices should maintain registers and strict accounts so that our Union could achieve efficiency of business offices. Our attempt in the next year should be to have at least one full time Union worker in each division. We have further to concentrate membership amongst Class IV staff who are the backbone of the organisation.

In the coming year, we should have Hindi Publication of our Railway Sentinel and the regular drive for enrolment of subscribers for our journals.

FINANCES

I do not think a strong Union can be built without adequate finances. Unions are no more run as Charitable Dispensaries where people can come for their ailments without payments. Workers should be made to realise that it is an honour to belong to a Union and a stigma for those who have no Union membership. The membership of Union be raised so that WREU can extend its activities and can also enter the field of rendering social services to its members. The function of the Union is not restricted to satisfy the economic demands of workers but it has to be developed as an organisation interested in social and educational welfare of its members. It is my earnest hope that our members will take more and more interest in social, educational and other activities. Some of us should make a survey of housing conditions, schools, Hospitals, welfare centres, co-operative societies, canteens, Railway Institutes and report to the Union Office so that necessary attention towards these can also be paid. I am looking forward to a time when WREU will be in a position to have one Trained social worker in our Head Quarters Office who will guide the workers in this direction.

Railwaymen have to play an effective role in the fulfilment of the Third Five Year Plan. Let us, as citizens of this country, be aware of our social responsibilities to the Nation and be prepared to work for the success of the plan.

वेस्टर्न रेल्वे एम्प्लाइज यूनियन

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स्वागताध्यक्ष

श्री महेंद्र भटनागर

का

स्वागत भाषण

काँ० चेअरमेन और इस सम्मेलन के हमारे आदरणीय मेहमान, दोस्तों और साथियों

आज नगर में लिये यह एक महत्व की घटना है कि, यहाँ की शाला के निमन्त्रण पर इस महान् श्रमिक संगठन के नेतागण यहाँ आए हैं तथा आपने इस नगर को अपने विचार विमर्श का स्थान चुना है। आपके इस शुभगमन पर मैं इस नगर व संगठन की स्थानीय शाला की ओर से आपका स्वागत करता हूँ।

यह धरा चिन्तन की धरा है यहाँ भृगुहरी और कालिदास जैसे महान विद्वानों ने अपना साहित्य सृजन किया है और कालिदास ने वे महाकाव्य दिए हैं जिनके कारण शताब्दियों के उत्थान और पतन भी इस नगर की प्रतिष्ठा और महत्व को कम नहीं कर सके। कर्मदोग की महान् गीता के प्रदाता कर्मयोगी कृष्ण ने भी इसी स्थान पर शिक्षा पाई। विक्रमादित्य जैसे महान् सम्राटों ने इसी धरा को अपने शासन की स्वर्णिम आभा से आलोकित किया है। इस धरा का प्रत्येक कण अतीत के गौरव का मीठा आनन्द और याद लिए वर्तमान की स्थिति की वेदना के साथ आपका इस आशा से स्वागत कर रहा है कि आप, जो राष्ट्र के महान् श्रमिक संगठन के नेतागण हैं, अपने चित्तन एवं निर्णयों से पुनः इस धरा को वह ऐतिहासिक महत्व प्रदान करें कि जिससे शताब्दियों तक उन निर्णयों का राष्ट्र के जीवन पर प्रभाव इस महत्वपूर्ण दिन को इतिहास के पृष्ठों पर गौरव सहित उठाए रखे। राष्ट्र के श्रमिक आन्दोलन के नेताओं! आपका चिन्तन के हेतु इस नगरी का प्रत्येक कण स्वागत करता है।

हमारा राष्ट्र स्वतन्त्र हुआ और साम्राज्यवाद की वेदना एवं अपमानमई जत्रों टूटी है, किन्तु हमें देखना यही है कि जिसका हमने प्रयास किया वह कहाँ तक पाया है और उसे कहाँ तक रख पाये हैं। स्वतन्त्रता, न्याय का एक सार्वभौतिक रूप है। किसी पर भी अनधिकृत बन्धन रखना अन्याय है और जहाँ न्याय सर्वोपरि नहीं है वह पूर्ण आजादी का रूप नहीं हो सकता। आजादी ने किन्तु, परन्तुओं का स्थान नहीं। उसमें कमी का अर्थ है आजादी का उतने ही अंशों में अभाव।

हमारे देश के समाजवादी समाज रचना को निश्चित एवं स्थाई रूप से स्वीकार कर लिया गया है किन्तु समाजवाद कभी भी श्रमिकों के पूर्ण चेतन, साधिकार संगठनों के बिना नहीं आ सकता। वह तो श्रमिकों का स्वयं का राज्य है अतः उसमें उस अंश तक अधिकार एवं सत्ता का भाग श्रमिकों को प्राप्त होना ही चाहिए।

श्रम भी अन्धों की भाँति एक अनुबन्ध है, जहाँ श्रमिक वह कैसा भी श्रमिक क्यों न हो, श्रम देता है। और श्रमग्रहिता, वह राष्ट्र की ओर से सरकार ही क्यों न हो, योग्य जीवन यापन के साधन देते हैं। इसका एक सीधा

अधिकारी को कर्मचारी द्वारा चुने गये प्रतिनिधि को, बिना कारण बताये नामंजूर करने की व्यवस्था है सेवा के क्षेत्र में इस अराजकता, अन्याय व संविधान की अवहेलना को समाप्त किया जाना आवश्यक है, जिसके लिये योग्य निर्णय तथा उसके उपरान्त सबल एवं सक्षम कदम उठाये जाने में आप नेतृत्व प्रदान करेंगे इस विश्वास के साथ मैं आपका स्वागत कर रहा हूँ।

आज जब मैं आपका स्वागत कर रहा हूँ हम अभी अभी एक कड़वा और दुःखद अनुभव ले चुके हैं। प्रजातन्त्र एवं समाजवाद के सिद्धान्तों की बात करने वाला हमारा शासन ने हमारे मूलभूत अधिकारों पर अप्रजातंत्रिक प्रहार किया तथा जिस प्रकार उसे चलाने वाले रेल्वे कर्मचारियों की मांगों की अवहेलना और उपेक्षा की है उसने प्रजातन्त्र की नींव में एक झटका दिया है और समाजवाद के सिद्धान्तों को एक भयानक चोट पहुँचाई है। काम करने वालों का यह स्वाभाविक अधिकार है कि वे यदि काम का जीवन-यापन योग्य बदला न मिले तो अपना काम बन्द रख सकें। यह स्वतन्त्र देश के प्रत्येक नागरिक एवं श्रमिक का अधिकार है और यही गुलामी और तानाशाही देश के श्रमिकों में ब हममें अन्तर है। सारे राष्ट्र को धक्का लगा, जबकि हमारी सरकार ने इस प्रकार उसे चलाने वाले तथा उसके आधार स्तम्भ श्रमिकों के साथ काला कानून बनाकर अप्रजातंत्रिक एवं तानाशाही आक्रमण किया। हमें एक बार इस प्रकार का व्यवहार आगे न हो उसकी योग्य व्यवस्था करना है। श्रमिकों की मांगों के लिए उठाये गये कदमों के सम्बन्ध में श्रमिकों को हानि पहुँचाई जाय तथा बदले की भावना से उन पर आक्रमण किया जाय यह हमारे संविधान के प्रावधानों के विपरित है, उसकी जड़ पर सीधा हमला है। संविधान की श्रमिकों को संगठन बनाने देने वाली सुरक्षा का क्या होगा यदि श्रमिकों को उनके संघर्ष के आखरी हथियार हड़ताल के समय काले कानून बनाकर रोक लगाई जाय, उसे दण्डनीय बनाया जाय तथा श्रमिकों को अवैधानिक रूप से तथा बदले की भावना से हानि पहुँचाई जाय। अपने राष्ट्रीय जीवन में इस नई डाली गई प्रजातन्त्र एवं श्रमिक विरोधी परम्परा को राष्ट्र के हित में सदा के लिए समाप्त कराना होगा।

वह शासन कैसे चल सकता है ? वह प्रजातन्त्र कैसे टिक सकता है ? जिसकी नींव में उन कर्मचारियों का हृदय का, जो कि उस शासन को चलाते हैं, असन्तोष व अन्याय के विरुद्ध प्रतिरोध का ज्वालामुखी धधक रहा हो। यदि इस राष्ट्र के जीवन को स्याई सुगम व्यवस्था देना है, सरकार को स्थायित्व एवं विश्वास देना है, प्रजातन्त्र की नींव को मजबूत बनाना है तो यह आवश्यक है कि श्रमिकों और काम देने वालों के बीच सन्तोषप्रद न्याय पर आधारित ऐसी व्यवस्था हो जिसमें श्रमिकों के असन्तोष को घोटकर दबाया न जाय वरन् उनकी समस्याओं को हल करके उनके असन्तोष को व्यक्त करने की पूर्ण स्वतन्त्रता देकर उन्हें यह अवसर प्रदान किया जाय कि वे यह जान सकें कि उनकी समस्याओं के समाधान के हेतु मार्ग है तथा वे इस राष्ट्र की व्यवस्था के महत्व के तथा सम्मानपूर्ण भागीदार माने जा रहे हैं।

आप नेतागण जिनका सारा जीवन संघर्षों की कहानी है, जिन्होंने इस स्वतन्त्रता की प्राप्ति में महत्व का योगदान किया है प्रजातंत्रिक व्यवस्था के जन्मदाता हैं, तथा शासकीय कर्मचारी होने के नाते आपसे, जो शासकीय व्यवस्था के कर्णधार हैं इस अन्याय की समाप्ति का मार्ग दिलावेंगे, इस विश्वास के साथ आपका स्वागत कर रहा हूँ।

साथियों ! आपका यहाँ आना केवल रेल कर्मचारियों की दृष्टि से ही महत्व का नहीं है सभी कर्मचारों आपके इस नेतृत्व की ओर आँख लगाए बैठे हैं। आप उस शक्तिशाली संगठन का नेतृत्व करते हैं जिसके हाथ में सरकार के संचालन का एक बहुत ही महत्व का अंग है। यही नहीं, आपके विचार-विमर्श, निर्णय और नेतृत्व पर सारे राष्ट्र की दृष्टि है। इस राष्ट्र का प्रत्येक नागरिक प्रजातन्त्र को प्यार करता है। महावीर, बुद्ध, गांधी का प्रत्येक उत्तराधिकारी अन्याय के प्रतिस्त्व मात्र से सिंहर उठता है। इस राष्ट्र का प्रत्येक नागरिक जानता है कि सरकार ने इस देश की व्यवस्था की नींव में जिस विस्फोटक असन्तोष को अपने व्यवहार, अन्याय एवं समस्याओं के निराकरण न करके स्थान दे रखा है उसे समाप्त करने वाले आप ही हैं। आपके नेतृत्व पर ही समस्याओं का समाधान, अन्यायों की समाप्ति, व्यवहार दोषों की समाप्ति व विस्फोटक असन्तोष के स्थान पर राष्ट्रीय जीवन को स्थायित्व प्रदान करने व ले सन्तोष का होना निर्भर करता है।

प्रजातन्त्र की रक्षा के हेतु सरकार के स्थायित्व, उद्योगों व सेवाओं में शांति एवं सन्तोष के हेतु सरकार के स्थायित्व व मजबूती के लिये विचार-विमर्श करने व उसके हेतु नेतृत्व प्रदान करने के हेतु मैं आपका स्वागत करता

सा अर्थ है कि जहाँ श्रमिक को योग्य एवं सम्मान जीवन यापन का साधन नहीं है श्रम का अपना भाग देने पर उसे मजबूर करना समाजवाद, प्रजातन्त्र एवं स्वतन्त्रता के सभी सिद्धांतों के विपरीत होगा। उस दृष्टि में उस राष्ट्र के कर्णधार श्रमिक को शांत की स्थिति में लाने की चेष्टा होगी जिसे सहन करते रहना प्रजातन्त्र, समाजवाद एवं स्वतन्त्रता की नींव पर ही आक्रमण करना होगा।

आज जब आप सभी नेतागण बैठकर विचार करेंगे तब प्रश्न यही है कि क्या राष्ट्र के श्रमिकों के उस भाग को जिन्हें आप सभी के नेतृत्व का सीमायुक्त प्राप्त है, न्याय मिल रहा है? और नहीं तो उसका हल क्या?

जहाँ तक वेतन मानों का प्रश्न है इससे कोई इन्कार नहीं कर सकता कि कर्मचारियों को उनका योग्य वेतन जिससे वे प्रतिष्ठा व सन्तोष के साथ जीवन बिता सकें नहीं मिल पा रहा है आपने अभी तक रेल कर्मचारियों का नेतृत्व कर इन दिशा में राहत दिलाई है और विश्वास है कि राहत का कोई ऐसा बुनियादी उमूल एवं तरीका आप निश्चित करा लेंगे कि जिससे वेतनों के मध्य की खाई कम होगी तथा काम के प्रकार के आधार पर उस सम्बन्धी अन्य आवश्यक पहलुओं पर ध्यान देते हुए वेतन मान अपने आप निश्चित ढंग से निश्चित होते चले जाय। समस्याओं को बनाए रखना और उसका निराकरण करते जाना एक प्रजातन्त्रिक एवं समाजवादी समाज व्यवस्था के अनुरूप कभी नहीं माना जा सकता। यदि हमें अपने राष्ट्रीय जीवन में समाजवादी परम्पराओं को जीवित रखना है तथा श्रम के क्षेत्र में सम्पूर्ण सन्तोष बनाये रखना है तो इस प्रकार की स्थाई व्यवस्था ही इसे बनाये रख सकती है।

जहाँ तक इस प्रश्न के दूसरे अंग मेहुगाई का प्रश्न है उससे भी असंतुलन और संदेव बनी रहने वाली अनिश्चितता को समाप्त करना होगा उसका एक ही मार्ग हो सकता है जीवन को आवश्यक वस्तुओं के मूल्यांकन के निर्धारण की एक ऐसी स्थायी व्यवस्था रहे जिससे श्रमिकों व काम लेने वालों की बीच स्वीकृत मूल्यांकन संदेव निर्धारित होता रहे और मेहुगाई भत्ता उसके साथ शत प्रतिशत के मान में जुड़ा रहे इसके अतिरिक्त जो और सुगम व अच्छा मार्ग हो सकता है वह है कि जीवन निर्वाह के मूल्य में स्थापित मूल्यांकन कम कर दिया जावे तथा उसे स्थायी रखा जावे किन्तु, हमारे अभी तक के अनुभव से यही सिद्ध हुआ है कि सरकार इस दूसरी बात को नहीं कर पा रही है।

इस विश्वास के साथ कि आप, जिनके नेतृत्व ने अभी तक श्रमिकों ने अपनी समस्याओं का निराकरण पाया है, इस दिशा में भी सम्पूर्ण तथा सन्तोषजनक समाधान करायेंगे। आपका उस सम्बन्धी विचार विमर्श के लिए स्वागत करता हूँ।

कर्मचारियों की विभिन्न अन्य समस्याएँ जिन पर आप निश्चित ही विचार करेंगे, पास और पी० टी० प्रो० में कटौती कंज्युमल लेबर को अधोराईज्ड स्केल, मकानों की समस्या, स्टाफ वेनेफिट फण्ड में योगदान का दर है तथा भरती पर बचत के नाम पर लगाई गई रोक पर भी आप विचार करेंगे तथा उनके समाधान के मांग निकालेंगे इसका हमें विश्वास है।

कर्मचारियों के साथ सेवा नियमों में न्याय भी परमावश्यक है। आज की जो स्थिति इस क्षेत्र में अराजकता पूर्ण है। सीनियरिटी व प्रमोशन की लिस्टों के प्रकाशन के अभाव में एक ऐसा अन्धकार सरकार ने निर्माण किया है जिसमें मन चाहे कामों के लिए पर्याप्त अवसर है तथा कईयों के साथ अन्याय हो रहा है।

इतना ही नहीं जो विभागीय दण्ड प्रक्रिया है वह भी न्याय पूर्ण नहीं है, बिजीनेस की कार्य प्रणाली तथा जांच व दण्ड के नियमों के कारण कई वेगुनाहों को दण्ड हो जाते हैं। न्यायालयों द्वारा दिये गये निर्देशों के उपरांत भी दण्ड प्रक्रिया के प्रयोगकर्ता अपने आप में संशोधन करना योग्य नहीं समझते। यह आवश्यक है कि प्रजातन्त्र के सम्पूर्ण आधार व श्रम के क्षेत्र में पूर्ण संतोष के हेतु संविधान की धारा ३११ का पूर्णतया अक्षर और आत्मा में सम्मान किया जावे तथा किसी भी नियम के बनाते समय प्राकृतिक न्याय के सिद्धांतों अथवा उसके किसी अंशकी अवहेलना नहीं होनी चाहिये उस दृष्टि से यदि हम संशोधित डी० ए० क्लस को देखें तो स्पष्ट ही वे संविधान की धारा ३११ व प्राकृतिक न्याय के सिद्धांतों के विपरीत होते हैं। इस अवहेलना की पराकाष्ठा है कि जांच कर रहे

में। आज गत संघर्ष के बलात् असफल कराए जाने के बाद हम एकत्र हुए हैं और यह योग्य ही है कि आप कमयोगी कृष्ण की कम भूमि में बैठकर इस पर विचार करे और यीता के कमयोग सम्बन्धी उस महामन्त्र से स्फूर्ति प्राप्त करके

“कर्मण्ये वाधिकारस्ते मा फलेषु कदाचन”

यजुंन की इस प्रतिज्ञा के साथ कि—

“यजुंनस्य प्रतिज्ञे द्वे न देन्यं न पलायनम्”

पुनः आगामी निरुणयों के क्षेत्र में अपने सबल कदम उठाएं।

में पूर्ण आशा, विश्वास, स्नेह और सम्मान के साथ विचार-विमर्श, निरुणय, नेतृत्व व निर्देश के हेतु आपकी क्षमन्त्रित करते हुए आपका स्वागत कचता हूँ।

जय हिन्द।

उज्जैन दिनांक २७-४-६२

WESTERN RAILWAY EMPLOYEES' UNION
Regd., Recognised & Affiliated to
AIRF & HMS

R E S O L U T I O N S

41ST ANNUAL GENERAL MEETING AT UJJAIN
27TH, 28TH & 29TH APRIL, 1962.

VICTIMISATION:-

The 41st AGM of W.R.E.U. views with grave concern the delay in review of cases of victimisation of all railwaymen in connection with 1960 July strike. In view of unconditional withdrawal of the strike, and in view of liberalisation of the policy of Government of India, Ministry of Railways(Railway Board), and with the restoration of recognition of striking Unions affiliated to AIRF, it was expected that all cases of punishments including those of removal/dismissal will be reviewed and punishments set aside. The AGM is pained to observe that the expectations have not come true and the cases of punishments have not been reviewed in the light and spirit of Government of India's policy while dealing with cases of striking employees. ELEVEN employees who were deprived of their jobs and livelihood in connection with strike still continues without jobs. There are hundreds of cases in which severe punishments such as reduction in rank and pay, withholding increments affecting seniority etc., had been inflicted, have not yet been inflicted, have not yet been reviewed. None of them have been paid wages for the period they were kept under suspension or without jobs. The AGM further deplores the present policy of administration in harrasing and victimising Union workers specially in RJT division, by way of transfers and issue of Charge-sheets.

The W.R.E.U. firmly believes in the principles of collective bargaining to improve the working and service conditions of railwaymen and offering constructive and responsive co-operation to the administration for the success of the plan on railways. W.R.E.U. tries its utmost to forget the bitter memories of 12th July 1960 strike and restore cordial relations. The AGM, therefore, expects the administration to reciprocate the same in concrete form by cancelling all punishments in connection with July 1960 strike and thus help restore normal employer employee relations. This AGM is of the confirmed opinion that this will go long way in re-establishing confidence amongst railwaymen and will give great fillip in over fulfilling the targets of 3rd five year plan and achieving the goal of 'Socialistic pattern of Society.'

PROPOSED LEGISLATION BANNING STRIKES:

The AGM regrets to note the proposed move to introduce legislation banning strikes in Government Services including Railways. It was due to strong protest and mobilisation of the entire working people that Government had to drop the obnoxious piece of legislation of banning the strikes. Unfortunately the Congress Government having secured brute majority everywhere, in the recent elections, a move is afoot to reintroduce the legislation putting restrictions on trade unions in government services. This conference is of confirmed opinion that there are sufficient provisions in the present 'Industrial Disputes Act' to resolve disputes without resorting to strike. This conference, therefore, suggests that adequate machinery for redressal of staff grievances and resolving disputes should be established so that strike action may become superfluous. The conference is of considered opinion that right of strike is a fundamental right and should never be taken away. For the functioning of free trade union and for strengthening the pillars of democracy, it is very necessary that the right to strike (though there may not be any strike if proper and adequate machinery is provided) should be there. The conference, therefore, urges upon the Government not to introduce the proposed bill putting any restriction on the trade unions of government employees. In any case railway system is an industry and railwaymen are industrial workers to whom civil service regulations could not be applied. This conference calls upon railwaymen to be alert and vigilant to safeguard their rights.

CURTAILMENT OF PASSES & PTOs:

This conference regrets to note that proposals are made to curtail the existing privilege of three sets of passes and

PTOs. Government has already curtailed the past privileges of casual leave and holidays and has increased the rates of house rent for the quarters without any additional facilities. This conference draws attention of the railway administration and the government to the likely discontentment due to further curtailment in any of the existing privileges. W.R.E.U. & A.L.R.F. have made their position clear in unequivocal terms that any move for depriving the one million railwaymen of their hard won rights and privileges will be resisted. This conference, therefore, urges upon the government not to curtail the existing pass PTO privileges.

CASUAL LABOUR:

This conference deploras the action of administration in continuing large number of railwaymen as casual labour and trying to circumvent Railway Board's Orders to pay those of such casual labourers in the Authorised Scales of Pay, who have been working in the same type of job for a period over six months by causing deliberate breaks in service or showing them against different work charged posts. This conference believes that the instructions issued by the Board in this connection are ambiguous and leaves scope for mischief at the level of implementation. The conference is of the opinion that it is unfair on the part of government to take advantage of unemployment situation in the country to exploit labour by paying them less for doing same type of work. This conference therefore, demands that clear orders should be issued to pay all labourers in the Authorised Scales of pay after completion of 180 days duty against any work except big construction and project works. This conference further demands that all such labourers having put more than 180 days service should be

given the benefit of all other privileges such as, leave , pass etc.,

HOUSING PROBLEM:

This conference draws pointed attention of the administration to the acute shortage of housing in general, and in big cities in particular resulting in great hardship to the bulk of railwaymen. The rate of building new houses is very slow and it will take years before the remaining sixty percent homeless railwaymen are housed. Railwaymen are forced to live in hutments and in most unhygienic conditions. The plight and misery of railwaymen do not end here. The Railway Protection Force under orders from the higher authorities frequently demolish the hutments and chase them. Besides, railwaymen are subjected to periodic mass transfers on austensible grounds of eradicating corruption. The corruption starts at the higher level and percolates at the lower level. In the circumstances such periodical transfers merely cause great hardship and frustration amongst the staff, apart from breeding different type of corruption. In order to increase efficiency and better results, better living condition is pre-requisite. To provide a shelter over his head is the first and moral duty of government pledged to usher in the 'Socialistic Pattern of Society'. This conference therefore, urges upon the government to take more effective and vigorous steps to build more houses for railwaymen.

RATE OF SUBSCRIPTION - MEMBERSHIP:

The 41st AGM of WREU hereby resolves that the membership fees for Western Railway Employees' Union, with effect from 1/4/62 should be rupees six per annum.

REVISED DISCIPLINE & APPEAL RULES:

The AGM regrets that the revised Discipline and Appeal Rules, instead of giving full protection of the benefits visualised under Art.311 of the Indian Constitution have deprived the railwaymen the full benefit of the principles of Natural Justice. Under the revised rules supervisory staff and lower gazetted officers have been delegated powers of inflicting punishment on class IV, Artisan and even Class III employees. The suspension has been removed from the list of punishment. All disciplinary authorities have been given power of suspension irrespective of gravity of offence. The glaring defect of the revised rules is that the punishments for specific offences have not been classified. This gives great latitude to the disciplinary authority for inflicting punishment much higher than commensurate with the offence. The revised rules given arbitrary powers to reject particular person from appearing as a defence council of the choice of the alleged accused. This conference, therefore, appeals Railway Ministry(Railway Board)to revise the D.A.R. Rules in consultation with organised labour so as to fully comply with the provisions of Article 311 of the Constitution of India and the principle of Natural Justice.

STAFF BENEFIT FUND:

This conference is of the opinion that the present rate of Rs. 4.50.np. contribution per head for staff benefit fund is quite inadequate to meet the growing needs of railwaymen due to increase in incidents of sickness such as T.B. etc., increased activities of sports and culture increase in number of school going children of railwaymen. This conference urges upon Ministry of Railways(Railway Board) to increase the rate of subscription to S.B.F.

This conference also demands that unclaimed wages, fines, and other dues should not be included while calculating per head contribution towards this fund. All amounts referred to above must necessarily be utilised for the welfare of the staff in addition to per capita contribution towards the said fund.

FALSE ECONOMY IN RAILWAYS:

This conference views with great concern ban imposed on recruitment on the plea to introduce economy in the railways resulting in increase in workload, delay in payment of staff dues, refusal of leave etc., which in turn creates dissatisfaction and frustration amongst the staff. On the other hand the conference is pained to observe that lakhs of rupees are wasted in propeganda publicity and pomp for self-arrandize-ment without achieving any economy in the running of the railway. This amounts to pennywise pound foolish policy. This conference therefore, urges the railway administration to increase the staff keeping in mind increase in work and added responsibilities of railwaymen due to implementation of various plans.

SENIORITY LISTS & AVENUE OF PROMOTION:

Due to delay in publication of seniority lists and avenues of promotion of class IV and III staff, arbitrary promotions are made. Such ad-hoc arrangements continued for long time. This creates discontentment and mistivings in the minds of railwaymen, apart from breeding corruption and spreading dis-satisfaction amongst railwaymen. This meeting therefore, demands that the seniority lists of all categories and the channel of promotions should be published early.

RAILWAYS AS PUBLIC CORPORATION:

The AGM of W.R.E.U. is emphatically of the opinion that the Railways will be able to render better public service if they are managed by an independent autonomous corporation, instead of being managed as at present, by a department of the government. The autonomous corporation will be in a better position to evoke enthusiasm from workers and ensure better utilisation of man and resources. Under the corporation there will be better employer employee relations and keener desire on the part of workers to give their best to the railways. This conference, therefore, urges upon the government to take early steps to set up such an independent autonomous corporation and entrust the working of railways to it. This conference requests the All India Railwaymen's Federation to make this an all India issue and create public opinion in favour of railways being run by an independent autonomous corporation.

NEUTRALISATION OF THE COST OF LIVING

increase the

This conference welcomes Govt. decision to dearness allowance to give some relief against steep rise in cost of living by grant of dearness allowance with effect from Nov. 1961. This conference feels that the amount sanctioned as dearness allowance is not adequate to neutralise the higher cost of living. This meeting, therefore, earnestly requests the Government to grant dearness allowance so as to fully neutralise the extra cost of living. This meeting also demands that the decision of grant of additional dearness allowance should be given effect from October, 1960.

RECOVERIES OF RENT

increase in the

The 41st AGM of WREU strongly disapprove the arbitrary rents of quarters without providing corresponding facilities/amenities. The increase in the rent is in violation of payment of wages Act and hence illegal. The meeting also deplores the action of administration in recovering rent from class IV staff and also electrical installation charges. The meeting therefore demands that no recovery of rent or electrical installation charges be made from class IV staff and the rent of the quarters of the quarters be charged at the old rate and excess amount already recovered be refunded.

HOURS OF EMPLOYMENT REGULATIONS

Large number of staff particularly gatemmen are classified as excluded and intermittant who are forced to work for 24 hours and 12 hours respectively. In number of cases continuous workers are forced to work on split rosters. In many cases cortiouous workers are classified as intermittant. It is inhumane in the civilised world to-day to make workers to remain present at their place of work for 24 hours. These persons are also denied a weekly rest. This meeting therefore demands that as far as possible no one should be asked to work more than 8 hours. Further the staff classified as excluded should be given a weekly rest of 30 consequent hours and downgrading of classification should not be done unilaterally by the administration.

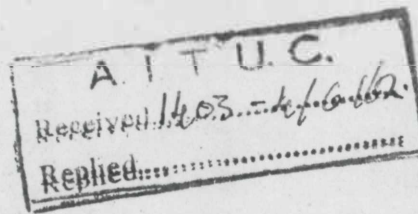
AMONALIES IN AUTHORISED SCALES OF PAY AND ALLOTMENT OF HIGHER PERCENTAGE

There are many anomalies in the authorised scales of pay resulting in heartburning amongst many senior hands and many categories. There are more than one efficiency bars in many grades. Percentage of posts in higher grades are arbitrarily fixed.

The Commercial clerks are given lowest percentage of higher grades. In order to remove anomalies in the authorised scales of pay and allotment of adequate percentage in higher grade posts, this conference requests the Railway Ministry to appoint a committee with equal representage of labour.

CIVIL SUPPLIES STAFF

Great injustice has been done to the ex-Civil Supplies staff absorbed in railways by denying them the benefit of protection of their pay by sanctioning advance increments as has been done by other Ministries. The conference therefore demands the same treatment to ex-Civil Supplies staff absorbed in Railway.



Dear Com. Srivastava.

I had been to Nagpur on 28.5.62, stayed there for 3 days and returned here on 1.6.62. The C.R. A.S.M. was only held. In the elections for some office-bearers (President, Working President, Secy & Treasurer were elected unopposed) and the working committee ~~at~~ Com. K.M. Joglekar and all his nominees were elected by a majority of votes. Com. K.M. himself has become one of the Vice-Presidents. From this particular angle, the results of the A.S.M. were definitely encouraging. Yet, there ~~is no~~ must not be any complacency since so many vital & basic tasks ~~yet~~ remain to be done. A provisional machinery has been set up to carry on & fulfil the said tasks. Final arrangements would be made after 2 months or so.

By the way, my journey to Nagpur cost me full Rs. 75/- + net Rs. 60/-. Besides, the Rly fare of about Rs. 48/2 + fooding + other expenses in train, I had also to bear, rather

unexpectedly, all my fooding + conveyance expenses in Nagpur itself too. Any way, I will try to save ~~to~~ some amount from my coming trips to North Bengal + those in order to make good the said deficit.

I have been anxiously awaiting the proposed circular to this day. Com. Joglekar told me that neither he had met you nor he knew anything about the same. On his advice, however, I am taking some provisional steps in ~~my~~ ^{the} ~~interest~~ ^{interests} of the Com. I kindly expedite the thing in the meantime.

Re: S.R., I am extremely anxious to know the developments. Kindly do your best even now to make them meet our suggestions. The position is extremely critical and there must not be any vacillation in any way.

Re: A.S.M. convention, no specific date & venue have yet been fixed. Kindly request, ~~through~~ the Rajasthan Fed., through the Centre if necessary, to make some preliminary & timely arrangements at Jaipur or Udaipur.

Shrews the AD77 Convention might
be held. Otherwise, there might seem
difficulties might have to be
encountered at the last moment.

This is all today. Love with

Greetings,

Your faithfully,
P. S. M. D. C.

First fold

पहला मोड़

अन्तर्देशीय पत्र
INLAND LETTER



Com. K. G. Sinha
Levy, A. S. T. U. C.
4, Ashok Road
New Delhi.

Second fold

दूसरा मोड़

तीसरा मोड़ Third fold



भेजने वाले का नाम और पता :- Sender's name and address:-

SAVES TIME
S. M. D. C.

Calcutta, 10.

2. 6. 62.

इस पत्र के अन्दर कुछ न रखिये NO ENCLOSURES ALLOWED

यहाँ काट कर खोलिये To open cut here

Styrenabad:

6.6.62

Dear Com. K.G.

Here is a report from Com. Mahendra
of the CR Mazdoor Union Conference
held recently at Nappan.

He has prepared a report for the
Press. Do please with this the report
will be complete.

You can use the press version
for TUR too.

With greetings

Yours faithfully

Raj

City Secy

Acc. note.

Mh
21/6

+ + R E P O R T + +
+ + - - - - - + +

As a number of branches were reorganised and Adhoc Committees formed our strength could not be fully reflected. In spite of this about 40 delegates belonged to our views about 45 PSP and the rest were all splinter groups from easy division. For the Vice-presidents and Secretaries, PSP campaigned for its own candidates but only one could be elected i.e., Kishen Singh as vice-president. The others are independents whom we backed. The results of these elections shocked the leadership and then there were efforts for a compromise. In the Working Committee four of our fellows and 4 Independents who work with us have been elected.

The delegates this time asserted as themselves as Trade Unionists. They refused to be drawn into anti-communist bickerings and political considerations did not play to prevent anyone from getting elected. They asserted themselves for retaining the democratic functioning and the official amendment to the Constitution was rejected by a big majority. We had decided to ignore the comments on the party in General Secretary's report, and it is others who spoke against it.

After the elections of office bearers party comrades from various zones met and the meeting was attended by P.D.Roy. A provisional zonal fraction was formed with 9 representatives from various divisions and Karkhanavis is the convener of the fraction.

It is decided that the next meeting be held at Bombay either immediately before or after the AIRF conference, where reports from various divisions will be discussed and a regular zonal fraction formed. Gardhan also attended the meeting and was asked to bring together comrades in the pur division and suggest one comrade to be the fraction.

===@===XX===

From Secunderabad none of the important comrades could go but even then a number of persons who work

was abused and his meeting disturbed by Seetharam's fellows. He stood isolated. Hanumanth Rao contested for Secretary's post and lost it getting only 49 votes. The nomination papers of other delegates for membership of the working committee were rejected as they reached late. The result is that there is that there is none from Secunderabad either amongst the office-bearers or in the Working Committee. When the delegates approached the leadership they were told that some will be coopted in the next working committee meeting.

Mallikarjun played an opportunist role. Instead of voting for our pannel he entered into agreement with some Pinto of Bombay and advised the running shed delegates to vote for him instead of Sardesai whom we were supporting. When this was brought to the notice of the Running Shed delegates they questioned him. He said it was a mistake. Even before the working committee elections were held he left with the other representatives of the running shed thereby reducing the chances in elections of our candidates.

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FOR FAVOUR OF PUBLICATION:

Report of the National Railway Mazdoor Union Conference
at Nagpur.

The Fifth Conference of the National Railway Mazdoor Union (Central Railways) was held at Nagpur. Shri Vajpay of Jansangh inaugurated the Conference and Peter Alvarez presided. There were 132 delegates, 30 Working Committee Members, 9 Associate delegates from the branches that had not paid the quota and a number of visitors.

Shri Vajpay said that there was no other go left in 1960 than to go on strike. In spite of the anxiety of the leadership to avoid strike, they were forced into it. He demanded that each individual victimised during strike period should be reinstated. He supported the demand for linking the D.A. with the cost of living index, opposed the banning of strike and urged for the formation of a Joint Council for negotiation. He ridiculed the I.N.R.F. (National Federation of Railwaymen of India) as a pet organisation of ministers. He also stressed that existing facilities such as passes and P.T.Os. should be defended.

Shri Ehad Bardhan greeted the conference on behalf of the AITUC.

Shri Peter Alvarez dealt with the following points. The price line should be held on so that all the people benefit but if the government fails which it is bound to, the workers would like that their standards should not fall hence it is essential to link the dearness allowance with the cost of living index.

Shri Peter then said that Trade Unions in our country have not yet become a social force and this because of the disunity in the working class movement and existence of four trade union centres. Speaking on National integration he said that the trade unions have the best experience of National Integration as workers speaking various languages, following various faiths and belonging to various ideologies work together and build up a united movement. The Railway workers amongst them have the widest experience but unfortunately trade unions were not invited to the national integration council. Speaking of the public sector he pointed out that it made only 5% profit in 1960 and less still in 1961. This shows inefficiency. He stressed the need for safeguarding the public sector and improving its efficiency. On the offer made by the Govt. prior to the strike he said that it is the best chance for it to prove its bonafides and refer the issue of quantum of D.A. to arbitration as the recent increase granted does not neutralise the increase in cost of living.

In the delegates session the General Secretary Shri Malgi presented his report of the last years. The discussion on the report was lively. The delegates pointed out that the burning problems have not been properly stressed, such as the proposal to withdraw the passes and P.T.Os., the increase in work-load, the problem of permanency of the casual labour etc.

Regarding the role of the Communist Party during the General Strike of 1960 the General Secretary's report says, "The Communists attitude was in no way different than that of the INTUC. They were equally worried not about the problems of the employees but the organisational opportunities which may be thrown open to them after elimination of the non-Communist cadre who were in the forefront of the strike". But not a single delegate supported the view. A large number of speakers dwelt on this point and said that it was to comment that way. Even one of the Secretaries Shri Mahadeshwar said that it is wrong to single out a party and pass such comments, he said, "If one says that Communist Party betrayed the strike in 1960, some one else can say, "the PSP betrayed the strike in 1949" and this sort of thing will not lead the movement anywhere. The other delegates pointed out that there was weakness in the organisation and it is wrong to say that communist party betrayed. Seeing the mood of the delegates Shri Peter said that it was wrong and will be a dishonest statement.

The delegates mainly stressed on the weakness of organisation at the time of strike.

Generally all the delegates criticised the victimisation of the workers as a sequel to strike and special mention was made of 21 workers dismissed at Secunderabad alone. One of the delegates appealed that throughout the Railways funds should be raised for the help of the victimised employees. Speaking of victimisation Shri Mahadeshwar said that the Secretary of the Head Quarter Branch Secunderabad was transferred to Jabbalpur for the only fault of keeping the branch active even after the strike. All the delegates from Secunderabad Division pointed out that mention was not made of those who helped them after the strike at Secunderabad where repression and victimisation was heavy. One of the delegates pointed out to the fraternal help given by the Andhra Pradesh Trade Union Congress.

On the functioning of the union while a number of delegates pointed out the various weaknesses in the organisation. One delegate quoted the following passage from the report - "The third problem deals with the branches and the divisional units which often think that the Head quarters exist only to boss over their branches and yet thriving on that. In many cases it is the other way about."

The delegate from Purli said that the leadership has failed to analyse why there is such a feeling amongst the branches. He pointed out that a large number of branches were dissolved and ad hoc committees formed with persons of the liking of the leadership, but commanding no confidence of the workers. A large number of such committees has sent delegates for this conference. He also pointed out that the working committee recognised the branch executive of the Head quarters branch Secunderabad elected in 1959, ignoring the committee elected in 1960 as it was not to their liking. He then

This General meeting ~~off~~ of the R.E. Signal & Telecom: staffheld under the Presicdnt ship of Sri R.R. Singh, Vice President of the E.Rly men's Union, Mughalsarai Branch at 20-30Hrs., on June 17th 62 in the union office, views with great concered and anxities the atisocial and irregural policy of retrencement of the aforesaid employees by the ~~a~~ R.E. Dept. though the Electrification ~~ix~~ of the group 16th (~~Ex-Xing~~ cabin~~g~~ MGS. to Allahabad), group 9-u (Sealdha), and group 10 (Kharagpur) and other places ~~is being taken up and also there~~ their creatable efficient and continuous service of 7 years. The said cruel policy of ~~rente~~ retrencement, if emplimented, would not only rain earuns of very-meny employees as they have become over aged but also ~~rai~~ runs counter ^{to} basic policy of the ~~a~~ sicular Republican Government.

If therefore resolve un~~animously~~ to appeal to the National Government for stoping ~~4~~ forthewith the proposed policy of retrencement and save the noted worker from being confouled with ~~tarax~~ starvation emanating from unemployment in these hard days.

Sd. (R.R. Singh)

17th June 62.

A. I. T. U. C.
Received 17/5-23/11/62
Replied.....

The Honourable Minister for Railways
Government of India
New-Delhi
Through the Proper Channel

Reverend Sir,

We, the Casual Staff of the Railway Electrification, working in its Signal & Telecom. department Submissively crave indulgence from your honour to adduce our longstanding grievances in seriatum for your honour's equitable and sympathetic remedial measures at your honour's earliest convenience.

In this context we beg leave of your honour to mention here for your information that we have been working hard continuously and regularly for the last several years in the noted Electrification project. As a result of our putting up earnest labour and working efficiently day and night in all round the Season in the Schorching rays of the Sun, in the piting cold and thundering rain, the Electrifications of the Howrah—Moghalsarai section, Kharapur—Raur Kela Section and the Asansol—Durgapur Section comprising thousands of miles has been duly completed successfully within the target time. Consequently we were thinking of our bright future from our anticipated absorptions in the C. P. E. Scale of Pay, which is our legitimate due.

Further in this regard we, beg to put in here for your honour's information that we were not granted weekly rest on compliance with your honour's existing Rules. Unfortunately our trouble and hardship does not end here.

Over and above we beg to bring to your honour that though our duty roster is for 8 hours only daily as per extent Rules, we work on each day 12 to 14 hours in the National interest to complete the work in time for which we are never paid any extra remuneration as overtime allowance. Your honour would gracefully appreciate that a gross violation of the Payment of the Wages Act is involved in the noted case. We are rest assured that your honour would surely pity over poor lot to learn that contractor's labour are paid at the double rate than that of ours for the same work and at the same site of work. We have been undergoing all these noted tritentations and miseries with the only fervent aspiration of being absorbed permanently in the E. P. C. Scale of pay by our benign National Government.

Eventually we beg to lodge to your honour's knowledge the greatest Calamity of our proposed retrenchment as heard on the completion of the ensuing electrification the Gaya—Moghalsarai Section, though the electrification of Group 16 (Ex-Crossing Cabin Moghalsarai to Allahabad) ^{Gr. 9 + 10 use} is to be taken up very shortly for which it is learnt recruitment is being effected. We are immensely shocked to think of our dark future. Now in the given content which we were completing to the prosperous from materialisation of our anticipated absorption in the C. P. E. Scale of Pay since long in view of our hard and efficient working and long experience. In our meek and humble openion the noted policy of retrenchment of old employees on one hand and on the other recruitment of staff for the electrification of the group 16 is in direct contradiction to the equitable and noble declared policy of the Deputy Rly. Minister announced on 30-~~6~~⁴62 in the floor of Parliament that casual labour after working six months continuously become automatically entitled for the temporary scale of Pay (C. P. E. Scale), weekly rest, leave on average Pay, in short, all privileges of temporary workers.

Before concluding, we urge upon your honour with due decorum and earnestness to remedy our above noted genuine grievances and save us from the impending gallows of retrenchment in these hard days in the content of our approximately 7 years continuous employment and appreciable working, otherwise ourselves and our dependents would surely face the starvation.

Mughalsarai
Dated, 17-6-1962.

Yours faithfully,
Rly. Electrification's Signal & Telecom. Casual Staff

Magbool Ahmed

M/Fitter

& others.

Encl: one Resubmission

N.B: - for information & in favour of impending & necessary action phase.

AS
23/11/62

From:- Satya Narain Tiwari
 Communist Party office
 Gydaulia, Varanasi
 27.6.62.

A. J. C.
Recd. 29/6/62
Replied.....

श्री प्रो. ए. ए. टी. जी. जी. जी.

आपके पत्र, रेलवे संघर्ष
 आदि योजना के महा काम के बारे में
~~आप~~ मजदूरों का प्रतिपक्ष में उद्देश्य
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 के पत्रों के मातहत भी कुछ
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 का है। इनके अलावा भी मजदूरों
 के विचार रेलवे के भी लगे
 संघर्ष के बारे में मातहत के,
 यह संग्रह के लगे संघर्ष के
 प्रतिपक्ष में कुछ काम का
 है। यह काम के हैं। मजदूरों

एतत् संज्ञा (प्रतिपत्तयः) चिः सम्प्रत्ययः
संज्ञा निमित्तान् मयि ज्ञेयं तस्यै चिः सम्प्रत्ययः
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South Eastern Railwaymen's Union

(REGISTERED UNDER THE INDIAN TRADE UNIONS ACT, 1926)

ROURKELLA BRANCH

PO. ROURKELLA

No.

S. E. R. U. C.
14/4-4/16/62

Dated, the 19

In 30th ANTI VICTIMISATION WEEK was held in Rourkela Railway Settlement under the auspices of S.E.R. Railwaymen's Union in which a large number of railway workers participated.

The meeting was addressed by Sri Subho Datta, Sri Tarun Datta and Sri B. B. R. Y.

A resolution was passed demanding re-statement of IIS Railwaymen's removal due to last strike and other penal measures imposed on strikers.

No. ROU/ORG/40

Dated 31-5-62

Forwarded to the News Editor, Trade Union Record, 4, Ashok Road, New Delhi-1 for favour of publication in the Trade Union Record.

Tarun Datta
Secretary

File
14/5/62

A. I. T. U. C.
Received 1723... 21/6/62
Reply to: dear Srivastava

Calcutta
21.6.62

Returns last night after a long tour of Assam and N. Bengal after successfully completing my jobs.

The ADRT Convention has been finally convened at Udaipur (Rajasthan) on 29th - 31st July next.

Com. Jyoti Basu is reaching Delhi on 23rd morning by the De Luxe train from Calcutta. Kindly contact him immediately since he has some important things to deliver to you. You should obviously discuss ~~at~~ with him all important matters too. If Com. Dange has returned, you should ~~be~~ meet him too and discuss out everything + seek his guidance in time. I am going to Nagpur

Reaching here on 26th in
AM and return by 8.30 PM
or 29th in AM.
This is all Tada.
23 JUNE
DELHI

Greetings,
your forwards,
D. S. Roy

पोस्ट कार्ड
POST CARD
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5 INDIYA

Com. K. S. Srivastava
Secretary: A. I. T. U. C.
4, Anker Road
New Delhi

South Eastern Railwaymen's Union

(REGISTERED UNDER THE INDIAN TRADE UNIONS ACT, 1926)

ROURKELLA BRANCH

PO. ROURKELLA

No. ROU/ORG/45

A.I.T.U.C.
Received 16.31.18/11/62 Dated, the 14.6.1962
Replied.....

List of Office Bearer of the S.E.R. Railwaymen's Union Rourkella Branch duly elected in the Branch Annual General Meeting held on 13.6.62 in presence of Dr. K.M. Bhadra, Asst. General Secretary S.E.R. Railwaymen's Union

1. Dr. J. Saktarayan, Driver - ROU - President
2. K. S. Jena, Guard - BRNP - Vice-President
3. B. C. Mukherjee, TYF - ROU - Secy
4. T. K. Datta, GC'C' - ROU - Secretary
5. B. N. Gaur, GC'C' - ROU - Asstt. Secy
6. S. K. Basu, Fuel Clerk/BNDDI - DU
7. R. N. Mitra, Claim Tracker/ROU - Org. Secy
8. A. K. Ghosh, Reservation Clerk/ROU - Treasurer

Branch Council

1. T. P. Datta, DM - FFD
2. G. N. Nichantya, F/Inst - BRNP
3. N. G. Chakravarty, Gal - BRNP
4. B. K. Chakravarty, STSM - BRNP
5. N. C. Chakravarty, Mtr Eng - ROU
6. N. R. Sen, Driver - ROU
7. B. K. Mukherjee, TNC - ROU
8. B. S. R. Murty, F/Inst - ROU
9. Swaminath, F/Inst - ROU
10. D. R. Banerjee, Fitter - TXR

Delegates to AGM:-

1. Dr. B. N. Gaur
2. B. S. R. Murty
3. K. S. Jena
4. N. R. Sen

Central Council

1. Dr. S. K. Basu
2. Dr. R. N. Mitra

Varun Datta
Secretary
South Eastern Railwaymen's Union
Rourkella Branch

Forwarded to the Editor, Trade Union Record, 4, Ashok Road, New Delhi for publication.

also requiring Com. by St. from
with the label 'envelopments'. You
should too discuss with Mr. Pappan
the letter note. I am sending you
circular incorporating 2-11-62
about our things about NEW DELHI
to me early.

Greeting,

Yours personally,
B.K. Ray

A. I. T. U. C.
Received: 11.9.62 - 21/5/62
Replied.....



Com. K. G. Srinivastava

Secy. A. I. T. U. C.

4, Ashok Road

New Delhi

Calcutta
19.5.62

Dear Com. Srinivastava.

Received your letter, yesterday
Com. Naskar ^{replies} to me ⁱⁿ that Com. Kalkhans
has not yet moved & was expected to move
for one week ~~only~~ shortly. No news from
any other place, not even from Nagpur was
received upto now. The whole thing is as
yet confusing. Anyway, if even some minimum
fruitful outcome is assured I would definitely
come to Nagpur as arranged.

I am going to North Bengal
in the first week of June and to Hasam in
the 3rd week. Necessary arrangements are
under way.

Expenses for these journeys
are required early so that necessary
booking & reservation could be made in
time. Hence please send me the required
amount without delay. Expenses for the
N. Bengal trip would be about Rs 80/-
& ~~Rs 100/-~~ as stated earlier. Expenses
for ~~Nagpur~~ Hasam trip would be about
Rs 60/- & Rs 300/- respectively.

I am sending a long &
detailed letter tomorrow by hand. I am

June 22, 1962

Dear Mustaque,

Immediately on my return from the tour, yesterday I have reminddd Com.Daji about the case.

If, according to the latest Foreign Exchange Regulations I get permission, I will be leaving for Casablanca on 26th inst., for a WFTU meeting. There will be no MP here in early July. So don't send the friend here ~~an~~ first week of July.

I have passed on your letter (para 2) to Com.Dange.

With greetings,

Yours fraternally,

(K. C. Sriwastava)

See p 2.
The paper

C/O Dr. M. S. Beesoor

Dayalbandh

Bilaspur (M.P.)

Received	1700	22/6/62
Replied	.....

20-6-62

My Dear K.G.

you will be surprised to receive this letter of mine so soon.

This is to remind you regarding the representation of the case of the person who met you in Rajnandgaon.

According to your instruction its copy was sent to Honi Daji. I hope

you will move in the matter & see that Justice is done. If no

reply comes from your or Honi's

side he might start

for Delhi in the 1st week of July

which in the present situation would

put him to great hardships. I am sure

you will take personal interest in this case.

Now something regarding my

Note on 'Problem of Gondwana State - Disintegration of M.P.' which is with Com Dange for the last

TEN months. Will you request him to find sometime, correct it & circulate it to

members of National Council as promised by him.

In view of Dhebar Tribal Commission's report being out I think it is high time that Tribal problem is discussed by

our leadership. Please inquire from him & let me know his opinion. Will he disappoint me too?

Regis. will. What about. History of AI TUC. M. S. Beesoor.



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TO O LD AC 17 BILASPUR M P 31 17 H. M.

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MUSHTAQUE =

MSIPPAK-1074-12-11-60-237,500 Bks. [T-30-5/53]

MS.
31/11/53

281

The Hon'ble Minister,
Ministry of Railways,
Government of India,
NEW DELHI.

Sub:- Increase of fare by 5 % on season tickets from 1.7.1962.

- - - -

Dear Sir,

We the following signatories of this memorandum who are railway season ticket passengers between Mhow and Indore in Madhya Pradesh, showeth as under:-

Since the last decade or so, the season ticket holders of these places are paying Rs. 9-00 only per month as monthly fare on every season ticket between Mhow & Indore in accordance with the railway rule charging 24 single journey fares between these stations.

Two years ago when the distances began to be measured in kilometres, the fare between Mhow & Indore was changed to 35 nP, instead of 37 nP, as before, thus reducing the fare by 2 nP. Consequently, calculating 24 single fares of 35 nP, per journey the Railways ought to have charged Rs. 8-40 nP, only from the season holders but, instead, the season fare per month was kept constant at Rs. 9-00 without any cogent reasons and in flagrant disregard of the commitment and policies made in Parliament. Thus every season holder is already being taxed 60nP, every month over and above the rates fixed by the Parliament and the authorities. In democracy, give and take should be on both sides. The public have been protesting since then but to no avail because of the present bureaucratic hierarchy.

Even if the present 5 % increase is made on the actual fare of Rs. 8-40nP, it would be less than Rs. 9-00. We hope that equitable justice will be imparted to us.

In context of afore mentioned facts it is, requested that no further increase should in any case be made now and the purposeful irregularity already made without obliging or considering the constant protests of the people of this region, be regularised and then increase in fare should be made.

We request you kindly to appreciate our point of view and consider our memorandum favourably.

We remain,

Yours faithfully,

Railway Season-holders of
Bhow - Indore.

B. M. Jayal

20-4-1962

Complaint Consultant,

7, Centre Street, Mhow
(M.P.)

Complaint-office,

c.c. to Shri Hosi Daji, M.P. News-
Delhi, for information, and for
necessary action in the matter

B. M. Jayal

20-4-62

July 5, 1962.

Dear Com. Tewari,

Thanks for your letter of 27th June.

2. On the basis of the memo you sent us, we are arranging the issues to be raised in the next session of Parliament.

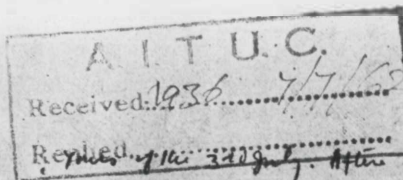
A deputation of the employees can also meet the Railway Minister, if found necessary, when the parliament is in session.

With greetings,

Yours fraternally,

K.G.
(K.G. Sriwastava)

Com. Satya Narain Tiwari,
Communist Party Office,
Varanasi



Dumby 6-7-62

Dear Council,

detached talk with Malgi, Peter as well as the Committee are
eager to have a united union on the S. Ry. This anxiety of
them is in the context of the Proposed Verdict for representative
Charter of A.S.R.F. vs N.F.S.R.

To begin with they want an ad hoc Committee
of Ry. Workers Comrades on both side. This they will recognize as
United D.R.E.U. They are prepared to elect Guruswami & Nambiar
as officers of the Federation. Then under the supervision of the
same Committee of Malgi - Guruswami - Chakre. The free &
democratic election will be held for electing final set up
of D.R.E.U. on the basis of Combined Membership. In this
election there will be no bars to Outsider or Insiders.

The Workers May Elect the Committee they want. This
election to be held within 3 months. If our claim
about support amongst workers is correct, I think
we should clinch for Miss Unity and secure entry
in the A.S.R.F. This is in the best interests of the
Movement. Our S. Ry friends must not take
an isolated view about S. Ry only. They should
have the perspective of All India need at the
present juncture.

But it is difficult to understand

what is really their view. They do not state any
definite position. They say they want to come in
A.S.R.F. But they have not fulfilled the very
primary condition to formally apply for affiliation
and declare there in that they are prepared
to abide by the Constitution of the A.S.R.F.
Today Malgi was complaining against this.

If they do not do this, the Committee
meeting at Madras will have only one
application before them, that of the Southern
Ry. Maydoor Union which they will have to
accept.

Therefore my view is, if Com. Nambiar or
Com. Kumar who ever is there in Delhi should
Post-haste rush to Madras and place a
formal declaration and application before the
Committee. The Committee meets
Madras on the 8th evening. Its meeting
will start on the 9th. If I had the
authority I would instruct the
S. Ry friends to get the D.R.E. Union

affiliated to A.S.F.

A new danger is threatening to engulf the
by P.S. movement here & there these are visible
influences of Jai Singh. In this context
closing the ranks of honest & genuine has
become an imperative task.

Journey to Udepur means a three day
Travel for us, to hold the meeting on the
20th, we shall have to start on the 28th evening.
In the circumstances it is impossible to take
a circuitous route to Udepur via Delhi.
I propose to come to Delhi after Udepur.

With greetings

Yours fraternally
K. J. Oberoi

अन्तर्देशीय पत्र
INLAND LETTER



Com. K. G. Shrivastava
Secretary A.S.F. U. Congress
4 Bahok Road
Delhi

तीसरा मोड़ Third fold



भेजने वाले का नाम और पता Sender's name and address :-

SAVES TIME
K. J. Oberoi
Christina Building
Darel Bazaar

पहला मोड़ First fold

दूसरा मोड़ Second fold

July 7, 1962

EXPRESS
DELIVERY

Dear Com.Kumaran,

A copy of letter from Com.Joglekar
is sent herewith, in continuation of our
earlier letter, for your information.

With greetings,

Yours fraternally,

K.G. Sriwastava

(K.G.Sriwastava)

Encl:

Com.P.K.Kumaran, M.P.,
Andhra Pradesh Trade Union Congress,
Himayatnagar,
HYDERABAD

*Dakshin Railway
Madras*

Madras
9.7.62

To
The Representatives of the AIRF Committee,
Camp: Madras

Dear Friends,

On behalf of the Dakshin Railway Employees' Union, I express regret as required by the AIRF for the past events related to this Union, although there are reasonable grounds for some of the steps taken.

On behalf of my Union, we assure you that we will abide by the obligations incurred by affiliation with the AIRF.

Although there are differences of opinion, our actions are motivated to strengthen the rank and file on the Southern Railway to fight the menace of the INTUC and the highhandedness of injustice of the Railway administration.

My Union appeals to you to bear the above in mind in any steps you take affecting the future of the Southern Railwaymen. Any humiliation of any section cannot help to strengthen the Federation or its affiliated body on Southern Railway.

Thanking you,

Yours fraternally,

Sd./ S. Jayaram
TREASURER

*7
For your personal file*

*120.
2/1/62*

July 10, 1962

Dear Com.Purnendu,

Your letter of 7th July. Your letter and suggestions have been passed on to the concerned quarters.

Com.Jyoti Basu should have talked about your trip to Nagpur undertaken at his instance to Com.SAD and got it cleared. I do not know the exact circumstances under which it was undertaken and the result. However, we are sending you herewith a cheque for Rs.65/-.

Nothing more at this moment.

With greetings,

Yours fraternally,

K.G. Sriwastava

(K.G. Sriwastava)

Encl: cheque

Com.P. Dutta Roy,
Calcutta



All India Railwaymen's Federation

(AIRF)

President

S. GURUSWAMI
(Res. Tel. 71602 Madras)

Vice-Presidents

MANIBEN KARA
BASAWAN SINGH, M.L.A.
NATH PAI, M.P.

General Secretary

PETER ALVARES
(Res. Tel. 73604 Bombay)

Treasurer

RAM C. CHAKRAVARTY

SEVA SADAN (Parcel Workshop)
G. 242, Suparibaug Road, Parel,
Bombay 12.

Ref. No.

Dated, ... 12th July '62...

Dear Friend,

Re. The Annual Convention.

The Annual Convention of the ALL INDIA RAILWAYMEN'S FEDERATION will be held in Udaipur (Rajasthan State) on Sunday the 29th July '62. On behalf of the Working Committee of the AIRF I have pleasure in inviting you to this Convention.

At this Convention the AIRF completes 37 years of service in the cause of railwaymen, and also of the Indian working class generally. It is also the first Convention after the historic strike of July '60 and as is natural the issues discussed there will have a great bearing upon the future of railwaymen and of the employees in the public sector.

If you are unable to attend we would be grateful for a message from your organisation.

Yours fraternally,

Peter Alvares
General Secretary.

To,

Com. S.A. Dange

Gen. President

W.F.T. 20.

4000

Calcutta

7.7.62

My dear Srivastava,

Receiving only your typed and written letter both of 3.7.62.

It is unfortunate that neither the S.R. comrades ^{see} ~~div~~ sense up to now nor the P. Centre could do its bounden duty and effectively intervene even on such a critical issue affecting the growth of a healthy T.U. of and movement based on the A.D.R.F. If such is the ^{case} ~~position~~ that our P. has come to, we should have to be prepared for still worse situations and not necessarily limiting to only S.R.

If finally our advice and suggestion fall flat on our S.R. comrades, we would have to evolve ^{our} ~~enter~~ plan & course of action to be followed in the Convention in our sub-committee meeting itself. The position would be highly complicated and our position would be simply ridiculous before all others in the A.D.R.F. Moreover,

the recent healthy developments in the growth of a healthy T.U. in different would also be seriously retarded.

Anyway, under all these circumstances an extended meeting of our sub-committee is absolutely indispensable. If finance is only an impediment, I would only say that from diff. I would not require a single farthing from you. It is only ~~the~~ a few of our sub-committee members whose expenses shall have to be met. This number might also be curtailed, if necessary.

There is very little time left if ~~you~~ ^{we} are I am to ^{in the concerned} inform comrades of diff. B. Specially those in Assam & North Bengal a they are thus to attend our meeting. Kind impress upon Com. STD about all these and arrange to convene a meeting within 10 days. The circular might be very short and copy it we would all understand the reason and do the needful.

In my last letter I did mention about my second recent trip to Nagpur

Copy of the letter dated 6.7.62 from Shri K.N. Joginder,
I, Krishna Building, Paral, Bombay-12, addressed to Shri K.G.
Srivastava, Secretary, AITUC, New Delhi.

Yours of the 3rd July. After I got it, I had a detailed talk
with Malgi. Peter as well as the Committee are eager to have a
United Union on the S.Rly. This anxiety of their is in the context
of the Proposed Verification for representative character of
A.I.R.F. and N.F.I.R.

with

To begin ~~with~~ they want an adhoc Committee of Railway Workers
comrades on both side. This they will recognise as United
D.R.E.U. They are prepared to elect Guruswami and Nambiar as
officers of the Federation. Then under the supervision of the
same Committee of Malgi-Umroonull-Choube, free and democratic
election will be held for electing final set up of D.R.E.U. on
the basis of combined Membership. In this election there will
be no ban to outsider as insiders. The workers may elect the
Committee they want. This election to be held within say 3 months
if our claim about support amongst workers is correct. I think we
should clinch for this Unity and secure entry in the A.I.R.F.
This is in the best interests of the Movement. Our S.Rly. friends
must not take an isolated view about S.Rly. only. They should have
the perspective of All India need at the present juncture.

But it is difficult to understand what is really their view.
They do not state any definite position. They say they want
to come in A.I.R.F. But they have not fulfilled the very
primary conditions to formally apply for affiliation and declare
there in that they are prepared to abide by the Constitution of
the A.I.R.F. To-day Malgi was complaining against this. If they
do not do this, the Committee meeting at Madras will have only
one application before them, that of the Southern Railway Maddoor
Union which they will have to accept.

Therefore my view is, if Com. Nambiar and Com. Kumar whoever is
there in Delhi should post-haste rush to Madras and place a formal
declare and application before the Committee. The Committee
reaches Madras on the 8th evening. Its enquiry will start on
the 9th. If I had the authority I would instruct the S.Rly.
friends to get the D.R.E.Union affiliated to A.I.R.F.

A new danger is threatening to engulf the Rly Trade Union
movement. Here and there there are visible infiltrations of Jan
Sangh. In this context closing the ranks of honest to Trade
Unionist has become an imperative task.

Journey to Udepur means a three-day travel for us. To be
at the meeting on the 23th, we shall have to start on the 25th
evening. In the circumstances it is impossible to take a
circuitous route to Udepur via Delhi. I propose to come to
Delhi after Udepur.

With Greetings.

2186 21/7/62 Calcutta
Do. 7. 62
Replied...

My dear Srivastava,

287

Received only your letter

Containing DREU's note to the ADRT Committee.

Let us hope that the Committee would accept it despite its certain reservations and then arrange for amalgamation of the two unions before the Convention. We would be anxiously awaiting ^{all} day-to-day developments in this regard.

So far as the Convention is concerned, it now seems certain that no ~~more~~ all-India meeting of our kind would be convened beforehand. We would now like to know what specific directions we should give to ^{our} large number of delegates & visitors who would go to the four different Rlys, such as, from SER, ER, CRJ, & NFR, etc. It is ^{at almost} now sure that there is going to be a big tussle between the PSPs & the independents led by Ram, unless there is a last-minute compromise. Since, however, neither side commands an absolute majority our voice will have the decisive say, and therefore we should, therefore, very carefully formulate our

tasks and tactics beforehand and then move in a disciplined manner at every step.

Since no meeting of our kind has been convened, ~~we~~ kindly request the Central Secret to consider the matter and to issue necessary directives in writing immediately. These should reach us at the earliest so that the same might be conveyed to all concerned in time.

For An important meeting of the Central Council of E.R. union and the A.S.M. of the SER union were both held this month. Important developments are expected in the near future.

Received the cheque for Rs 65/- only a few days back.

Greetings,

Yours fraternally,
Pranab Roy.

Scanned by
Vijay

1
8

IMMEDIA

Re: [unclear] Communication
for Con: [unclear] to you [unclear]

U.S.
7/1/51

File
SAG

June 7, 1962

Dear Purnendu,

Thanks for your letter of 2nd June. I am anxiously awaiting full report.

Re. letters for Eastern and S.E. rly, the Sectt member has not given o.k. yet. I thought Com.Jyoti Basu when he was here will discuss it with him. But it seems he did not.

I could not meet Com.Jyoti Basu. He was busy in meeting and then immediately left. Even the letter reached me through someone else.

No fresh news from S.Rly. Com.Kumaran will return only for the Rajya Sabha session from 15th June.

As soon as something is known about AIRF convention, do let us know.

With greetings,

Yours fraternally,

K.G.
(K.G.Sriwastava)

c/o Dr. M.S. Beesoon
Dayalbandh
Borlaspur (M.P.)

My Dear K.G.
Returned from Cal yesterday.

A.I.T.R. 07-6/2
Received 2/97.....2/17/62
sheet

I hope you are aware that I.R.F. Convention is meeting in Pondicherry from 29-31. Datt Ray must have informed you about some details. Asaka Melhas joining Congress soon would affect P.S.P. & Petr's attitude toward N.I.R. Indian I.

International Transport Federation (I.T.F part of G.C.F.T.U) is pressing for unity. I feel something concrete proposals might come before this convention.

Ramchakraverty is trying to become G.S. with Petr as President. This means S. Guruswami might be only w.c. member only. Some Constitutional amendments too are coming. What about S.R. Labour unions attitude? We think they are in wrong. They must come

when you sense

were prevalent

Mr. Bhavsari has been
fined. It seems Honn's
representation had no effect.

He is appealing to Secretary
~~Secretary~~ Cabinet. Copy would be forwarded
to you. Hope you all will
not disappoint us.

I shall ~~not~~ be going
to Udipur. Rest when I meet
you sometime in Sept. what
about ATUC. G.C. will it be
in Sept or Oct. what about the
Place. Is Com. Dange in New Delhi
or Bombay?

with greetings

Yours Comradely
Mushfaq

enc. — one

For U.A. file
M. M. M.

Cabinet Secretariat.
(Directorate of National Sample Survey)

New Delhi, dated the 5th July, 1962

ORDER

By my order of even number dated the 18 November, 1961, I called upon Shri S.S. Bhusari, Investigator (under suspension) National Sample Survey, (East) Block, to show cause why he should not be dismissed from service for the serious charge of dishonesty proved against him.

The reply of Shri Bhusari which was received on 15-6-62 was fully considered. He has not been able to refute any of the allegations and I see no reason to alter my earlier judgment.

In view of the serious nature of his offence I hereby dismiss Shri S.S. Bhusari from the service.

sd _____
(R. Prasad)
Chief Director.

To

Shri S.S. Bhusari,
Investigator, (Under-suspension),
(through the Supdt., N.S.S., M.P. (East))
Block, Bilaspur.

Received on
11-7-62

Purnendu Dutt Roy

A. I. T. U. C. 1/2, Rashbagan Lane, CALCUTTA-10
Received 22/7/62 2.5/7/62
Replied.....

22.7.62

My dear Srisrotava,

Sent you a letter on 20th inst which you must have duly received

This morning I had talk with Com. Dyuti Boman about the Convention. In accordance with his suggestions I would reach Delhi on 26th inst afternoon by Toofan Exp. & go straight to your office. By the same train delegations from different Zones too would reach Delhi on way to the Convention.

It is absolutely ~~that~~ essential that some of us should meet along with Com. Dange & yourself that very evening. Please discuss this matter with Com. Dange & arrange things in time.

This morning Com. Dyuti Boman despatched a telegram to Com. Dange (ACTIVE office address) in this regard.

This is all today.

By the way, please request Com. Sachan ^{that} to keep all ready ail, Rly budget books, & documents that were delivered to him by Com. Indrajit ~~com~~. It has been arranged with Com. Indrajit that I would bring all those with me when I return from Delhi this time.

Greetings,

Yours faithfully,
P. Dutt Roy

This is copy to-morrow morning & this is no time for receipt a receipt & documents if he accompanies me.
rel
25/7/62

Dear Com. Givastava,

Received 24th 3/8/62 P.P. office
Varanasi
Replied..... 1.8.62

Received your letter regarding the Memorandum of Railway Electrification Workers yesterday in a conference of Railway Electrification Workers of Eastern Railway, held at Mughal Sarai, your suggestion of sending a Deputation to meet Railway Minister and Railway Board has been accepted and a deputation is going to Delhi on 26th and 27th August 1962. I shall ~~be~~ also come with the deputation. you please kindly contact the Railway Minister and Railway Board to find out a time for deputation on those date. I shall be highly obliged if you will be kind enough to do the needfull and inform me accordingly. I am also writing to Coms. A.K. Gopalam, Sarjoo Prasad and Railway Minister.

Yours Comradely
Saty Narain Tiwari

(Saty Narain Tiwari)
Member of the Executive
Varanasi District Council.

(P. S.)

11/8/62
Varanasi
1.8.62

August 11, 1962

Dear Mustaque,

Your letter.

I have not had details of the assault on the President of the Hirri Mines. Only the telegram was received but no details. Please send the same early.

Your MP had been to jail and is likely to be released next week after 7 days' imprisonment.

Com.Dange is not in Delhi and won't be here for whole of August. He may be in Delhi by 2nd or 3rd Sept.

With greetings,

Yours fraternally,

kk

(K.G.Sriwastava)

Com.Mustaque Hussain,
C/o Dr M.S.Beelson,
Dayalbandh,
BILASPUR, M.P.

1. Send one copy

to Kumaran

2. one to P+Q by
Frachin
file

3. One to Purnendu
with Roy with copies
of Nambian's note.

If the note has come
by hand, send by
hand. If by post,
then send by post.
Better by hand, if
possible.

S. GURUSWAMI

15, Nachiappachetty St.,
Mylapore, Madras-4.
Dt. 16th Aug. 1962.

Dear Shri Swaran, Singhji,

When you enquired of me at Udaipur whether I had resigned my Presidentship of Dakshin Railway Employees' Union, I replied I had done so because the General Secretary conveyed to me about comments made against me for not securing ~~xxx~~ recognition in spite of the Union acting in strict conformity with the stipulations laid down by the Administration for recognition. I further replied that my resignation has not yet been accepted.

I have been discredited for my failure to secure implementation of the understanding regarding the Union. I am sore because I went out of my way to recommend acceptance of any conditions regarding the composition of the Union to qualify for recognition.

When you hinted as to why the experiment of having only one recognised Union for each Zonal Railway should not begin on the Southern Railway, I expressed my assent provided there is an independent election machinery to ensure democratic functioning without placing any members at the mercy of rackets. In fact, Southern Railway Labour Union sought unity on this basis in 1957 with reference to the INTUC affiliate on this Railway and failed to secure fair elections.

Therefore as a matter of honour and fair decision, I would respectfully appeal to you to settle this matter in a happy manner in the light of the understanding given to me on 24th January 1962 about recognition of the Union. You are aware of my allergy to intrusion of politics in Trade Union affairs in the present state of the movement in our country and would accept any reasonable and practicable safeguards.

With regards,

Yours sincerely,

Sd/ Guruswamy.

Shri Swaran Singhji,
Hon'ble Minister for Railways,
Government of India,
New Delhi.

/ true copy /

A
For personal use
M. Singhji

By N. S. ... 10-0-62 S.A.S.

NOTE ON SOUTHERN RAILWAY UNION AFFAIRS

In the Convention of the AIRF held at Udaiyapur during July end, Guruswamy is re-elected as the President. The PSP leaders obtained in writing from Guruswamy, that he has severed his connection with the Dakshin Rly. Employees Union. For the PSP, this was the bargaining point for Guruswamy's reelection. Along with this, a paper organisation, named S.Dly. Mazdoor Union, of the PSP is affiliated with AIRF rejecting the application of D.R.E.U. for affiliation.

The AIRF leadership wanted an apology from the DREU for their alleged past misbehaviour as a pre-condition for grant of ~~affi~~ affiliation. This was given by the DREU. Still the affiliation is denied.

Our information goes to show that the PSP leadership wants the AIRF to have their close preserve particularly keeping on the Communist influence. The South Eastern Railwaymen's Union which is under Communist influence is the only Union affiliated to the AIRF, besides the PSP's hold. In order to fight this Union, the PSPers have started a rival union and their objective is to weaken our influence and ultimately get their union affiliated sending our Union out. In other Railways, we have influence in certain branches and we are forced to work in ~~MR~~ PSP Unions with much difficulties and disadvantages. But we have decided to be so and be within the AIRF fold. The PSPers knowing full well our course of action ~~eremaking~~ it impossible for us to exist even in the weakest possible manner in their Union and in the Federation. As this is beyond the scope of my note, I am not entering into that aspect here.

Coming to our Railway, after the merger in 1961, Guruswamy was given the leading role particularly to negotiate for recognition. He negotiated with Ry. Board, Sir Jagjivan Ram and the General Manager at various stages and finally agreed to certain conditions for recognition, viz., (i) change of our Rules to that of model constitution and (ii) we should abstain from issuing Hand Bills condemning the administration and organising demonstrations etc., etc. Though reluctantly, we accepted these conditions and changed our Constitution as demanded by the General Manager. Before the actual letter of recognition was signed the INTUC leadership intervened through .S.V. Ramaswamy, Dy. Rly. Minister, at the time of change of Railway portfolio and delayed the matter. Thus the letter of recognition though was typed and kept ready was withheld for the new Minister to decide. In April Guruswamy and myself met the new Rly. Minister and appraised him of the history of negotiation parleys and demanded recognition. Being new to his portfolio he wanted time to go through the papers. Subsequently Guruswamy again met Swaran Singh on 8th July and pressed for the recognition. The Minister replied that it is under consideration. In the meanwhile AIRF Convention was held and Guruswamy was forced to choose between the two and finally he accepted AIRF presidentship leading the Presidentship of DREU. His letter to the members of the Executive in this connection is enclosed herewith for reference.

As the recognition issue was drifting without finality we thought that we should directly get into the picture and talk to the Ry. Minister rather than leaving it to Guruswamy's sweet will. Accordingly Com. P.K. Kumaran, K.L. Narssinham and myself jointly sought an interview with the Ry. Minister on 8th August in Delhi. In the interview, Swaran Singh informed us that the recognition issue is still under consideration as he wanted to get certain points clarified. He is under the impression that ours is a splinter group and it had no standing for a considerable period. We explained to him that DREU is comprised of R.L.U. and a break-away Union of the Ex-Employees Union. Labour Union has the longest tradition and history and it has a considerable strength and backing of employees of ex-SIR portion. He also wanted to know the final position of Guruswamy. He promised to meet us again after some time.

Now that we have got more than 15% membership and that we have adopted the model constitution and that we have got only 2 outsiders as office bearers, both ex-Ry. employees, there is no valid reason for denying recognition to our Union. Our association with any central Federation is not a condition for grant of recognition. On the Southern Railway, only one Union is at present recognised and that is of the INTUC. Our claim for recognition is well founded and all preliminaries have been done and it will be very difficult for the Gen. Manager to get out of his earlier commitments. If we press this point very well and if necessary to bring in abt of pressure through agitation etc., we have the chance of securing recognition now. Much depends upon what we do in the immediate future, whether we hold fast unitedly and exhibit our strength or whether we get panicky at the PSPers manouvings and Guruswamy's exit. PSPers wanted to keep Guruswamy away from our Union and simultaneously build a Union for themselves and to weaken us. If we can stand against the PSPers manœuvres, we not only survive but can go ahead with added strength and recognition.

Guruswamy's ~~exit~~ exit has not made any material change in our strength and activity. It may create a feeling of ~~uneasiness~~ uneasiness among a small section of our membership, viz., middle class, but that can be set right by our intensive mass activities.

What we propose to do is to put an employee office bearer as the President in Guruswamy's vacancy. Our United action with DMK inside the union continues despite small bickerings here and there. We have to keep that unity in tact and activise our branches in the spirit of united functioning.

Some interested parties are likely to bring in a different line of action, viz., to find out a working agreement with the PSP union, by way of merger and get into the AIRF. This line may be pushed through by some very close to Guruswamy and Guruswamy himself would like to push it. The sponsors of this move aim at removal of Nambiar and Raghavanandam and to fill up the vacancies by PSPers and make it an exclusively employee-controlled union. They have several points in their favour in making this proposal, such as achieving unity by eliminating one Union, entry into the AIRF; by avoiding ~~guk~~ outsiders, recognition can be ensured, Guruswamy can function effectively in the new Union etc., etc. The political motive of such a move ~~is~~ is to cripple the present DREU. In the name of eliminating Nambiar and Raghavanandam, they aim at creating demoralisation in the ex-R.L.U. branches which are ~~at~~ the most effective ones now and setting the Communist supporters and DMK supporters against each other. The most reactionary PSPers ~~are~~ hope to get at the top of the Union with the help of Guruswamy and make it impossible for our cadres to function effectively, as is ~~being~~ being done in other Railways by PSP leadership. In short they want to create on our Railway a similar situation as they created in all other Railways. They want to smash the general support and popularity we have among Railwaymen and keep our influence completely out of the S. Railway area. They know that PSP has no backing in the Southern State and the CPI is strong entrenched in the States of Andhra, Tamilnad, Kerala and Mysore Railway section with no effective rivalry from any other party except a small wing of DMK in Tamilnad which by our tactics ~~is~~ we have contained in the Union. They hope that by their trick they can lead us to a trap and accept their leadership and allow ourselves to be liquidated.

By such a move, Guruswamy gains by liquidating the rival leadership of Railwaymen coming from the South. As the President of the AIRF he feels no one-else can challenge him as he is confident that the PSPers would allow him to continue till such time he agrees to fight communists.

We find that the situation is serious, but any wrong move would end in our complete liquidation. We have to take to the path of reorganisation of our branches and the Centre and pursue the demand for recognition basing on our own strength. This alone will take us to success.

Dt. 18-8-62.

Sd/ K. Anandan Nambiar.

Dakshin Railway Employees' Union,

MADRAS.

[Regd. No. 3068]

MYSORE BRANCH.

President :

~~M. Venkataswamy.~~
V.P. Vasudev,
Secretary.

P. V. Parthasarathy.

file

Ref. No. In favour of publication

Date 20-8-1962.

To

The Editor/Correspondent,

M. Record, New Delhi,

The General Body of the above Union was held on 19-8-62 at Tilaknagar at 6 P.M. Com. K.S. Ramaswamy presided over the meeting. After the Secretary's Annual Report the following office bearers were elected unanimously along with 13 Committee Members.

President:	Sri V.P. Vasudev.
Secretary:	" P.V. Parthasarathy, Loco shed, Mys.
Asst. Secretary:	" M. Govinda Rao Sindhya, D.T.S. Office, Mys.
-Do-	" M. Chinmawany, Driver, Loco shed.
Treasurer:	" J.K. Joseph, D.P.O. Office, Mys.

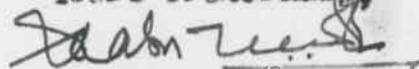
This house strongly urges upon the Railway administration to accord immediate recognition to this Union which is a most representative and powerful organisation in this part of the Railway who have also fulfilled all the stipulated conditions for recognition imposed by the administration.

Six more resolutions regarding the improvement in the working conditions of the Railway men were also passed unanimously.

Com. M. Venkataswamy and Com. V.P. Vasudev also addressed the gathering.

Meeting concluded with the Vote of thanks proposed by Com. P.V. Parthasarathy.

Yours fraternally,


Branch President.

281

1/2 Rashbagan Lane,
Calcutta, 10.

To
Com. S.A. Dange
New Delhi.

25. 8. 62

A. I. T. U. C.
Received 2880 21/8/62
Recd.

Dear Comrade,

Just a few days back I wrote two consecutive letters to Com. K.G. Srisastava in regard to two cases of new & sudden victimisation on Eastern Rly in the first week of this month. Except a few reactionary elements having allegiance to PSP all others including Ram Chakrabarty, the Secy of E. Rlymen's Union, are completely united and on the vigorous campaign dashed all over E.R. on this issue. Only yesterday ^{big} a public meeting was held where, on the invitation of E.R. Union, representatives of diff. Central Govt. employees' unions, of Central T.U.s (BPTUC, HYS + UTUC) and of other shades of the public opinion spoke in full support of the Campaign. There is a real possibility of the Campaign growing more and

more intensive and also extensive day by day.

Com. Promode Das Gupta, on his return from Hyderabad, handed me over Rs 150/- and told that ^{this} was the amount which you had kindly sanctioned as the monthly subsidy for one year. There can not be any doubt that this amount would be very much helpful in considerably tiding over my various financial difficulties during the coming one year. What would, however, happen after this one year period would remain a matter of constant worry and concern to me.

Yours S.A.D.
Anyway, kindly so arrange that this one year period (or, whatever it else it is) is wound up from the last month of July, ~~since~~ and thus the amount already received by me is adjusted to the ^{same} month of July. The amount for August onwards should be remitted to me early every month.

I am really very sorry for having disturbed you like this for such a petty personal matter and hope to be excused for the same.

Greetings,

Yours fraternally,
P. Datta Roy.

14 Dear K.G.

A.I. 2577
Received
Replied
M.P. C. H. N. T.

Dr M.S. Beesoon
Dayalbandh
Bilaspur (M.P.)

You must have received a telegram sent by Prakash Roy regarding assault on President of Hirni mines branch. Situation is getting serious & if something is not done ^{here} from your end anything can happen. Remember it is 7 miles from Bilaspur almost in a jungle. There may be strike & merger too. So I request you to impress upon the Tin Gods of New Delhi labour & steel to move fast.

I am not aware about the whereabouts of our Great M.P. Either he is in jail or in M.B. but not in Gondwana. Mines, steel etc are in Gondwana while Cotton in M.B. He has not yet toured this region. This sort of neglect will force us to demand with double force. The bifurcation of M.P. the formation of Gondwana.
Rest is well.

My Dear K.C.

A. I. T. U. C.
Received 2639 14/8/62
Replied.....

C/o Dr. M.S. Beesoon
Dayalbandh
Bilaspur M.P.
9-8-62

You must have received a telegram & a letter from here regarding Nirmal Debnik's trouble where President of the branch has been assaulted. I am confident you must have done the needful.

Now regarding Shree Bhosani's case. He has been fined by chief Director & he has appealed (copy for your information).

I hope you will impress upon Com. Nouri to do the needful (if he is there). If he is in Bhopal Jail it is likely to reach there early then. Please see that some other M.P. takes interest in this case. If ~~not~~ no reply comes from your end by 25th of this month then Shree Bhosani would start for New Delhi before the Lok Sabha closes. I hope you will do your best & not disappoint us all.

I think Com. Subrajit is there. I had given him some trouble regarding deduction of insurance Premium from wages of Rhyman. Please remind him. I think if he can take the trouble to meet T.T.K. he would see that the question is solved. But will he take this trouble?

Rest is well.
with greetings

yours ever
Mushtaque

To,

The Secretary,
Cabinet Secretariat, Govt. of India,
Department of Statistics,
Yojna Bhawan, Parliament Street,
New Delhi-1.

Through:-

The Chief Director,
Directorate of National Sample Survey,
Cabinet Secretariat, Govt. of India,
'1' Block, Raisin Road,
New Delhi-1.

S.S. Bhusari, aged 31 s/o Shri S.V. Bhusari, dismissed investigator
M.P. East Block, Bilaspur, M.P., now resident of Shri Keshavnagar
Hattis House, Tailoring Shop, near Ambalkar Pleaders House, S.K.
Chatapara, Bilaspur, M.P. Appellant.

Appeal against dismissal order No. 2(82)/60-DM & V dated
the 5th July 1962 passed by Shri S. Prasad, Chief Director of
National Sample Survey, New Delhi; communicated to the appellant
on 11th July 1962.

Being aggrieved by the order dated 5th July 1962 passed
by Shri S. Prasad, Chief Director, Directorate of National
Sample Survey, New Delhi, I the appellant beg to prefer this
appeal against the said order on the following among other
grounds.

Facts of the case:-

1. (1) I was working in the Bilaspur Block of the department and
was promoted as inspector, N.S.S. with headquarters at Jagdalpur.

On 7th September 1958 I undertook the journey to visit
sample village Maspur after completing the inspection in sample
village Bhethipar as per order of the Scrutiny Inspector Shri
M.M. Khan. On reaching Narayanpur on the way to Maspur I contacted
the then Tahsildar who gave me information about the risk invol-
ved in the further journey to Maspur. I was informed by the said
Tahsildar that the said area was infested with wild animals and
that there were some cases of cannibalism. However I arranged for
a cart on 8-9-58 paying an amount of Rs. 6 as advance and wanted
to go to village Maspur. In the meanwhile I had learnt that Shri
S.B. Khaprey, the investigator who had preceded me and whose work
I was to have inspected was seriously ill and that therefore he
had returned to Narayanpur after completing his work, under the
escort of the residents of the said village. I contacted him and
a finding him that he was not in a position to move about and
could not consequently accompany me to Maspur for inspecting
the work done by him, I had perforce to give up the idea of going

to give up the idea of going to village Maspur. The amount of Rs. 6/- paid by me as advance to the cartman could not be recovered.

(2) I had therefore inspected the work at Narayanpur on the basis of the information collected at Narayanpur from the residents and informants of the sample village Maspur who had come to Narayanpur alongwith the investigator, from the filled in schedules and from other documents maintained by Shri Khapray and drew my inspection note .

(3) The charges levelled against me are:-

(1) That I did not inspect the work in the sample village Maspur during the 14th Round on 8th and 9th Sept., 58.

(2) That I had written false diary to the effect stated above, against the dates 8th and 9th Sept., 58 and

(3) That I had claimed T.A. for those periods on which I had not actually worked and thus I had cheated the Government.

(4) On these charges the Superintendent, N.S.S. Bilaspur issued an office memo dated 19th March 60 calling for the explanation of the undersigned and subsequently on such explanation being given the said Superintendent under his office order dated 14th Sept., 60, inflicted the following punishments on me.

(1) Withholding my promotion for two years with effect from the issue of the above said order and

(2) The amount of T.A. claimed Rs. 5-14-0 paid to me for the journey to be recovered from my next pay.

(5) On 24th Oct., 60 the Chief Director Shri R. Prasad purporting to act under Rule 33 of the Central Civil Services (C.C.&A) Rules 1957 reviewed the orders passed earlier by the Superintendent of the Block and further called upon me to submit any further statement of defence. In this order the Chief Director observed in para 3 that " Shri S.S. Bhusari deserves a more severe punishment than the stoppage of promotion for two years as has been awarded to him by the Superintendent." Thus even before the proposed enquiry was held the Chief Director who was the Disciplinary Authority in my case has already made up his mind not tentatively in regard to the punishment to be awarded to me ultimately.

Therefore, without taking into consideration the explanation offered by me, the Chief Director, dismissed me from service vide his order dated 17th April 1961.

(6) I thereupon submitted an appeal to your honour and you were pleased to set aside the said order of dismissal vide your memo No. 23/19/61-Estt, III/II dated the 16th Nov., 61 and remitting the case to the Chief Director for disposal after observing the proper procedure. I was therefore served with an order dated 18th Nov., 61 calling upon me to show cause why I should not be dismissed from service, vide order No. 2(82)/60-OM&V dated 18th Nov. 61, and I had submitted my reply. My reasonable explanation, was not accepted and I was dismissed from service. I am therefore filing this appeal on the following among other grounds.

II Grounds of appeal:-

" (1) a) The Chief Director did not appreciate the facts of the case thoroughly and dispassionately but was carried away by the initial impressions created in his mind on the perusal of the ~~xxxx~~ records at the first instance. The Chief Director did not take into consideration the fact that I was new to the post of Inspector and had not submitted any T.A. Bill earlier, the impugned T.A. Bill being the first one to be submitted ^{by me} as Inspector.

b) The Chief Director also failed to take note of the fact that I had paid an advance of Rs.6 to a cartman for my journey from Narayanpur to Masapur and the same could not be recovered from the cartman and therefore the amount of Rs.6 5/14/0 was only by way of reimbursing myself of the ^{actual} expense incurred by me in this journey and not with any intent to defraud the Govt. or to make any unlawful gain for myself. There was no dishonest intention in the whole affair.

c) As for the charge that I did not inspect the work of sample village Masapur and that I had written a false diary, I had submitted that for reasons stated above I could not go to village Masapur but yet I had done what all I had to do by visiting Masapur, by enquiries made by me from the residents and informants present at that time at Narayanpur. The diary indicated only the work relating to Masapur done by me and I did not mean that I had actually gone to village Masapur.

d) In any case I had no fraudulent intention. I was under a misapprehension that as I had done the work of Masapur, even though I did not actually visit it, I could enter in the diary that way. It is at best a case of misunderstanding and not being fully conversant with the departmental rules on the subject. I submit once again with all the earnestness at my command, that I did not intend to falsify any book or defraud the Government.

This fact is clearly borne out by the fact that as soon as it came to my notice that I had committed an irregularity, I made a clean breast of the whole affair. This ^{voluntarily} clearly proves my bonafides. It may also be noted that there was no report whatsoever about this irregularity from any quarter. I thought the price of honesty would not be ~~the~~ dismissal from service but unfortunately it has been ~~as~~ my lot to be so.

(2) I humbly submit that the Chief Director had no authority under rule 33 of the Central Civil Services (~~21~~ C.C.S.A) Rule 57 to review the order of the Superintendent, to ~~the~~ my detriment. The reviewing power under rule 33 can only be used if the ~~is~~ Government servant is to be relieved against the punishment awarded by the order to be ~~xxxxxx~~ reviewed. ' Because in appeal the appellant comes with a presumption that he did not deserve the punishment which he had met at the hands of the subordinate authority. As such he claims a relief for his benefit and not to his disadvantage as has been ^{done} ~~set~~ in this particular case.'

- (3) The Chief Director, not being the appointing authority of the quasi-permanent post of the investigator had no jurisdiction to review the order of the Superintendent, H.S.S., Bilaspur.
- (4) The whole enquiry is illegal and void as no specific charges were framed on the basis of allegations and were supplied to me.
- (5) The Enquiry officer conducted the enquiry in great haste without following the prescribed procedure. No date was fixed for any specific purpose and as such the appellant could not cross-examine the prosecution witness resulting in the failure of Justice.
- (6) The Disciplinary Authority had already decided to dismiss me and as such the Show Cause Notice was only a show made to fulfill the constitutional requirements. This fact is evident from the Show cause notice.
- (7) The Disciplinary Authority has ignored various safeguards guaranteed by the Constitution in inflicting the severe most punishment to me.
- (8) The non compliance of the rules under Central Civil Services regulations in conducting the enquiry has caused failure of Justice.
- (9) The findings are not justified.
- (10) I have been caused prejudice as my repeated prayer for a personal hearing had not been conceded.
- (11) After the punishment inflicted by the Superintendent, H.S.S. Bilaspur was implemented, it was illegal for the Chief Director to reopen the same and inflict more severe punishment as it resulted in double jeopardy to me.
- (12) The penalty is excessive in the circumstances. The absolute clean record of the appellant was given no consideration. I made first error in my service and thus I did not deserve the severe most punishment. I made a closed breast by disclosing the mistake at the very first instance (even before enquiry was initiated by the Superintendent, H.S.S. Bilaspur, by my letter dated 4-11-59) and thus deserved sympathetic attitude of the authorities. The punishment of dismissal is severe and is evident from the considered order of the superintendent, the immediate boss who inflicted lesser punishment detailed above, for the same irregularity.
- (13) I pray for sympathetic consideration and promise to do my duties hereafter without giving any cause of complaint to my Superior authorities. I pray that my first and last mistake be condoned and I be given an opportunity to serve the department.
- (14) I am a young man on whom my aged parents depends and if I am dismissed the whole family shall be ruined.

PRAYER

The order of the dismissal be set aside and I be reinstated.

Yours faithfully,

S.S. BHUSARI

(S.S. BHUSARI)

Note:- True copy of the order of dismissal is attached.

Encl:- True copy of the order of dismissal.

Copy submitted to:-

- 1) The Secretary,
Cabinet Secretariat, Govt. of India,
Department of Statistics,
Zojna Shawan, Parliament Street,
New Delhi-1.

True Copy

No.2(82)/60-OM & V
Cabinet - Secretariat,
(Department of Statistics)
Directorate of National Sample Survey

New Delhi, dated the 5th July 1962.

Order

By my order of even number dated the 18th November, 1961, I called upon Shri S.S.Bhusari, Investigator (under Suspension) National Sample Survey, M.P.(East) Block, to show cause why he should not be dismissed from service for the serious charge of dishonesty proved against him.

The reply of Shri Bhusari which was received on 15-6-62 was fully considered. He has not been able to refute any of the allegations and I see no reason to alter my earlier judgment.

In view of the serious nature of his offence I hereby dismiss Shri S.S.Bhusari from the service.

Sd-----

(R. PRASAD)
Chief Director.

To

Shri S.S.Bhusari,
Investigator, (under suspension),
(Through the Supdt., N.S.S. M.P.(East)
Block, Bilaspur.

September 6, 1962

Dear Com. Nambiar,

Com. Kumaran has forwarded to us a "Note on Southern Railway Union Affairs". I do not know whether that note has been prepared for information to the party group in your union only or for the information of the party centre in Delhi. Since Com. Kumaran has forwarded it to us here, I went through it and want to make one or two remarks on the same for your consideration.

Your general observation in para 3 of the Note is in the same old tune which is very well known. Just as you say that this discussion is beyond the scope of your note, I am also not entering into that aspect here. On that aspect of your policy, we have always differed and we continue to differ because that aspect of your policy is fundamentally against the main line of unity and we have discussed this question many a time before.

Then I turn to page 2 of your Note and your proposals as to how to secure recognition. You say that you have got more than 15% membership. In this matter, you will, of course, remember that this membership has to be a valid and continuous membership for six months and more in order to acquire claim for recognition on the basis of the general policy discussed in the tripartite conferences. So I am sure you will pay attention to that aspect of the matter.

In fact, at one time I had thought that with the unity between the Tamilnad and Andhra sections achieved under the DREU, we should have been in a position to enrol even 50 per cent of the workers in our union. But for reasons which we need not go into here, this has not been perhaps possible. Even then, I would suggest that you should keep a target of 25% of the employed force to be enrolled in our union, though the technical figure agreed for such recognition is 15%.

Secondly, I agree with your point - and which is the main point, I think - that in order to get recognition and compel the management and the government to adhere to the agreed policy on this question, it is necessary to launch a movement for recognition. What form the movement should take is for the union to decide. It has, of course, to follow the usual methods of agitation, demonstrations, and so on. If such a movement embraces the whole of the Zone, then the splitters of the PSP and their friends can be isolated. In that case, the government will be brought into a mood of once again taking up the question of recognition. So the proposal to launch a movement of this kind is, in fact, a very old one and it is high time that it is now put into action.

You refer to the question of your relationship with the DMK in the union. No doubt, we should in the trade union field have relations of TU unity with the DMK workers. But, ~~surely~~ I wonder if the DMK leadership will limit itself to only TU slogans. They are sure to try to bring in their main political slogans in the trade union field. We should be happy if they do not bring such slogans on the TU platform. But if they try to do so, then what is going to be your attitude to that? This question also, you will have to seriously consider. However, at present this question should not be artificially raised by us unless their leadership brings that in the campaign that you propose to launch for recognition.

As regards the question of Guruswami, AIRF convention at Udaipur and our role therein, I do not want to say anything in this letter as the matter was referred to separately in another discussion.

With greetings,

Yours fraternally,



(S.A. Dango)

Com. K. A. Nambiar, M.P.,
New Delhi

Sept 8, 1962

BY HAND

Com.P.D.Roy,
Calcutta

Dear Comrade,

Copy of a note dated 18.8.62 by Com.
K.A.Narbiar and also of Com.Dango's letter to
him of 6th inst., are forwarded herewith,
for your information.

With greetings,

Yours fraternally,

U.S.

(K.C.Sriwastava)
Secretary

encl:

28

A. I. T. U. C.
Received 31/10/63
21/11/63
Received

19. 9. 63
Calcutta

My dear Srivastava,

In one of my previous letters I wrote in its foot note about the ^{monthly} subsidy which was said to have been sanctioned by Com. S.A.D.

The subsidy should by all means commence from July since from that very month I ~~have~~ become dependent on only my very meagre P. wage. Hence the ~~one~~ first month's subsidy of Rs 150/- which was sent to me through Com. Promode Sen Gupta last month should be adjusted to July.

For ~~that~~ the subsidy for Aug & Sept have not yet been received by me upto now and it has naturally created a very serious financial ^{crisis} for me. The crisis ~~is~~ has become quite more

painful because of the Puja festival that is already upon our head. In our area, as you might know, the Puja means a lot of ^{extra} expenses for each levy father & guardian.

Kindly, therefore, discuss this matter immediately with Com. Dange and arrange this to send me by m.o. the subsidy for Aug & Sept at your earliest. You should also pl. see that the amount for Oct ~~is~~ is also received by me within 2nd or 3rd Oct next since the Puja begins from 6th Oct.

I am sorry - I have to ~~disturb~~ disturb you like this on such a petty personal matter.

Greetings,
Yours fondly,
B. K. Roy

sent Rs 300/-
155 Aug - Sept
21/11

NOTE ON SOUTHERN RAILWAY UNION AFFAIRS

In the Convention of the AIRF held at Udaipur during July end, Guruswamy is re-elected as the President. The PSP leaders obtained in writing from Guruswamy, that he has severed his connection with the Dakshin Rly Employees Union. For the PSP, this was the bargaining point for Guruswamy's re-election. Along with this, a paper organisation, named S.Rly Mazdoor Union, of the PSP, is affiliated with AIRF rejecting the application of DREU for affiliation.

The AIRF leadership wanted an apology from the DREU for their alleged past misbehaviour as a precondition for grant of affiliation. This was given by the DREU. Still the affiliation is denied.

Our information goes to show that the PSP leadership wants the AIRF to have their close preserve particularly keeping out the Communist influence. The S.E.Railwaymen's Union which is under Communist influence is the only Union affiliated to the AIRF, besides the PSP's hold. In order to fight this union, the PSPers have started a rival union and their objective is to waken our influence and ultimately get their union affiliated sending our Union out. In other Railways, we have influence in certain branches and we are forced to work in PSP unions with much difficulties and disadvantages. But we have decided to be so and be within the AIRF fold. The PSPers knowing full well our course of action are making it impossible for us to exist even in the weakest possible manner in their union and in the Federation. As this is beyond the scope of my note, I am not entering into that aspect here.

Coming to our railway, after the merger in 1961, Guruswamy was given the leading role particularly to negotiate for recognition. He negotiated with Rly Board, Sri Jagjiwan Ram and the General Manager at various stages and finally agreed to certain conditions for recognition, viz., (i) change of our Rules to that of model constitution and (ii) we should abstain from issuing Hand Bills condemning the administration and organising demonstrations, etc., etc. Though reluctantly, we accepted these conditions and changed our Constitution as demanded by the General Manager. Before the actual letter of recognition was signed, the INTUC leadership intervened through S.V.Ramaswamy, Dy. Railway Minister, at the time of change of railway portfolio and delayed the matter. Thus, the letter of recognition though was typed and kept ready, was withheld for the new Minister to decide. In April, Guruswamy and myself met the new Rly. Minister and appraised him of the history of negotiation parleys and demanded recognition. Being new to his portfolio, he wanted time to go through the papers. Subsequently, Guruswamy again met Swaran Singh on 8th July and pressed for the recognition. The Minister replied that it is under consideration. In the meanwhile, AIRF convention was held and Guruswamy was forced to choose between the two and finally he accepted AIRF presidentship, leaving the presidentship of the DREU. His letter to the members of the Executive in this connection is enclosed herewith for reference.

As the recognition issue was drifting without finality, we thought that we should directly get into the picture and talk to the Rly Minister rather than leaving it to Guruswamy's sweet will. Accordingly, Coms. P.K. Kumaran, K.L. Narasimham and myself jointly sought an interview with the Railway Minister on 8th August in Delhi. In the interview, Swaran Singh informed us that the recognition issue is still under consideration as he wanted to get certain points clarified.

He is under the impression that ours is a splinter group and it had no standing for a considerable period. We explained to him that DREU is comprised of R.L.U. and a break-away Union of the Ex-Employees Union. Labour Union has the longest tradition and history and it has a considerable strength and backing of employees of ex-SIR portion. He also wanted to know the final position of Guruswamy. He promised to meet us again after some time.

Now that we have got more than 15% membership and that we have adopted the Model constitution and that we have got only two outsiders as office-bearers, both ex-railway employees, there is no valid reason for denying recognition to our union. Our association with any central federation is not a condition for grant of recognition. On the Southern Railway, only one Union is at present recognised and that is of the INTUC. Our claim for recognition is well founded and all preliminaries have been done and it will be very difficult for the General Manager to get out of his earlier commitments. If we press this point very well and if necessary to bring in a bit of pressure through agitation, etc., we have the chance of securing recognition now. Much depends upon what we do in the immediate future, whether we hold fast unitedly and exhibit our strength or whether we get panicky at the PSPers manoeuvring, and Guruswamy's exit. PSPers wanted to keep Guruswamy away from our union and simultaneously build a union for themselves and to weaken us. If we can stand against the PSPers manoeuvres, we not only survive but can go ahead with added strength and recognition.

Guruswamy's exit has not made any material change in our strength and activity. It may create a feeling of uneasiness among a small section of our membership, viz., middle class, but that can be set right by our intensive mass activities.

What we propose to do is to put an employee office-bearer as the President in Guruswamy's vacancy. Our united action with DMK in the union continues despite small bickerings here and there. We have to keep that unity intact and activate our branches in the spirit of united functioning.

Some interested parties are likely to bring in a different line of action, viz., to find out a working agreement with the PSP union, by way of merger and get into the AIRF. This line may be pushed through by some very close to Guruswamy and Guruswamy himself would like to push it. The sponsors of this move aim at removal of Nambiar and Raghavanandam and to fill up the vacancies by PSPers and make it an exclusively employee-controlled union. They have several points in their favour by making this proposal, such as achieving unity by eliminating one union, entry into the AIRF, by avoiding outsiders, recognition can be ensured, Guruswamy can function effectively in the new union, etc. The political motive of such a move is to cripple the present DREU. In the name of eliminating Nambiar and Raghavanandam, they aim at creating demoralisation in the ex-RLU branches which are the most effective ones now and setting the Communist supporters and DMK supporters against each other. The most reactionary PSPers ~~hope~~ hope to get at the top of the union with the help of Guruswamy and make it impossible for our cadres to function effectively, as is being done in other Railways by PSP leadership. In short, they want to create on our Railway a similar situation as they created in all other Railways. They want to smash the general support and popularity we have among Railwaymen and keep our influence completely out of the S. Railway area. They know that the PSP has no backing in the Southern States

and the CPI is strongly entrenched in the States of Andhra, Tamilnad, Kerala and Mysore Railway section, with no effective rivalry from any other party except a small wing of DMK in Tamilnad which by our tactics we have contained in the union. They hope that by their trick they can lead us to a trap and accept their leadership and allow ourselves to be liquidated.

By such a move, Guruswamy gains by liquidating the rival leadership of Railwaymen coming from the South. As the President of the AIRF, he feels no one else can challenge him as he is confident that the PSPers would allow him to continue till such time he agrees to fight communists.

We find that the situation is serious, but any wrong move would end in our complete liquidation. We have to take to the path of reorganisation of our branches and the Centre and pursue the demand for recognition basing on our own strength. This alone will take us to success.

Sd.

K. Anandan Nambiar

18.8.62

13/10/62

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DAKSHIN RAILWAY EMPLOYEES UNION
GUNTAKAL

WISH CONFERENCE SUCCESS

DANGE GENERAL SECRETARY AITUCONG

3 copies

Copy of letter No. DO.NS/Misc/62 dated 9/10/1962 from
D.C. Baijal, Chairman Railway Board, New Delhi to Shri
P.K. Kumaran, M.P., 3 Windsor Place, New Delhi.

Kindly refer to your letter dated 27/8/1962 to the Prime Minister regarding political discrimination against Railway employees. I am sorry to note that my letter has not been able to clear up your doubts on the subject. I had attempted to give you the factual position in respect of the cases quoted by you. It will be appreciated that any citizen who chooses to offer himself for Government service abridges his citizenship rights to a certain extent and one such abridgement is that, whatever his political belief, he will not take part in any political activity as long as he continues in Government Service. I would like to assure you that action is not taken against a Railway servant merely for his political belief, but only when he indulges in political activity.

2. The provision in the Indian Railway Establishment Code relating to termination of service contained in the present rule 149, which is bilateral, has been in existence for over several decades. It has also been held by different High Courts that action taken under this Rule does not attract the provisions of the Constitution. Proviso (b) and (c) to Article 311(2) of our Constitution also provide that in certain circumstances and by certain specified authorities action to remove or dismiss Government servants can be taken without giving them an opportunity to show cause against the action proposed to be taken in regard to them. In the case of action taken under Rule 149-R.I., however, the employee's services are terminated with notice or pay in lieu of notice and he is entitled to all his dues, whereas in the case of dismissal/removal he loses mostly/partly his dues.

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See 77 to 80
Baijal to P.K. Kumaran
this

A. I. T. U. G.
Received 31.17 6/19/62
Replied.....

Calcutta
4.10.62.

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My dear Srisastava,

Both the two m.o.s were duly received and were of great relief to me.

The Annual Conf. of the Ek Union is going to be held at Hooghly Sarai on 22nd - 25th Oct next. All attention of the Ek Union people are now fully concentrated on this Conf since conflicts between the Gen Secy + his opponents (mainly within EkUs) are expected to reach the climax at the Conf. Interesting developments are awaited. I would let you know the same in time.

When I had been recently to Patna, the question of NEIL was discussed with Bihar Prm leader who assured me of taking necessary steps early. I am now informed that so far as Bihar is concerned they have adopted necessary measures and are eagerly awaiting similar thing in UP. After which arrangements for coordination between these two States have to be made. It should now be your responsibility to persuade UP leaders

to take preliminary steps at their earliest. It would have been convenient if they could so arrange that we could all meet together at Bombay sometime any day from 22nd to 25th Oct next. If not, they should meet themselves at any convenient time, though as early as possible. The main thing is that our job on NEIL should not go by default when once things have started moving at last.

This is all today. Move next.

I am going leaving Calcutta this evening and would return after 10/12 days.

Greetings.

Your faithfully,
P. B. Das

File

Me
19/10

దక్షిణ రైల్వే ఎంప్లాయిస్ యూనియన్

గుంతకల్లు డివిజన్

డివిజనల్ క్యాబినెట్ లేబరు కాన్ఫరెన్సు

14-10-1962 ఆదివారము

పక్షం!

దేశములో నిరుద్యోగసమస్య దినదినానికి విపరీతంగా పెరుగుతున్నది కరువు పరిస్థితులవల్ల వల్ల ప్రాంతాలలోని ప్రజానీకం పట్టణాలకు ఎగబాకి వుద్యోగాలకు ప్రాప్తి లభించడమువల్లను, ప్రతి సంవత్సరము పెరిగిపోతున్న విద్యార్థులు వుద్యోగాలు దొరకకుండా అల్లాడి పోతుండడమువల్ల మన ప్రభుత్వానికి యిది తీరని సమస్యగా తలచుకొనింది. దేశములో దినదినానికి తిండి గింజలు తదితర అత్యవసర వస్తువుల ధరలు అకాశాన్ని అంటుతున్నాయి. ఒకవైపు ప్రజానీకము పెరిగిపోతున్నది. నిరుద్యోగం ప్రబలి పోతున్నది. మరొకవైపు సామాన్య ప్రజలు, పెరిగి పోతున్న జీవితావసర వస్తువుల ధరలను అందుకోకుండా అలమటించి పోతున్నారు. ఈ సమస్య సమస్యగానే ప్రభుత్వానికి నిలిచిపోయింది. ఈ సుడి గుండములోపడి సామాన్య ప్రజలు, వ్యవసాయ కూలీలు, కార్మికులు, మధ్యతరగతి కుటుంబీకులు పడు అగచాట్లు చెప్పనలవికాదు. గత్యంతరము క్రోధం పనికైనానరే, ఎంత కులకైనానరే, తమ భార్య కిడ్నీ, తమ కుటుంబాలను కాపాడుకోడానికి వస్తున్నారు. సూపర్ వైజరీ ఉద్యోగుల, మేస్త్రీలు, ఎంత హింసించినా, అనరాని మాటలన్నా భరించి పనులు చేస్తున్నారు ప్రాప్తి కింది రైల్వేలో ఏరి సంఖ్య పెరిగిపోయింది. భాళిలను భర్తీ చేయకుండా యిద్దరు ముగ్గురి చేరువలసిన పని భారాన్ని ఒకనితోనే చెయ్యి చుకొంటున్నారు. స్కూలు వసులను గూడారు. 1-50 పనివారితోనే చేయించుకొని కనీసపుకూలీ నిస్తున్నారు. సోషలిస్టు సమాజంలో యీ విధంగా పెట్టుబడిదారీవిధానాన్ని నిరంకుశంగా మధ్య ప్రభుత్వ యాజమాన్యంతో నడుపుబడి సంస్థలో కొనసాగించడం చాలా విచారకరం. పైగా కంట్రాక్టు పద్ధతిని ప్రతిచిన్న వసులకు అమలుజరుపడము చాలా శోచనీయమైనది. ఏటికి అనుగుణంగా చలాలును సృష్టించడము మరొక మాహానకే తీరనికళంకము.

గుంతకల్లు, దక్షిణ భారతదేశములో అభివృద్ధి చెందిన జిల్లము. జాతీయ ప్రణాళికలు విజయవంతముగా కొనసాగడానికి, నిర్మాణ కార్యక్రమాలకు కావలసిన వస్తుసామగ్రిని కేంద్రముగా కొనపొందడానికి చర్యల గా నడపుతూ రైల్వే యంత్రాంగము అవసరము. పరిధానంగా గుంతకల్లు బ్రాన్చి పెద్ద ఐడెలు ముఖ్యంగా తోడ్పడుతుంది. నలుమూలలకు ఇచ్చడనుండి ప్రతి వస్తువు రవాణా జరుపబడుతుంది. ఈ పెద్దలో దాదాపు వేయి మంది కార్మికులు రాబోయే బహుళ పనిచేస్తున్నారు. ఐదు ఏండ్లకు పూర్వము దినకూలియినూ యీ ఆత్యంత ముఖ్య పనిని వీరితో చేయించుకొనేవారు. ఏడు చేస్తున్న పని ఎక్కువ ప్రమోదించుకొన్నది. పెక్కు పనిమాలలకు గురియైనది కావున వారు జక్కతతో తమయొక్క సర్వీసును బట్టి తమకు C. P. C. జీతాలు యివ్వాలని ఆసి.వి.ధాల పాఠశాల పడినప్పటికిన్ని ఫలించనందున 1958 వ సంవత్సరములో దాదాపు 10 రోజులు సమ్మె విజయవంతముగా కొనసాగించినందువల్ల రైల్వే అధికారవర్గము దిగివచ్చి దాదాపు 385 మందికి C. P. C. జీతాలు 15-8-1958 నుండి అమలుజరిపింది. వీరి సమ్మెను, భగం చేయడానికి అన్ని శక్తులు పని చేసినప్పటికిన్ని వాటిన్నిటిని తిరుగగొట్టి వీరు విజయం సాధించారు. సమ్మె తదనంతరముననుకొని ఐక్యతను చిల్పాడానికి "స ర మ" ఎన్నో ఎత్తుగడలు వేసింది. కార్మికులను మోసపుచ్చి కాంట్రాక్టర్లకు అమ్ముచూచింది. మరలా కార్మికులు ఐక్యతతో తీవ్రంగా పోరాడిన ఖిదట్ల యీ ప్రమాదం తప్పింది. కాని ప్రభుత్వం యీ లి. పి. పెద్దను ఎట్లాగైనా కాంట్రాక్టర్లకు అప్పగించి చూస్తున్నది. సి.పి.సి. జీతాలు యిచ్చి నే పంపు అయినప్పటికి వీరిని పర్మనెంటు చేయకుండా మరీ కొందరు విండ్ల పర్మనెంటు క్యాబువల్ లేబర్లు దినకూలిమిద పని చేస్తున్న వారికి సి.పి.సి. జీతాలు యివ్వకుండా వుండటం చాలా విచారకరం, సి.పి.సి. జీతాలు తీసికొను కార్మికులను యితర కార్మికులలో ఖాళీలు పడినప్పుడు వాటికి బదిలీయైనాచేసి క్రమంగా పర్మనెంటు అయినా చేయకుండావుంది. మనయూనియన్ రైల్వే అధికార వర్గపు యీ నిరంకుశ వైఖరిని ఖండిస్తు నిరసిస్తున్నది. దినకూలి కార్మికులకు యీసామని. చాగానము చేసిన సి.పి.సి. జీతాలను

కార్మికుల దుస్థితి చెప్పడంబాదు. ఏండ్ల తరుబడి ఆనేక బాధలకు-ఉచ్చి కష్టపడి నప్పటికి.. నూపర్ వైజరి ఉద్యోగులు సాధారణంగా తమకు కావలసిన వారికే సి.పి.సి. జీతాలు ఏ.కొద్ది మందికో ఆ మలుపుబడుపటం పరిపాటి. విషరీతమైన అవినీతి, అలచగండితనం, బంధు ప్రీతికొందరికీ నూండి సి.పి.సి. జీతాలు అమలు జరుపు లిమ్మలను అప్పుడ దు. మత్పరం పడిపాటి. త. దు. ర. చరాన్ని అడిగేదానికి రైల్వే అధికారిలకు చేతకావటంలేదు. ప్రతి ప్రతిష్టగా పని చేస్తూవుండే E. L. R. కార్మికులు ఇంకా పూర్తి సెక్షనులలో దినకూలిమిదనే పని చేయచున్నారు. పైగా ఆరు నెలలలో గానే సి.పి.సి. జీతాలు తీసికొనువారు కూడాయున్నారు. దినానికి కూలి రూ. 1-50 లభించే యీ అనాదుల దగ్గరే ప్రతి నెల రెండు నుండి ఐదు రూపాయలవరకు లంచాలు నూపర్ వైజరి స్థాపు పైకాన్ని సెక్షనులలో పుచ్చుకుంటు న్నారు. ఐదు దాచని ప్రశ్నల కూటికలేక తమ పిల్లలను పోషించుకోడానికి వచ్చిన స్త్రీ కార్మికులను అతి హీనంగా కెట్టటం, మరి ఎన్నో దుర్మార్గపు కార్యాలకుకూడా పుఫయోగించుకోవటం సహించనిది. ఏది యెట్లున్నా యీ కరువు కాటకాల పరిస్థితులలో ద్విందినానికి పెరిగిపోతున్న ధరలకు కనిపించు ఆనుగుణంగానైనా వేతనాలు పుల్లించని. దడిద్ర నారాయణులను వేపుకతినే రాబం దులను ఏమనాలి? హవర్సు ఆఫ్ ఎంప్లాయిమెంటు చట్టాన్ని దిక్కరించి మధ్యాహ్నము భోజనానికి కూడా పదలకుండా చీకటి పడెంత వరకు బానిసలా పని చేయించుకుంటున్న అధికారులు కూడవునా. ఏన్ని కరణత్రములు వేసి గుట్టు గట్టు నేసినా, బహిరంగ సభలలో విమర్శించినా, పై అధికారులకు విన్నవించుకొన్నా యీ సోషలిస్టు ప్రభుత్వములో అనాది. కాలములోనే పాతికెట్ట బడిన యీ బానిసత్వం నియత్యత్య ప్రభుత్వ యాజమాన్యములో నడువబడే సంస్థలలో యింకా కొనసాగుతూనేవుంది.

ఎక్కెక్కో చిహ్నములలో ఏలెక్కెక్క యింజనీరుగారి రామరాజ్యములో దగ్గం. నాయం నాలుగు పాదాలతోగాకుండా ఐదు పాదాలతో నడుస్తోంది.

క్యాబువల్ లేబర్ల గతి ఈ కరపత్రములో వ్రాయడానికి తావు చాలటంలేదు. కార్మికవర్గాలన్ని తిప్పి తిరిగి వ్రాయవలసిందే. చాల కాటగరిల వుద్యోగస్తులకు రెస్ట్రైన్ యివ్వకుండా పనిచేయించుకోవటం, ఎన్ని ఏండ్లు పనిచేసినా క్యాబువల్ లేబర్లకు అధరైజుడు జీతాలు అమలు జరుపకుండా వుండటం, చట్టరీత్యా యివ్వవలసిన T. A. లు యివ్వకుండా వుండటం. పర్మనెంటు ఖాళీలలో ఎండ్ర తరబడి క్యాబువల్ లేబర్లతోనే చేయించుకోవటము. స్కీల్లు పనులను ర 1-50 కూలివారి తోనే చేయించుకొని కనీస వేతనాలు యివ్వటం, ఇటువంటివి ఎన్నో వున్నాయి. పూర్తిపవరాలతో ఎన్ని మహజర్లు యిచ్చుకొన్నా వీరి అనుప పాదాల కింద నలిగిపోయే యీ బీద కార్మికులను రక్షించే నాడుడెలేదు. పని సమయాలలో గాయాలు తగిలిన ఆల్ కనీసస్టు తంతి యివ్వడములేదు. వారికి యే విధమయిన పరిహారమూలేదు. పైగా ఏకలాంగులై యింటికి పోవలసిందే దినకూలి రూ. 1-50 లకే అత్యంత నిపుణతతో కూడుకొన్న పనిని యీ క్యాబు వల్ లేబర్లతో చేయించుకొని, కనీస హక్కులనుకూడా యివ్వకుండా వుండటం కేవలం అమానుషం. పైగా వీరి హయాములో కొద్దిమంది సూపర్ వైసరీ ఉద్యో గులు ఫలితాన్తూ అనుభవించటం అందుకు యీ అంజనీరుగారు అన్ని విధాల మద్దతు యివ్వటములోవున్న నిగూఢ రహస్యం వారికే తెలియాలి

ఇక లోక్-షెడల్ నిండర్ పిక్కర్లు కాంట్రాక్టర్ కూలిల్లాగ ఏండ్లతర: పనిచేయవలసిందే వారికి నియమితమైన దినకూలి లేదు, ఎంత పని చేసినా రూ. 1-50 కూడ గిట్టటంలేదు. కొన్ని సమయాలలో వీరిని అన్ని విధాలయిన పనులకు వుపయోగించు కొంటున్నారు. తర్వాత సబ్సిస్టాట్లు ప్రతిషెడల్ నూ వున్నారు. వీరిని సూపర్ వైసరీ స్టాఫు ప్రతి పనికి వుపయోగించు కొంటున్నారు. కొన్నిసమయాలల్లో ఫైర్మన్లుగా కూడా పంపుతున్నారు. కావీ వారికి మైలేజీకాని బట్టాలుగానీ సక్రమంగా యివ్వటంలేదు. ఎప్పటికప్పుడు ట్రైన్ యింజనీకు ఫైర్ మెన్లు రాకపోయినయెడల ఎటువంటి తయారీలేకుండా తన డ్యూటీముగించు కొన్నా బండికి పోవలసిందే, లేకపోతే మనుషటి రోజునుండి యింటికి పోవలసిందే ఎన్నో సందరాలలో వీరితోనే యింజనీను కూడా కదలించి ఆక్సిడెంటు అయిన

సందర్భాలు చాల వున్నాయి. పనిచేయు సమయములలో ఎంతో మందికి తీవ్ర మైన గాయాలుకూడా తగిలి పనులనుకూడా పోగొట్టుకొన్నారు. వీరిని పర్మనెంటు నెక్సియన్ డ్రీవరులు జరుగలేదు నెక్సియన్లు ఏర్పడినప్పుడు వీరిలోని చాల మందికి ఛాన్సులు దొరకవు. ఎ బజారులోనే జట్కా తోలేవాడికో, కూర గాయలు ఆమ్ముకొనేవాడికో. లేక ఆఫీసర్లకు వారి బంధు మిత్రాదులకో ఆవకా శాలు దొరుకుతున్నాయి. అనుభవంవుండి అన్ని ఆర్డరులుగలవారికి లభించటం ఎదు. ఇది పెద్ద కుంభకోణం.

ట్రాఫిక్ డిపార్టుమెంటులో క్యాబువల్ లేబర్లు మరియు సబ్సిస్టాట్లు అగ చాట్లు ఐక ప్రత్యేక చరిత్ర వారిది ఫకీర్ జీవితం. ఈ దినం యిక్కడ రేపు మరెక్కడో చెప్పలేము. నెలకు నాలుగు రోజులు పని, మరి రెండు రోజులు పనిలేదు. మరలా ఒక ఐదు రోజులు పని, యిట్లాగే వారి జీవితం నిరంతరం ఒక గండంగా గడుస్తూ వుంటుంది. సబ్సిస్టాట్లను అన్నివిధాలయిన పనులకు వుపయోగించుకోవడంవల్ల రైలు ప్రమాదాలు ఎక్కువగా జరుగు తున్నాయి. కొద్ది మందిని సీజనల్ గా అపాయింటు చేయటం, సీజన్ తీరిపోయి వెంటనే పనినుండి తొలగించటం జరుగుతూవుంది, నెల పూర్తిగా పనిచేసినా చాలని జీతాలు వున్నప్పుడు వీరి బ్రతుకులు ఎట్లుంటాయో వూహించుకోండి?

ఇట్లాగే సిగ్నలింగు మరి తడితర డిపార్టుమెంటులోని యీ దినకూలి కార్మి కులు యంత్రాలలోని చక్రాలాగా నిత్యం ఏ విధమయిన సౌకర్యాలలేక, చాలీ చాలనిజీతాలతో ఆఫీసర్లు సూపర్ వైసరీ స్టాఫు మెహర్బానీక్రింద తమ జీతాలను తీసికొని పోతున్నారు. హవర్స్ ఆఫ్ ఎంప్లాయిమెంటు రెగులేషన్ ఆక్టు, పేమెంటు ఆఫ్ వేజన్ ఆక్టు, వక్కు మెన్ కాంపెన్ సేషన్ ఆక్టు, తడితర ఎన్ని చట్టాలు వున్నప్పటికీ అవి వీరి విషయంలో చట్టాలుగానే నిలచిపోతున్నాయి. రైల్వే లలోయిచ్చుడు ఏదోవిధంగా పని జరిగిపోతోంది. అంటే అవి యీ క్యాబువల్ లేబర్లు, సబ్సిస్టాట్లవల్లనే. ఖాళీలను భీరిచేయటంలేదు. పనిచేరాన్ని పెంచారు వీరిని ఏదో విధంగా సమన్వయం చేయటానికి వీరిని వుపయోగించు కొంటున్నారు.

ప్రతి ఘోరమైన రైలు ప్రమాదాలి వీరియొక్క పాత్ర యెంతోవుంది. వీరికి వివిధమైన భాద్యతలు లేక పోవడంవల్ల పని నాణ్యత దెబ్బతించుతుంది. మన డివిజన్ లో ఎన్నో క్రొత్త స్టేషన్లు తెరువబడ్డాయి, క్రొత్త లైన్లు వేశారు. మరిఎన్నో సర్కూలు కార్యక్రమాలు జరుగుతున్నాయి, వీటన్నిటికీ క్యాజువల్ లేబర్లను ప్రయోగించుకొంటున్నారు. రైల్వే ఎంతో విస్తరించబడింది, ఆదాయం ఏటేటా పెరిగిపోతోంది కాని ఎన్నోపదాల దుబారాబద్ధులు, దొంగతనాలు జరుగుతోంది. దట్ట సరిగావుపయోగించి, మహత్తరమైన యీ మానవశక్తిని సక్రమంగా మన రైల్వేలు బాగుపడటానికి, ఆదాయం పెరగటానికి. నిరంతరం కరువు కాటకాల్లో పడి బాధపడే యీ ప్రాంతములోని బీద ప్రజానీకానికి మరిఎంతోకాలము కష్టం చేడము సమంజసమైనదికాదు.

గాన సోదరులారా!

ఈ డివిజనులో అన్నిడిపార్టుమెంటులలో వివిధ క్యాటిగిరీలలో పనిచేయు క్యాజువల్ లేబర్లు (E. L. R. కార్మికులు) సి. పి. సి. జీతాలు తీయుకార్మికులు సబ్సిడ్యూట్యుకు మహాసభ గుంతకల్లులో 14-10-1962వ తేదీనమన యూనియన్ అధ్యక్షాన జరపుటకు నిశ్చయించబడినది. ఈ మహాసభకు కార్మిక నాయకులు, పార్లమెంటు. అసెంబ్లీ సభ్యులు హాజరవుతున్నారు. ఈ మహాసభను జరుపదముగా నడపడడానికి వీరి సమస్యల పరిష్కారానికి, వీరి కోర్కెలు రాబట్టుకోడానికి కార్మికులందరూ ఐక్యంగా తమ సహాయాన్ని, సహకారాన్ని, యిస్తారని ఆశిస్తున్నాము. కావున క్యాజువల్ లేబరు సోదరులు తప్పకుండా యీ మహాసభకు నూటికి నూరుమంది హాజరై మహాసభ కార్యక్రమాన్ని విజయవంతముగా సాగించి తమ హక్కులను సాధించుకొనుటకు ఐక్యముగా కృషిచేస్తారని కోరుతున్నాము.

మహాసభ కార్యక్రమాలను ముందు రాబోవు క ర ప త్య ము ల లో తెలియపరుచబడును

ఇట్లు

గుంతకల్,

ఆ హ్వా న సంఘము

6-10-62.

దక్షిణ రైల్వే ఎంప్లాయిస్ యూనియన్,

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URGENT

AITUC
Received
10/31/62

C/O Dr. M.S. Beesr
Dayalbat
Bilaspur
31st Oct 62

My Dear K.G.

I know you must be very busy.
I expect the national Council to take realistic
decision & unitedly advance for defence peace
& bread. Let us hope for the best.

AITUC. General Council is to meet
from 13th Nov. to 19th. Will there be any addition
in the agenda? Will there be any postponement
for a week or two if not then I wish to
start on 8th Nov for Raipur Nagpur Delhi to as
reach on 13th morning. I need immediate
information. Remember I am in Gondwan
So this trouble. I get New Age & T.U. Rev
still I am giving you the trouble.

Hope you will not disappoint me.
With greetings

Yours ever
Mushtaqe

EXTENDING DISPUTES ACT TO RAILWAYS

Vasavada's Demand At Jaipur Convention

FROM OUR STAFF CORRESPONDENT

JAIPIUR, June 24.—Mr S. R. Vasavada, President of the National Federation of Indian Railwaymen, today urged application of the provisions of the Industrial Disputes Act to public sector industries.

Mr Vasavada, who was presiding over the sixth annual convention of the Federation said no new legislation was necessary to improve industrial relations in the public sector.

He said industry belonged neither to the employer nor to the employee but to the society as a whole. It was therefore a crime to ignore the interests of industry.

Referring to the gap between prices and wages, Mr Vasavada asked: "If the standard of living cannot be raised because of rising prices what is the utility of planning at all?"

He asked railwaymen to take their share of responsibility in the national effort to remove poverty and unemployment.

The NFIR leader emphasized the need to enthuse workers and bring out the best in them by treating them as equal partners in industry.

He said workers' participation in the management elevated their minds, it also brought out the best in them.

EFFECTIVE ROLE

In order to make it really effective, workers should acquire sufficient knowledge of industry, undergo necessary training and, most important of all, have sincerity of purpose. The Planning Commission had suggested this in its report and the Government had included it in the third Plan.

The NFIR leader said industrial disputes should be settled through arbitration. This suggestion had been endorsed by the Pay Commission.

Mr Vasavada welcomed the recent increase in the quantum of dearness allowance. The increase, however, could not relieve the workers from their economic difficulties because wages always lagged behind prices. If the spiralling prices were not brought under control, the purchasing power of the workers would go on diminishing in spite of increased earnings, he said.

He suggested the starting of consumer co-operative societies by workers to counter the rocketing prices in essential commodities. Referring to railway accidents,

Mr Vasavada said it was the duty of railway workers to assure the travelling public that travel on the railways was perfectly safe. "If an accident takes place because of negligence or inefficiency on the part of the worker, it would be a grievous crime. Disregard of duty is unpardonable," he said.

PTI adds: The General Secretary of the NFIR said in his report for 1962-63 that the Government of India had delayed implementation of "many a beneficial recommendation" of the Pay Commission.

"There are some recommendations the categorical acceptance of which was announced by the Government long ago but no orders have been issued so far."

An important recommendation regarding establishment of a full-fledged machinery to settle disputes had not yet been implemented, it said.

Beyond the announcement of the Government's intention to introduce a Bill to set up machinery like Whitley Councils and providing for compulsory arbitration, nothing was known. "It is not known if such a legislation is coming".

The report said that with the fall in wholesale prices there should have been a simultaneous fall in the consumer prices. But consumer prices continued to rise.

UNIVERSITY FOR SADHUS

PATNA, June 24.—The Bharat Sadhu Vidyapith is proposed to be set up on June 29 at Rishikesh on the banks of the Ganga. Swami Harinarayanand, General Secretary of the Bharat Sadhu Samaj, announced here today, says PTI. Sadhus of various sects will study Indian philosophy, Vedic literature, Sanskrit grammar, astrology, yoga and allied subjects. A study of religions of the world will also be made.

RECEIVED : 11/14/62
OFFICE OF THE CONCILIATION OFFICER (CENTRAL)
AJMER

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GOVERNMENT OF RAJASTHAN
MINISTRY OF LABOUR & EMPLOYMENT
OFFICE OF THE CONCILIATION OFFICER (CENTRAL)
AJMER

CCA-9(5)/62

14th November, 1962

To

The General Secretary,
Jaipur Paschimi Railway Maz door Union,
Jaipur.

Sub:- Verification of Trade Union Membership for
the year ending 31st March, 1962.

Dear Sir,

Reference my letter of even number dated 7th November 1962 on the subject noted above I am to say that the verification work has been postponed. I shall, therefore, not be visiting Jaipur for verification of membership of your union. You are requested to advise the office bearers of your union accordingly.

Yours faithfully,

(O.P. Gupta)
Conciliation Officer (C) Ajmer.

Copy to the :-

1. General Secretary, Rajasthan State Committee, All India Trade Union Congress Somani Bhawan, Station Road, Jaipur.
2. General Secretary, All India Trade Union Congress, 4 Asoka Road, New Delhi.

O.P. Gupta
Conciliation Officer (C) Ajmer.

SRP/-

Tele { gram : " CONOFFICER " .
phone : 272 .

GOVERNMENT OF INDIA
MINISTRY OF LABOUR & EMPLOYMENT
OFFICE OF THE CONCILIATION OFFICER (CENTRAL),
AJMER.

No. COA-9(4)/62

Dated the 14th November, 1962

The General Secretary,
Jaipur Spinning & Weaving Mills Mazdoor Union,
Somani Building, Station Road,
JAIPUR.

Sub:- Verification of Trade Union Membership for
the year ending the 31st March, 1962.

Dear Sir,

Reference my letter of even number dated the 7th November, 1962 I am to say that the verification work has been postponed. I shall, therefore, not be visiting Jaipur for verification of membership of your union. You are requested to advise the office bearers of your union accordingly.

Yours faithfully,

(O.P. Gupta)
Conciliation Officer (Central)
AJMER.

Copy to the :-

1. General Secretary,
Rajasthan State Committee,
All India Trade Union Congress, Somani Bhavan, Stn.Rd.
Jaipur.
2. General Secretary, A.I.T.U. C. 4 Asoka Road,
New Delhi.

OP Gupta
Conciliation Officer (Central)
AJMER.

GRP/-



POST OFFICE
INDIA
ADDRESS ONLY

K.C. Shrivastava
Secretary ATUC
4 Asoka Road

New Delhi

Save up & pay one days
wage from double overtime
to Defence fund & more
Production coal. P.K.
might have informed you
in detail more than ten
thousand have been already
collected these
with greeting

Yours ever
Mushlagre

A. 19810. Eto D. M.S. B. cecon
Received 4050 2/11/62
Received 15-11-62

Received New Age Today
& came to know that
ATUC is from Today
to 18th. Regret unable
to come. T.U. Record
& New Age have
guided us & hope the
20th issue would
enlighten us further.

I shall be sending
reports regarding
Collection in Korba &
soon. In Korba
both the unions & labour
have decided to work all

20

Com. K. G. Srivastava.

Calcutta

28. 10. 62.

Dear Comrade,

As stated in my previous letter, the Annual Conference of the E. Bengal Union was held at Meghhalasari from 22nd to 25th inst, and, also as anticipated, the most reactionary sections amongst the PSP & their allies in the Central leadership were totally routed and the whole panel of Ram Chakrabarty including two of us was elected by an overwhelming majority. The situation inside the Union has thus improved to a great extent and still, however, would require ~~our~~ a very cautious handling by us, specially in our relations with Ram & his men. I had to go to Meghhalasari & Banaras & stay there for 4/5 days to help our comrades as far as possible. This was done in consultation with Com. Jyoti Bava.

While staying at Banaras, I discussed the NER problems too with the Secy, Banaras D.C. & requested him to promote their P.C. to form as early as possible a State Sub-Comm. for N.E.R., specially since Bihar P.C. had already ^{formed} a NER Sub-Committee. A Zonal Fraction (NER) should ~~thereafter~~ be formed as ^{early} ~~far~~ as possible.

It is, however, clear in the present critical

political situation; ^{that} ~~nothing~~ very little is expected, in con-
in this regard ~~from~~ the P. Committee, at various levels. Let us only expe-
that at least something minimum would be done & that
as early as possible.

For my journey from Howrah to Banaras &
back, an amount of Rs 60/- was taken as loan of
our P.C. for covering all necessary expenses. Kindly rem-
D/ this amount to our P.C. as early as possible.

Greeting,

Yours faithfully,
P. Dutta

Ms.
2/7/71

XXXXXXXXXX

5 Jhandewalan,
Rani Jhansi Road, New Delhi

Nov 23

Dear Com.Purnendu,

Yours of 28th ~~ixx~~ Oct.

A sum of Rs.60 to cover your expenses to
Varanasi and back is being sent by m.o. separately.

Please note that in future, journeys for which
the AITUC has to pay will be undertaken only after
prior consultations have been made.

With greetings,

Yours fraternally,

Ug.

(K.G.Sriwastava)

*Com. P
Pl. note B. Gov. G
no. slip with this
enclosure.*

*Ug.
27/11/57*

Recd

A.I.T. U.C.
Received 4573 31/XII/62
Replied.....

Calcutta
29.12.62.

my dear Com. Srinastava,

My previous letter is expected to have only ~~recently~~ reached you.

These days there is obviously not much to write to you and hence our correspondence too would be few and far between for some time to come.

Amongst so many crises, the one that has been giving me much trouble concerns the struggle for my physical existence. Financial crisis has been growing more and more every day and taking the most of my attention and energy with a view to reach some sort of a solution, even if temporary.

Anyway, I would not trouble you all about all these. My only desire and request to you is to ensure ^{morning} sending my attendance every month in time. Since ⁱⁿ many a occasion

could not meet in the m.o. person here ~~for forwarding~~ to deliver the m.o. whose delivery is delayed, it would be very much grateful if you could kindly arrange to send the m.o. henceforth in my name given below:

MP
T. M. S. M.
31/12/62

Mr. Kanak Dutt Roy
40 P. Dutt Roy
1/2 Raohbagin Lane
Calcutta, 10.

This is all today. More we meet.

Greeting,

Yours friend
P. S. S. S.

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A. I. T. U. C.
Received 4/26/62 2/12/62
Replied.....

Calcutta
2. 12. 62

Dear Com. Kinnear,

Received duly your letter
of 23. 11. 62.

It was ^{very} long
a very sweet impression
that the expenses for agent and important
jobs would automatically be paid for by the
A. I. T. U. C. Henceforward, prior advice would
of course be obtained before incurring such
expenses. ~~As per your letter~~

The position at the moment, as
one can easily understand, is absolutely
abnormal and hence difficult for the work.
Financially too, the position is extremely critical
since ~~to~~ for sometime now the only source of
my income is the subsidy being received
from the AITUC, other sources having gone almost
bankrupt.

Nothing more can or should
be written at present.

With greetings,
Yours faithfully,
P. S. S. S.

Dec 7, 1962

Com.K.N.Joglekar, Bombay

Com.P.D Roy, Calcutta

Dear Comrades,

Enclosed is copy of a letter dated 3.10.62 received by Com.P.K.Kumaran, M.P., from the Railway Board Chairman, for your reference. *Sorry - not ready*

With greetings,

Yours fraternally,

K.S.
(K.C.Sriwastava)
Secretary

Encl:

Address by Chairman Reception Committee at the
 occasion of Annual General Convention
of the
NORTHERN RAILWAY MEN'S UNION
 held on 28th and 29th December, 1962
 in the Railway Institute, SAHARANPUR

Dear Friends,

I, on behalf of the reception committee heartily welcome you on your participating in the Annual General Convention of the NORTHERN RAILWAY MEN'S UNION at SAHARANPUR. We have decided to meet in this Convention at a time when we are under going a National crisis in which every body is involved but we as Railway men have to shoulder greater responsibilities.

After fifteen years of freedom, independence and our way of life on this land of Ashoka, Lord Budha and Guru Nanak Champion's of peace, we have been put to the use of force.

After long subjugation we won our freedom through Non-violence and this freedom now can only be saved by Military force because the myth of Non-violence is dead and gone as such we have been compelled to change our faith from peaceful means to the use of force to hold our heads high and stand with dignity in the society of civilized humanities. We are to use our energies of head and heart putting aside lethargy and passiveness to face unscrupulous enemy who has been giving anti-Imperialist anti-colonial slogans, who maintains a belief to bring socialism by force but has itself adopted imperialist ways.

So commerades, what is required of us at present when we meet in this convention of ours. Workers want peace, bread and freedom and we believe in human values we are to think more realistically than before to safe guard our rights and our way of life.

China's invasion is a threat to our independence, free voluntary democratic trade Union's movement free from government control. So for this reason we stand for human rights, dignity, independence, democracy, social justice and freedom.

It is not a short term problem, war shall be hanging on our heads for times to come No doubt we have done a bit what was required of us. Let every one of us become active and make all around us to be more active to put in hard labour and work with greater care and responsibilities. We should take such decision which inspire our fellow workers for greater sacrifices and to put their skill which they posses in the wake of noble cause of defending our country's freedom, our way of life and our democratic system.

P. T. O.

We as trade union workers are fighting for better living and better working conditions, for bread and social justice but when the workers very life is in danger, very existence is uncertain and future is obscure what we are to do then ? I would say and ask you to stand, give call to the workers of the world to rise against this in human brutal bloodshed and betrayal of the red chinese aggression in the Marxist and Socialist garb. There can not be friendship and any sort of tie with peoples of different faith and ideology. Different ideologies cannot co-exist. How can a nation believing in proletarian Dictatorship have alignment with democratic system. We should at this particular juncture take forward our independent and free trade union movement which I say and believe, is the basis of democracy for which system we have stood and are shedding our blood and sacrificing.

Why a worker having belief and faith in Fraternity of workers of the world and raising slogans for the workers brotherhood should slaughter the other ? Is not it irreligious in human harmful and anti-workers. In our celebrations in this convention where we are to put forth our rights and demands for ameliorating our service conditions, we are to tell our countrymen that we railwaymen are realistic. For us there may be war or no war, peace or no peace, tranquility or otherwise, let we pledge to put our best for maintaining the supply line and to fulfill the needs and requirements of the officers and jawans safeguarding and shedding their blood on our frontiers.

JAIHIND

Baldev Singh
Chairman

NORTHERN RAILWAYMEN'S UNION, DELHI-6.

Statement of Accounts for the
year ending 31st March 1962.

1961-62.

Income.

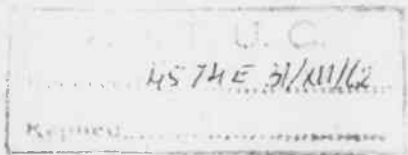
	Rs. np		Rs. NP
1. Subscription received	93739-62	1. Minus balance of	3087-10
2. Donation received.	150-00	the begining of year	
	-----	2. Salaries & Estab.	2455-00
Grand Total	93889-62.	3. Auditor's fee	200-00
		4. Legal aid	262-37
		5. Rent for union office accommodation.	390-00
		6. Stationery, print- ing & postage.	1392-04
		7. Aid to victimised persons.	12405-45
		8. Affiliation fee to Federation etc.	120-90
		9. Conveyance	2457-96
		10. Entertainment to local & Foreign officials & dele- gates.	1156-92
		11. Meeting & propagan da	1028-75
		12. Misc.expenses	100-44
		13. Tele.charges	344-68
		14. Donation.	51-00
		15. Travelling allowancel	1564-31
		16. Electric charges	14-50
		17. Rrailway fee to office leader (when union was not re- cognised).	45-71
		18. Typing charges.	143-85
		19. Aid to Franches i.e. 60% of the sub- scription received.	56243-77
		20. Palance at the end of year 1962-	9924-87

			93,889-62

T.N. Bajpai
CENTRAL TREASURER.

D.D. Vashist
GENERAL SECRETARY.

Mathur & Co.
CHARTERED ACCOUNTANT.



NORTHERN RAILWAYMEN'S UNION

AFFILIATED TO
A.I.R.F. & HIND MAZDOOR SABHA

REPORT

OF THE GENERAL SECRETARY, NRMU

Presented in the
Annual General ~~Council~~ Meeting
held at Saharanpur
on 28th—29th December, 1962

D. D. VASISHT

GENERAL SECRETARY

CENTRAL OFFICE, SADDIQUI BUILDING
BARA HINDU RAO, DELHI-6

The President and Friends !

We are meeting at a situation unparalleled in the History of Indian Republic since it emerged out as a sovereign Independent Nation and joined the Community of Nations on equal footings.

You all are aware of the unabashed treacherous aggression of Communist China on the Sacred soil of our motherland. The situation arising out of the massive advance of the Chinese and unmatched resistance offered by the Indian "Jawans" deserves your serious thought and positive line of action in mobilising the working energies of the Railwaymen and collective contribution to boost up the Rail Traffic beyond the expectation of any other partners in working to add to the Defence efforts.

This Union has the privilege to extend its unequivocal support to the Railway Administration in meeting the challenge of emergent necessities. This union also has the privilege and honour of offering working co-operation to the Railway Administration in anticipation which is a matter of pride for this organisation and proves the superiority of its vigilant force in regard to the National Security apart from the Trade Union functioning.

Friends, this Union spontaneously rose to the occasion and condemned the aggression and gird up its lions, alerted its constituents, activated its workers to up keep the morale

of the common worker. This Union pledged to 'Sacrifice comfort and leave', pledged to "Keep the wheel moving ~~through meetings and rallies over the entire Northern Rail-~~ way. This Union expressed its determined will to defend the freedom of the motherland.

The workers of this Union all over the Zone took up the question of National Defence Fund and apart from Cash Collections obtained the declarations and voluntarily cut from the salary.

I on behalf of you all and the Northern Railwaymen's Union personally offered every assistance to the General Manager, Northern Railway which was confirmed in the P.N.M. meeting held in the last week of October, 1962. The General Manager, Northern Railway has expressed his gratitude to the Union, for its working co-operation and has acknowledged the organised effective capacity of this union in moulding the trends of the Railwaymen. Towards increasing production and stepping up the Rail Road Traffic required to meet the targets of the III Five years plan, this Union is equally enthusiastic and has pledged not to relax defence efforts. The delegates to this convention are fully aware of the past history of three years when we last met at Lucknow. The 2nd Pay Commission belied the expectation of the Government employees and required a serious thought. The report of the pay commission supplemented by the statement of the Hon'ble Finance Minister on 30-11-1959 in the Lok Sabha caused serious dis-satisfaction and discontentment amongst the employees in general, not

only for disfavoured recommendations but also proposed curtailments in the existing privileges.

~~The All India Railwaymen's Federation~~ desisted to stamp anti-working class recommendations and initiated steps for negotiations and persisted to bring this matter to the personal notice of the Prime Minister despite rejection of such efforts on all available levels.

Northern Railwaymen's Union observed 15th of January, 60 as Protset day along with other sister Unions over all India Railways as per directions of the All Indian Railwaymen's Federation. This day actually has a historical importance being a crucial date for expressing the determination of Railwaymen to wage a battle against the curtailment of existing Trade Union Rights of Railwaymen and hard won privileges achieved at the cost and sacrifices of hundreds of Railwaymen.

The Railwaymen at centres like Delhi, and Lucknow significantly held Rallies and demonstrated their resentment through processions and meetings at all other places.

Violation of Trade Union Decorum

Indian Trade Unions including All Indian Railwaymen's Federation and Northern Railwaymen's Union took serious exception to the violations of the negotiated settlements arrived at the 15th Indian Labour Conference in regard to fixing of a minimum wage, Dr. Arkwroid Formula of daily consumption and two principal meals per day at the cost of 56 nP.

~~The Principal of earning dearness allowance by the First pay Commission 1947 corresponding to the increase of cost of living.~~

Apart from the above, the proposed curtailment in the existing number of leave and holidays, withdrawal of Free medical, aid reduction in number of passes and P.T.O's and enhancement of rent of Residential Railway Quarters against the expectations of the Railwaymen caused serious discontent amongst the working class all over the country.

The All Indian Railwaymen's Federation kept its demand for independent wage Board in abeyance as announced in its Resolution of its 1957 Convention held at Poona on the Call of the Prime Minister to give a Trial to the Pay Commission but all the hopes were belied after declaration of the Recommendations of the Pay Commission which let loose a wave of resentment amongst the workers.

Efforts to achieve Negotiated Settlement

The All Indian Railwaymen's Federation, parent organisation of the Northern Railwaymen's Union left no stone unturned to achieve a negotiated settlement and knocked all doors of the authorities including an approach to the Prime Minister of India.

The Intention of All Indian Railwaymen's Federation was to avoid any crises which could affect the production in the Public Sector and in its sincerity and enthusiasm to achieve the working committee of A.I.R.F. in its meeting held on 15th and 16th December, 1959 resolved to approach the Railway Minister to review the adverse recommenda-

~~tions of the 2nd pay commission. The result was not satisfactory except that they were prepared to consider the question of curtailment of the P.T.Os and Passes.~~

The reply received from the Member Staff, Railway Board dated 22/2/1960 was considered by the General Council of the A.I.R.F. in its meeting held on 22nd to 24th February, 1960 and directed the General Secretary to approach the Railway Board for settlement on the Five Points Charter of Demand.

The General Secretary was also asked to address the Prime Minister in this regard, who in reply asked the General Secretary A.I.R.F. to approach the Railway Minister vide his letter dated 5/3/1960. A meeting of the A.I.R.F. delegation held with Railway Minister on 11/4/1960 but nothing tangible was decided. The demands of abolition of Rule 148, 149 and 1708 of A.I.R.F. Code and separate wage Boards was also turned down. He also set aside the demand for reference of the above issues to the Arbitration. The un-expected futility of negotiating efforts and unsympathetic attitude of the authorities prevented the A.I.R.F. pursue further.

The failure of efforts to achieve negotiated settlement on its own level left no other way but to confide in other sister Trade Unions of Central Government employees and in pursuance of the decision of the General Council meeting of A.I.R.F. held on 22nd and 24th February, 1960 the meeting of working committee of the A.I.R.F. was called to session along with the Executive Committees of other central organisations on 2nd and 3rd April at Bombay

and a Joint Council of Action was formed. Sarvshri V. G. Delvi (N.F.P.T.E.) and Peter Alvares (A.I.R.F.) were elected the President and General Secretary respectively, with 30 members, representing A.I. Defence employees Federation, N.F. P & T employees Confederation of Central Government Employees and A.I.R.F.

A charter of Demands based on the six major demands was formulated, and it was decided that in the event of failure of peaceful settlement by 15th May, 1960 a General Strike will be launched from the Midnight of June, 19th, 1962.

The following were the Demands

DEMANDS

1. Payment of Dearness Allowance on the basis of First Pay Commission Recommendations.

2. Grant of national minimum wage for Central Government employees in the light of principles enunciated by the 15th Labour Conference, and the determination of the differential treatment between class IV, Class III, Class II and Class I, as well as between unskilled, semi-skilled, skilled and highly skilled categories on a rational and equitable basis.

3. The appointment of Ministry over department—wise standing Board consisting of equal representation of recognised Labour and the concerned Ministries over departments with neutral chairman to settle disputes relating to scales of pay and other service conditions commensurate with the diversity of occupation, responsibility,

risks hazards connected with the duties and various categories in the different departments of Ministries.

4. No curtailment of any existing amenities, rights and privileges.

5. (a) References to Arbitration of Disputes referred by either party and

(b) Recognition of one Union one Federation in one industry or Government department. Where more than one Union or Federation exists, the representative character should be determined through referendum, once in two years.

6. (a) Withdrawal of Rule 141 and provide to Rule No. 1708 of the State Railway Establishment Code, Volume I, Rule 5 of the temporary Civil Service Rule, 1949, and Rules 4 (a) and 4 (b) of the Central Civil Service conduct Rules.

(b) Judicial enquiry into all cases of arbitrary removal from service under above Rules.

(c) Regularisation of conditions of service by Status, and

(d) Inclusion of civilian working in the Defence Establishment alongwith other Central Government Employees for the protection given under Article 311 of the Constitution of India.

The fate of the negotiation and efforts to obtain intervention is well known to all of you. The Prime Minister expressed his inability to discuss the demands with the J.A.C.

Consequently the J. A. C. formed a Standing Committee of ten members to conduct the strike with Shri Peter Alvares as General Secretary. The affiliated Unions of all the Central Organisation were called upon to take strike Ballot In J.A.C's meeting held on 23rd and 24th January, 1960.

Notice for withdrawal of Labour as required under the Industrial dispute Act was served on the General Manager, Northern Railway on 25th of June, 1960 as the date then fixed for the General Strike was from mid night of the 11th July, 1960. Since the efforts to arrive at a negotiated settlement on the joint demand put by the J.A.C. could not be arrived at rather the threat of promulgation of Ordinance left no other course except to submit or put the Trade Union movement on a trial of life or Death. The Ordinance was enforced. According to the decision of the J.A.C. "Ordinance or no Ordinance", the strike took its regular shape and a wave of arrests and suppression started from 10th July, when the Trade Union leaders of Delhi were arrested (including the office bearers) of this Union. The office bearers of this Union more or less all over Northern Railway were arrested and reign of terror started. The persons so arrested at JU and BKN were tried simmirilarly and awarded punishments and were removed from service, others were suspended. Delhi and Allahabad, JUC, MB, PTK, ASR, LKO, LDH, BKN & JU were the main centres which became the target of the tyranny.

Still there are 11 permanent employees including the Vice President & Central Treasurer of this union who have not been reinstated so far.

The strike was called off on 18th July, 1960 according to the decision of members of the Joint Council of Action available at Delhi. Consequent to the involvement of this Union in the 'General Strike' the Recognition was withdrawn and the Union had to exist in condition of resourcelessness with the burden of the victims of removal and suspensions.

Victimised Employees

A large number of employees were put to trials and suspensions and subsequently removed. They faced all these tests bravely and their efforts to survive out of the repression and Economic distresses have been appreciable. Their loyalty towards the cause of the working class and this Union has been splended of significant characteristic of the exemplary soldiers of a Militant independent trade Union movement. No fear or loss could demoralise them or disassociate them from this Union.

There are large numbers of persons, particularly from Ferozepur, Charbagh and Lucknow who are still facing the distress having been transferred to far away stations.

This Union has been consistantly exerting all available resources to assist them financially by payment of honararium to the removed employees. All efforts and influences were exereised to get rid of victimisation. But it is regrettable that the administrative

attitude has not been appreciably sympathetic. There are also a large number of those workers who have been reinstated but they are deprived of their salaries for the suspension periods and are also undergoing different punishments. A statement of Accounts in regard to the statement of total emoluments received by the Central Office and disbursed to the victimised employee will be submitted with the Balance Sheet.

Survival of the Union

The unwatched patience and sacrifice on your part brought the recognition back to the Union on 21/9/1961. All the Divisional branches started their functioning in the difficult and hard circumstances.

P. N. M. Machinery

The report from the Divisional Secretaries showed that the Divisional Superintendents in majority were not co-operative in effective functioning of the P.N.M. meetings, thus the desired progress to achieve the objective targets of the issues raised, remains yet to be attempted upon.

This aspect of P.N.M. functioning has been discussed with General Manager, Northern Railway, in presence of the Divisional Secretaries and it is hoped the relationship will improve.

About two Hundred issues were raised by the Central Office and half the number approximately have been

discussed in the P.N.M.'s and otherwise through discussions with C.P.O. and General Manager.

The Central Office has been throughout making its best efforts to keep the Divisions and Branches in touch through circulars and correspondence. The replies and acknowledgements were issued to concerned wherefrom the letters were received.

A. I. R. F's Patronge

A.I.R.F. has been extending all its support to rehabilitate the victimised workers and presented their cases on the Board level. This Union according to the instructions of the A.I.R.F. observed "Victimisation week" held Rallies demanding their reinstatement and passed resolutions.

The A.I.R.F. pressed for implementation of recommendation of the One man's Tribunal, Class IV Committees recommendation, Workshop committees recommendations and the recommendations of the Uniform Committee.

The recommendations of the One Man's Tribunal have been accepted in toto by the Board. The night allowance has been achieved for a large number of categories.

The Board have also promised to implement the Workshop Committee report.

The scale of Inspectorate staff from 205—280 have been got revised to 210—320.

The A.I.R.F. also expressed its dissatisfaction over the adverse result arising out of the incentive Scheme's implementation. I personally visited Workshops at JUD, Alambagh, Charbagh's JU ASR and brought these omissions to the notice of the Administration. The Administration has agreed to include the representative of this union on "Production Councils" in each workshop.

The A.I.R.F. has also represented about 40 issues recommended by this Union and the General Secretary of the A.I.R.F. has recently met the Railway Minister twice to obtain justice for the victimized workers. The result is still awaited.

Relation with the Administration

The relations were strained with the Administration before and after the strike but since the restoration of the recognition of the Union that obstacle was removed by, and at present the relations with the Administration are cordial. Still in some quarters some of the senior subordinates and officers are not behaving in the manner as desired. This has already been brought to the notice of the Administration. The Union as well as the Administration have to play greater role in furthering the relation. The Union will continue its efforts in this regard when the country is facing a dangerous attack from outside.

There is no doubt that there have been many shortfalls and deficiencies on my part in discharging my duties as General Secretary. The task of a General Secretary is very arduous, whoever be in the

position, he cannot and should not take a partisan's spirit. He is bound to be just with his critics also. I do not know how far I have succeeded in this task. I beg apologise to those whom I might have hurt their feelings in any manner and at any time. I am really grateful to the Central Office bearers, the Divl. and Branch Secretaries and workers of the Branches who assisted me and made my task easy. The performances of our worthy President Shri Nath Pai, M.P. in Parliament and outside in placing the case of workers before the Govt. and public is worth praising. I cannot remain without mentioning that the work done during the period under review and the volume produced has been through the voluntary services of a few selfless workers. With a meagre income it was not possible to maintain the efficiency as desired. But efforts were made to cope with the work as far as possible.

I am fully confident that such acts prompted by zeal, sincerity honesty and hard work will bring brighter results, and at the same time the workers be rewarded to. We all have succeeded in overcoming the phase of chaos frustration and fear with dignity. This is due to unity and sincerity of the workers who carried the policy and programme of the Union. Let us continue the same faithfully.

The benefits secured by the Trade Unions and also enjoyed by the non-members is a problem to face with. It becomes our foremost duty to eliminate the non-members by bringing them along with the Union.

The Future of the Trade Union

In view of the dynamic evolution and the growth of the ~~Trade Union movement in the country it has become~~ essential that proper training centres should be opened to train the union officials. Keeping in view this importance this union is sending its officials for training in different centres run by the Labour Ministry with the collaboration of the Hind Mazdoor Sabha. Shri Bhagwat Swaroop, Asstt. Secretary, D.R.F. Branch and Shri N. K. Bhasin, Branch Secretary, Jagadhari, have since completed their courses and are running their classes. Many more persons nominated in the recent course are now attending classes. This time the Union has nominated three more union officials to attend the 10th Training Course at Delhi. A centre has already been opened in Bhilwara where nominees of this union will be sent. I am of the opinion that if funds permit some classes in the shape of seminars should be held on the Northern Zones. It will not be out of place to mention here that I.C.F.T.U. college has also promised to assist us in this matter.

At the time when we are meeting to consider this report, our Jawans are fighting on the Border against the Chinese aggression. We should always keep in mind that we have peculiar duties and special responsibilities because we are working on the border-railways. I appeal to all of you that those who can fight on fronts should offer themselves to the Government. I am very much pleased to learn that the staff and the members have given a good response in reply to the Union's call for contribution in

"Jawans' Funds". I, on behalf of you, hereby give assurance to the government once again that all the workers of the Union are behind the Government and will assist to eliminate the aggressor from our borders by keeping the wheel moving. Apart from the above this Union has taken initiative to accept more working hours to meet emergency for the period it lasts.

"Jai Hind"

D. D. Vasishat
General Secretary

Si name

Ates,

Deen:

Palmanti

Peloyan

Kerayan

Juana

Brut WBP

Kudmani

Tempak

Jeyan WBP

ITK