

SOUTHERN RAILWAY

No.P7/P.

Headquarters Office,
Personnel Branch,
Park Town, Madras-3,

Dated 14-11-1957.

D.No.1613.

Copy of the following is forwarded for information and guidance in continuation of this office letters No.HPB/RR/19/Ins. of 17-1-53 and 30-9-53 (D95).

1. Wherever necessary, the seniority of the Grainshop staff should be recast in accordance with the Board's letter.
2. "The date of their actual absorption in those Departments" referred to in the Railway Board's letter should be taken to mean the actual date of their allotment for absorption in the Departments and not their physical absorption in the Department.

Sd/-
for General Manager.

Letter No.E(NG)57RE1/17 dated 2nd November 1957 from the Assistant Director, Establishment, Railway Board, New Delhi, to the General Managers, Indian Railways etc.

Sub: Seniority of temporary Grainshop staff on absorption in other departments.

In partial modification of para 2 of their letter No.E48RE1/1/3 dated 16-10-52, the Board have decided that the seniority of temporary Grainshop staff consequent on their absorption in the absorbing departments should be regulated on the basis of the date of their actual absorption in those departments and not on the basis as if they had been absorbed in those departments right from the beginning of service.

Please acknowledge.

/copy/

D. 95.

Grain shop surplus staff - Absorption of
Assignment of seniority.

In their letter No. E. 48RE 1/1/5 dated 16th October, '52,
the Board laid down the following instructions in regard to seniority
of surplus grainshop staff absorbed in other Departments.

xx

xx

xx

"2. It has further been decided by the Board that such staff
should not get any preferential treatment other than for fixation
of pay and obtaining alternative employment, i.e., they should not
be given seniority for purpose of confirmation by virtue of their
pay being fixed at a higher stage in the absorbing department over
unconfirmed men in that department who had longer service but whose
pay as less. They should be given only such seniority which they
would have got had they been absorbed in the absorbing department
right from the beginning of service".

In forwarding these instructions to the Departments, it was
pointed out in para 3 of this office circular No. HPB/RR/19/E/Ins.
dated 17th January 1953 that the revised instructions of the Board
would avoid the supersessions which were entailed under the earlier
orders of the Board. It would appear from a number of representations
that have been received since the issue of the revised instructions
~~that these revised instructions~~
have either not been implemented as yet or have not been implemented
correctly.

2. Normally there would be two types of cases to be dealt with.

- (a) Staff absorbed in the lowest grade in other departments,
e.g., Rs. 30-1/2-35 (Class IV), Rs. 55-130 (Class III).
- (b) Staff absorbed in other than the lowest grade, e.g.,
Duffry, Brakesmen, etc.

The assignment of seniority in cases coming under item (a)
presents no difficulty, as the absorbed staff should be assigned
seniority vis-a-vis others already included in the seniority unit
on the basis of the date of appointment to Railway service.

3. In the cases of staff falling under item (b), it would appear that some of the departments have proceeded on the assumption that the seniority for the absorbed staff should be assigned in the higher grade on the basis that the surplus men were taken on in the higher grade concerned from the very beginning of their service in Grainshops. Such a course would be conferring on the surplus an unintended benefit as, if they had initially entered the absorbing department, it cannot be said that they would have been taken on in the higher grade direct in preference to others, at the time of their appointment. What the Board's instructions contemplate is granting weightage for seniority in the Department with reference to service in the grainshop and not weightage in the inter-mediate grade concerned.

4. The principles to be applied for determining the relative seniority of staff falling under para 2 (b) are as follows:-

(i) The place of a Grainshop surplus employee should first be determined with reference to promoted men in the grade on the basis of date of appointment to service (not grade), i.e., the surplus grainshop staff should rank junior to the departmentally promoted men with earlier date of appointment. Thus, if the position in the departmental seniority list is as under:-

Name of the promoted employee.	Date of appoint- ment of Railway Service.	Date of entry as Brakesmar.
A	1935	1942
B	1937	1943
B	1940	1948

An employee appointed in Grainshops organisation in 1942 and absorbed as a Brakesman should rank junior to a departmentally promoted employee with an earlier date of appointment say 1942 - i.e., his position will be item (D) next to the above list, Whereas if the departmental seniority shows the position as below:-

P	1935	1942
Q	1944	1947
E	1937	1949

The grainshop employee with date of appointment 1943 will secure a place next to P, i.e., above Q., who was appointed in 1944. He should not on the basis of his date of appointment to service rank junior to I whose date of appointment is 1937, as the latter had already yielded place to an employee appointed in 1944.

(ii) Subject to (i) above, grainshop surplus staff rank junior to staff, if any, directly recruited to the grade (as for example Probationary Brakesmen). In other words in assigning a place to the grainshop surplus employees accordance with sub para (i) above, it should be ensured that a grainshop employee ranks invariably below any direct recruit to the grade in this context.

5. Seniority assigned to Grainshop staff should be in the light of the above instructions and revised without delay wherever necessary.

Sd/-----,
for General Manager.

(True Copy)

OLVAKKOT,
1 - 5 - 1959.

From

The Secretary,
Ex-Grainshop Employees' Association,
(Selected by the Service Commission)
OLAVAKKOT.

To

The Director/Establishment/Railway Board,
N E W D E L H I.

Thro'

Proper Channel.

Sir,

Sub:- Fixation of Seniority of Ex-Grainshop
Clerks selected by Service Commission.

We confirm our telegram dated 3-4-'59 reading as
as under:-

"OUR TELEGRAM 20-11-57 SENIORITY OF EX-GRAINSHOP
STAFF SELECTED BY SERVICE COMMISSION (.) PRAY EARLY
ORDERS RESTORING BENEFITS ORIGINALLY ASSURED (.) ASSIGNED
CLERKS OLAVAKKOT DIVISION".

2. We have herein to invite your kind reference to our
representation dated 28-11-1957 requesting you to restore
to us the benefits of service seniority as had originally
been assured to us vide your letter No. S 43 RE 1/1/5 of
16.10.1952 further affirmed in clear terms vide GM/MAB's
order No.6/6/GM appearing at page 492 of S.Rly. Gazette No.6
dated 25-3-1953. We are still painfully at a loss to under-
stand how this solemn assurance, which would have conferred
on us NOT ANY UNDESERVED benefit, but only benefits of
service seniority just to the extent of our hard and strenuous
service in the Grainshop Organization, of the same Railway
zone and in the same category (viz. Clerks) as are now,
were chosen to be reversed utterly thwarting all our hopes
for future, vide your letter No. E(NG)57 RE.1/17 of 2-11-57.
It is more sad than surprising that the Administration made
us repose our full trust in their solemn assurance for a
period of more than five years and then all of a sudden
abrogated the assurance.

Sir, we earnestly feel that this is a devastating blow
on us, which, in the eyes of justice, we do not in the least
~~deserve~~ deserve.

We had placed our grievances in detail before you

through our previous representation dated 28-11-1957. anxiously we were awaiting favourable orders during the last seventeen months, but in vain. As we now understand from GM(P)/MAS vide his letter No.P(P)7/P of 6-4-59 that orders on the matter are awaited from you, we humbly submit this now.

It is superfluous for us to reiterate the details of our case herein. We therefore request you to be kind enough to connect our detailed representation dated 28-11-57, consider our just grievances sympathetically and issue favourable orders at your earliest convenience. (For favour of your ready reference a copy of our representation of 28-11-57 and GM/MAS's order No.6/6 GM appearing at Page 492 of S.Rly No. 6 of 25-3-53 are enclosed).

Yours faithfully,

Encl: 5 sheets

Copy to: GM(P)/MAS in ref. to his letter P(P)7/P of 6-4-59.

Advance copy by post to Rly. Board (SRI), NEW DELHI.

Secretary,
Ex-Grainshop Employees' Association, (Selected by Service Commission), Olavak

From

K.C.Achuthanand,
(Works Branch)
Secretary,
Ex.Railway Grainshop Employees' Association,
(Selected by the Service Commission),
D.S.'s Office,
Southern Railway,
OLAVAKKOT.

To

Shri Jagjivan Ram,
Minister for Railways,
Parliament House,
NEW DELHI.

Respected Sir,

I beg to invite your kind attention to my representation dated 6.11.59 regarding the re-fixation of seniority of the routine grade clerks selected by the Service Commission who served in the erstwhile Grainshop Organisation of this Railway. I humbly submit that I may kindly be favoured with a reply as to what is being done in the matter.

Again, I put up our case in the most simple manner so as to reveal how the orders contained in the Railway Board's letter No.E(NG)57 REL/17 of 2.11.57 have put the clock back depriving us of our original seniority for no genuine reasons.

*The Railway Service Commission advertises for routine grade office clerks in the Railway. Certain candidates say A, B, C, D, E & F are selected since they are found suitable for the post, by the Service Commission. They have been ranked according to their merit in their performance in the examination. They are allotted to the General Manager of this Railway for further posting. The General Manager, in turn, post A in the Works Branch, B in Grainshops, C in the Operating, D in Commercial and B in Grainshops, C in the Operating, D in Commercial and again E in Grainshop and F in the Medical Branches, since

he feels that these vacancies are to be filled up immediately. The Grainshop department is wound up after say five years of the above appointments. Now the General Manager himself absorbs the aforesaid B and E who worked originally in the Grainshops as ordered by him, in the Medical Branch. B & E accordingly takes up their job in the Medical Branch. F who is selected by the same Commission along with these B & E is now working in the Medical Branch. But now as per the Railway Board's letter No.E(NG)57REL/17 of 2.11.57, B & E are junior to F by five years because they happened to work in the Grainshop Organisation for 5 years."

During these five years, a lot of appointments would have been made in the Medical Branch and therefore, B and E are junior to all the clerks who are appointed during this time. Surely, this is a very unsatisfactory position.

Sir, it is needless to reiterate the grave injustice done to us by the stand taken by the Railway Board since the foregoing picture will make it abundantly clear. I also pray that a stay order may kindly be issued to the General Manager of this Railway until such time that final decisions are arrived at taking into consideration the real fact of the case. I earnestly solicit your immediate reply.

Kindly excuse me for the troubles.

Yours faithfully,

Olavakkot, I
14. 2. 60. I

Forward

Copy to the Director, Establishment, Rly. Board,
Central Secretariat, New Delhi for information
and early action.

" General Manager for information with ref.
to his letter No.P(P)7/9 dated 19.11.59.

" DS/DJA for information.

12 DEC 1960

Dakshin Railway Employees' Union

(REGISTERED AND AFFILIATED TO THE ALL INDIA RAILWAYMEN'S FEDERATION)

President :

Sri S. Guruswamy, B. A.,

General Secretary :

Sri Ch. Sivarama Sarma.

Treasurer :

Sri C. S. Menon.

Central Office :

Poornanandampet,

VIJAYAWADA-2

Dated.....10--12--1960.

To

The Editor,

T. U. Record. New Delhi

Dear Sir,

The enclosed is a verbatim English version of an article on the merger of the Southern Railway Labour Union and the Dakshin Railway Employees' Union. It has been suggested that this article should be published in all the languages covering the Southern Railway so that all the Trade Union Cadres are aware of all the developments in its historic contest.

Please arrange to translate and if necessary, summarise this, without missing the ~~see~~ essential parts and publish in your paper as early as possible.

Thanking you,

Yours faithfully,

P. K. Ramu

✓

FOR FAVOUR OF PUBLICATION:
P R E S S N O T E.

RAILWAYMEN'S UNITY CONFERENCE IN MADRAS.

The delegates number ⁴⁷ 551 representing 33,031 members of of the Southern Railway Labour Union (Golden Rock) and the Dakshin Railway Employees Union (Vijayawada) held a joint meeting on 22-1-61 in the Memorial Hall, Madras and formed the amalgamated union, hereinafter, called the Dakshin Railway Employees Union (Madras) and resolved to get it registered forthwith. This decision taken in the presence of over a thousand worker-visitors came from all parts of the Southern Railway speaking various languages, viz., Malayalam, Tamil, Telugu, Kanarese, Maharashtra etc., gave the impression that never in the history of Railwaymen in this part of the country such a representative and momentous meeting ever ^{with} take place before.

It was with tumultous applause and cries "Unity Zindabad" and "Guruswamy Zindabad" that the delegates received the announcement of the election of the office bearers and Sri S.Guruswamy as the President of the amalgamated Union. The veteran Railway Trade Union leaders Com. S.Guruswamy, M.Kalyanasundaram M.L.A., K.L.Narasimham M.P., and P.Sundaraiyya representing the agricultural workers union of Andhra were ^{among} those prominent leaders who were seated on the dias watching the proceedings. Com. P.S.Subramaniam, outgoing Vice President of the D.R.E.U., himself an Assistant Station Master (Kivalur) was in the chair who conducted the proceedings.

Among those who were elected as Vice Presidents, Com. K.Ananda Nambiar, himself the outgoing Vice President of the Labour Union, ^{was} there. Com. Sivarama Sarma was elected as the General Secretary. The Constitution of the new amalgamated Union was adopted unanimously and it was decided that the new Union should be registered forthwith.

A resolution demanding the recognition of the amalgamated Union was passed. While moving this resolution Com. Nambiar referred that this was the only Union existing ^{at present} on this Railway after the cancellation of registration of the "Sangh" (INTUC)

for non-submission of its accounts to the Labour Commissioner.

Resolutions on linking of cost of living with wages, de-casualisation, adequate leave reserve, and many other general demands of the workers were adopted.

Earlier on the previous day, the respective General Body meetings of the two Unions were held separately and the decision was taken for this amalgamation.

All trains that steamed into the Platforms of Madras Central and Egmore Stations on the morning of 21-1-61 brought the delegates and visitors to the Conference in well-decorated carriages specially provided for the purpose.

In the evening, a mile long procession of delegates, visitors and workers walked six miles in a procession and held a Public meeting in Ayyanavaram, a Railway workers' Centre near the Perambur Workshop. Com. S.Guruswamy, the newly elected President of the Union made a policy speech on the future working of the Union during the course of which he stated that his long-cherished desire of building an united union on this part of the Railway, that too a very strong one is now getting fulfilled. He gave a call for 50,000 membership by the end of March this year and requested the Railway administration and the Ministry to accord recognition to this Union, which is the only union and representative one on this Railway.

He hoped that the AIRF would only benefit by having such strong organisations affiliated to it and wished that this Union will be a strong ^{one for benefiting the} force of Railwaymen of this sub-continent.

Madras,
23-1-1961.

K. Sundararaman
(Vice President)

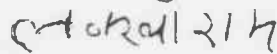
289 ✓

Dear Sir,

I beg to draw your attention towards scandalous condition of the Railway Fruit Siding New Delhi and request you to look personally into the matter and remove the grievances of The Fruit & Vegetable Merchants Union (Regd), Sabzimandi, Delhi. It is further requested that attention may be also paid towards the grievances of The Fruit & Vegetable Merchants Union (Regd), Sabzimandi, Delhi against the Delhi Municipal Corporation.

Thanking you.

Yours Faithfully,



(VED LAKH RAM),
EX. MUNICIPAL COMMISSIONER DELHI

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RAJENDRAPRASAD ✓

PRESIDENT INDIAN UNION

RASHTRAPATI BHAWAN NEW DELHI

COPY TO (1) JAGJIVAN RAM, RAILWAY MINISTER, NEW DELHI
(2) RAILWAYS NEW DELHI

PRAY SYMPATHETIC EARLY CONSIDERATION MOST
DEPLOABLE AND UNFORTUNATE THAT IMPLEMENTATION
OF PROMOTIONS GRADE B (P S) 100 - 185 SANCTIONED
CONSIDERING SENIORITY VIDE DS BOMBAY LETTER
BB/ P/ 558 / GT / GDS / A DATED 25- 3- 1957 AND 27-3-1957
REMAINS STILL PENDING STOP GRADES B (PS) 100-185 AND
A (OLD) 170- 210 BEING EQUIVALENT AND COACTING ON MAIN LINE
PASSENGER SERVICE WE ARE ELIGIBLE FOR HIGHER GRADE
SINCE EXERCISED OPTION TO CONTINUE TO REMAIN IN OLD
SCALES UNDER RULES C P C 47 STOP PROMOTION OF
EVEN JUNIOR SUBURBAN GUARDS GRADE C (P S) 80- 170
SANCTIONED UNDER SAME AFORESAID ORDER IMPLEMENTED
SOON AND ARREARS PAID .ERE LONG SINCE MATTER IS
PENDING LONG WE ARE COMPELLED TO PREFER TELEGRAPHIC
APPEAL UNDER CONSTITUTION OF INDIA SERVICES ARTICLES
FOR JUSTICE STOP PRAY THEREFORE YOUR EVEN-HANDED
HONOUR FOR IMMEDIATE IMPLEMENTATION OF DUE PROMOTION
GRADE A (OLD) 170- 210 FROM DUE DATES CONTAINED
IN AFORESAID PROMOTION LETTERS COPIES SUBMITTED TO
ALL CONCERNED AUTHORITIES SOLICITING EARLY REPLY

G. R. BIRAIKAR PRE- 1931 SUBURBAN GUARDS

CENTRAL RAILWAY BOMBAY

Sir, The above telegram has been despatched on the 12th Jan to the President of India for early action. As you are our Rep. in the Parliament and in the Trade Union we are sending this to you for information and necessary action. Kindly do the needful.

Yours faithfully,

To Shri Dange, M.P.,
General Secretary A.I.T.U.C.,
New Delhi.

G. R. Biralkar
G.R. Biralkar,
Pre-1931 Suburban Guards,
Pandarinath Vaidya Wada
Kalyan.

JAN 1961

Telegram Copy.

Rajendraprasad Prasad, President Indian Union Rashtrapati Bhawan New Delhi

copy to Shri. Railway Minister New Delhi

Pray sympathetic consideration just and early decision. most deplorable and unfortunate that we are deprived outright legitimate seniority due promotions for not being duly regularised considering relevant directives of Railway Board R-36 RR 82 dated 2-3-1938 E 41 R R 11 dated 24-11-1941 and 9-8-1943 E 42 R R 83 dated 2-2-1944 stop fact of matter is that from 1938 to 1946 maximum twentypercent of vacancies of guards Grade B were to be filled up in any one year by direct recruitment which from 1-1-47 to 1-7-1959 stipulated to be made at fiftypercent by above directives of Board stop this fact was confirmed by First Pay Commission in 1947 vide para 31 page 190 of their report. Direct recruitment was made most excessively haphazardly from 1938 to 1946. seniority could not be adjusted by railway administration during above period owing to administrative difficulties under pretext of war seniority adjusted and published first time 1947 by DS Bombay vide letter E 557 dated 13-3-1947, 15-11-1947 taking direct recruitment into account as fiftypercent right from 1938 to 1947 and omitting order of twentypercent passed by Board through their above directives stop consequently, Guards recruited during war time on temporary measure from 1940 to 1946 even later considered senior to us and our legitimate claim for due promotions therefore superseded. our appeal dated 26-12-1957 will speak for itself. Railway Minister late Gopalaaswamyiyangar kindly promised to ^{redress} ~~redress~~ this genuine grievance when Shri B.N. Munavali M.P. referred it on the floor of Parliament on 1-3-1949 stop General Manager per his memo 21157-7-1319/375

dated 1-3-1949 sanctioned due date to be considered for purposes of seniority and promotion to Grade B stop since matter is pending long we are compelled to prefer telegraphic appeal under Constitution of India Services clauses for justice. pray therefore your evenhanded honour for immediate adjustment of seniority and promotions according to aforesaid orders of Board and GM considering our long loyal services stop copies submitted to all concerned authorities soliciting early reply.

G.R. Biralkar

Pre-1931 Guards Central Railway

- - - - - Bombay - - - - -

Not to telegraph:

G.R. Biralkar, AYM, Pandarinath Vaidyavada
Kalyan.

Copy to General Secretary, AITU C

Shri Dange, M.P.

New Delhi for information
and action

G.R. Biralkar
(G.R. Biralkar)

121 JAN 1961

URGENTCommunist Party office.
Ghogha Gate.BHAVNAGAR

To,

✓ DT. 18/1/61.

Com. S.A. Dange

OR Bhupesh Gupta

% CPI Group in Parliament -

Dear Comrades,

Herewith I'm posting the documentary evidence (a book) to prove that for the 66th Session of Congress held here at Bhavnagar, state machinery was used & that too specially. Meeting our delegation in presence of Gulzarilal Nanda (Union Labour Minister), Dr. Shivraj Mehta - the Just. Chief Minister has challenged us to prove on the floor of Parliament & State Legislatures on charge that state machinery, men & materials were used profusely for the benefit of 66th Congress Session here.

Other facts pertaining to central govt. misuse are as under:-

- 1) Specially railway station by name Sardarnagar was erected - at a place 4.3 miles away from Bhavnagar Terminus & 2 miles from the Congress pondal. (Read the first page - underlines of the book enclosed herewith)

(2)

○ (2) Congress Pandal was named Sundernagar also -

(3) This was done despite the fact that narrow gauge railway station Krishnanager joined to Bhavnagar terminus was within 2 furlongs from Sundernagar. Perhaps the Congress delegates & visitors were too fat to be contained in narrow gauge railway carriages as it!!

(4) But the whole fun becomes too much apparent when it is known that quite very few passengers chose to get down at Sundernagar because from there to reach at Congress Pandal actually additional $\frac{1}{2}$ bus fare had to be paid, whereas it would be cheaper to reach Pandal from Bhavnagar terminus itself!! So but for the special trains the actual traffic was rare at Sundernagar Pky. station!!!

5) P. & T. Dept. opened a special branch.

As if that were not sufficient ran a special bus every hour to deliver the

post from & to Sandanagar.

6) And has paid Rs. 4000/- to Congress for the piece of land occupied by P & T. ~~The land~~ whereas the whole land of Sandanagar had been obtained from the Bhanagar Borough Municipality at a token rate of Rs. 11/- only.

6) ~~Housing~~ Sanskrita Housing Board quarters at Kumbhariada Near Road (which have been subsidised by Central Govt during construction) were used to give accommodation to Police & C.S.D. staff because they are in bad condition, workers are not occupying them !!!

7) Contrary to postal rules, another small unit of post boxes were erected inside Sandanagar. So they were not accessible to all as the rule requires but to the passholders of Congress only.

8) Govts of West Bengal, U.P., Assam, Andhra, Maharashtra, Rajasthan, Bihar etc. ~~opened the stalls-~~ and Western Railway

(4)

o erected the stalls in Khadi-
Gram Udyog Pradarshan, without
getting sanction of their own Govt. or
G.O.I. This fact was admitted in a
Thinks giving meeting publicly by
Patakhari Adami - the Gram-udyog
minister of Gujarat Govt.

9) It was formerly being ~~devised~~ ^{said} that
this Khadi Gram-udyog exhibition has
nothing to do with congress 66th session.
Now it is already printed in the overleaf
of the cover page at the top lines that

જાહેર ગુજરાત રાજ્ય ગાદિર વાદ્યમ સુગ
અરિયત ગુજરાત ગોદીસે દેવ વાં વાદ્યમ ગોદીસે

So the exhibition was in connection with
Congress, it is proved (I'm enclosing
that book too herewith).

10) Other facts have already appeared
in our weekly New Age under the
caption "Glimpses of Bhangan" so
I'm not adding to the least.

Pl. do take up these matters on the
floor of parliament to meet the challenge
of Dr. Jisraj Mehta

18/6/64

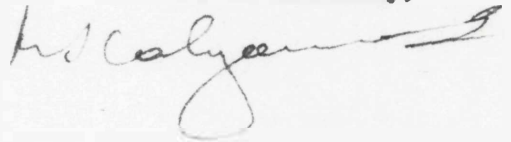
Subodh Mehta
Secy
Dist. Unit: BHAVNAGAR
C P I

of

If the leadership of the A.I.R.F. is to be guided only by political prejudices and if they fail to take into account this re-birth of unity, they will be doing a great harm to the unity on the Railways. Workers are awaiting with interest to see whether the leadership of the A.I.R.F. have taken into account the reality in this Railway and bless this merger, or are they going to pursue the policy of disruption by opposing the merger. Irrespective of what the leadership of A.I.R.F. is going to do, the Railwaymen are firm in their determination to carry forward the path for unity under the leadership of the new merged union.

This unity has raised a new hope and new determination among all sections of Railwaymen not only in the struggle for Trade Union unity but in the struggle for defending their vital interests.

Yours fraternally,



To

The Editor,

'Trade Union Record'



M. KALYANASUNDARAM,
M. L. A.

Legislators' Hostel,
Govt. Estate, Madras-2.

Date 1st February '61.

FOR FAVOUR OF PUBLICATION PLEASE

Dear Comrade,

Unity Conference of the Southern Railway
Labour Union & the Dakshin Railway
Employees' Union.

On 21st and 22nd January 1961, an event of great importance has taken place in Madras, which will have far-reaching significance for the railwaymen and trade-unions, not only on the Southern Railway but on the whole of the Railway Trade Union movement in India.

The delegates of the Southern Railway Labour Union, Ghden Rock and the delegates of the Dakshin Railway Employees' Union, Vijayawada, have unanimously decided to merge both the Unions and brought into existence a new and powerful Union with effect from 22-1-1961, under the name of DAKSHIN RAILWAY EMPLOYEES' UNION (MADRAS). This Unity Conference took place at the Memorial Hall, Madras in the presence of the veteran Trade union leaders like Sri S. Guruswamy, President of the All India Railwaymen's Federation, Sri M. Kalyanasundaram, M.L.A., and Sri K. Ananda Nambiar, ex M.P. and others. The Conference was attended by nearly 1,000 delegates representing all the three regions comprising the Southern Railway viz. ex M.S.M., ex S.I.R., ex Mysore.

Sri S. Guruswamy, the President of the A.I.R.F., was unanimously elected as the President of the new Union amidst great ovation from the delegates and the visitors. Mr. Guruswamy personally blessed the merger of these two unions and assured the delegates that he would stand by any decision they take for achieving unity on the Southern Railway.

The Resolution for merger of the two unions was moved by Sri Ananda Nambiar, one of the most respected Railway trade union leaders in this part of the country, and it was seconded by Sri Sivarama Sarma. The resolution adopting a new Constitution for the merged union was moved by Sri Ragavanandan, Station-master of Viplupuram, who had played a worthy role in the recent struggle of the Central Government employees. This merger is hailed as not an ordinary event, all men of the Railway are supporting this merger very enthusiastically and look upon this as a great event heralding a new era in the history of Railway Trade Union movement.

The merged unions represents the confluence of the three great traditions of ex M.S.M., ex S.I.R., ex Mysore State Railways. The delegates included a large number of workers who have participated in almost all the struggles of the railwaymen including the last one in July 1960. The list of office-bearers include a large number of Railwaymen who have participated in all the struggles during the past two decades. Almost all of them were arrested and faced suspension during the recent struggle of the Central Government employees.

Excepting M/s J. Guruswami, K. Ananda Nambiar and Kumaran, all the other office-bearers are railwaymen in active service. Even M/s Ananda Nambiar and Kumaran have been railway employees who had to sacrifice their jobs in the cause of the railwaymen's struggle for their trade union rights.

Thus have come into existence a new Union representing all sections and all shades of view and ideologies which alone can unite the one lakh and sixty thousand railwaymen on the Southern Railway. They have rightly taken a decision to renew the membership campaign immediately and fixed a quota of 50,000 to be enrolled before 31st March 1961. It is said that it is a moderate quota and this will be overfulfilled.

All TU leaders representing the different political trends in this part of the country including some Congressmen, and several non-party Trade Union leaders are supporting the merger of these two unions. The lone disgruntled section is the P.S.P., who are accusing both Sri Guruswami and the other TU leaders.

Sri J. Guruswami gave a fitting reply to all criticisms in the public meeting held at Perambur area on the evening of 22nd January 1961. This public rally was attended by thousands of railway workers and was one of the biggest rally of railwaymen. Sri Guruswami making a policy speech on the occasion explained the meaning of the merger of these 2 unions. He explained how this merger has taken place as a symbol of the genuine desire of the rank and file railwaymen and not as a result of the top manoeuvres of leaders." It is the railwaymen who wanted unity and achieved unity. That is why I accepted to be the President. No political group or ideology will be allowed to dominate. At the same time nobody will be excluded for any political prejudices" said Sri Guruswami. He also emphatically stated that this Union is the most representative union in this Railway and as such it should be recognised by the Railway administration in deference to the assurances by the Hon. Minister for Railways. He recalled the two statements made by the Hon. Minister for Railways in this connection viz. 1. Merger with Railway Labour Union is no bar for recognition and 2. Affiliation to A.I.R.F. is no condition for recognition. This means that a union would be recognised on its own merits without stipulating any condition that any group should be excluded or that the union must be affiliated to any All India organisations. He stressed for the need for unity on every railway and on the whole country taking lessons from the recent struggle of the Central Government employees. He also expressed that those who were against unity for political reasons. Dealing with the implementation of the recommendations of the pay commission, he demanded that the recommendations must be implemented with good faith, particularly in fixation of new scales. The authorities have failed to give effect to the principle recommended by the Pay Commission resulting in loss of increments to all the employees. He further demanded that the City Allowance must be revised with retrospective effect on the basis of new census figures taking place now.

The meeting was addressed by other leaders representing different political trends and non-party leaders such as M/s T.G. Ramasujam of MIMCO, S. Ramanathan of U.T.O.C. and R.V. Krishnamurthy of Madras State Bank Employees Federation. Sri K. Ambazhagan, M.L.A., leader of the Trade Union wing of the Dravida Munnetra Kazhagam (D.M.K.), had sent a message supporting the merger and appealing to the delegates to strengthen the new union.

Thus has come into existence, a union representing the glorious traditions of the past three decades with a great future. There is no other union in this railway which is registered and recognised. The so-called 'Employees Saah', branch of the N.F.I.R., has lost its registration and failed to stand upto the scrutiny by the Verification officer of the Labour department of the Government of India.

This unity on the Southern Railway is likely to have its influence on the entire courses of the Railway Trade Union movement all over India. Sri J. Guruswami without whom there can be no railway trade union movement is fully backing this unity.

Statement showing names of persons still under suspension
in connection with Central Govt. Employees Strike as on
10th Feb/51 on the N.E. Railway.

.....

S/No.	Name of Employees	Designation	Deptt. & Station of posting	Nature of charge	Present Position.
1.	Sri. K.C.Chakravarti	Sr.clerk	EEZ(P)/LKO	Participation & Instigation	Charge-sheeted in July/50. Departmental Enquiry fixed three times & postponed on each occasion by the Rly Administration.
2.	" R.R.Shukla	TTE(LR)	DTS/LKO	Participation & Instigation	---do---
3.	" Sant Lal	Shuntman	-do-	-do-	---do---
4.	" Pashupati Nath Singh	Shunter	EME/GD & GKP Loco shed.	Instigation	Departmental Enquiry ordered but not held.
5.	" K.L.Gupta	clerk	PA&CAO/GKB & at GKP	-do-	No progress after reply to charge-sheet.
6.	" J.N.Misra	"	"	-do-	-do-
7.	" K.R.Chatterjee	"	"	-do-	-do-
8.	" Harihar Prasad	Chargeman	Loco W/shop GKP	-do-	Departmental enquiry ordered but not yet held.
9.	" Baiyasi Singh	Fitter	-do-	-do-	-do-
10.	" Kasai Singh	"	-do-	-do-	-do-
11.	" Vakil Singh	"	-do-	-do-	-do-
12.	" Onkar Singh	"	-do-	-do-	-do-
13.	" M.A.Lari	clerk	COPS/GKP	Participation & Instigation	Enquiry date not yet fixed
14.	" Th.Harish Chander	clerk	-do-	-do-	Enquiry not yet ordered
15.	" Shyam Sunder	"	-do-	-do-	Enquiry ordered but date not yet fixed
16.	" Inder Singh	"	-do-	-do-	-do-
17.	" Baijnath Singh	"	-do-	-do-	-do-
18.	" J.R.Khatwani	"	CPC/GKP	Instigation	No progress after reply to charge sheet.
19.	" R. Misra	"	COPS/GKP	-do-	Enquiry ordered not yet held.
20.	" G.S.Tripathi	"	-do-	-do-	-do-

U T E:-

- i) Item Nos. 1 to 3 were neither arrested nor prosecuted by the police.
- ii) Rests were arrested and prosecuted by the Police who were subsequently acquitted/released by the Court.
- iii) In a large number of cases where employees were put back to duty on being released from suspension heavy penalty of stoppage of increments ranging upto 3 years with cumulative effect was inflicted. The most unfortunate phase of these cases of imposition of penalty is that even normal requirement of Law to extend to the employees reasonable facilities of defence were denied inspite of their written requests to disclose to them the allegations on which the charges were based.
- iv) Services of five trade apprentices were dispensed with immediately after strike for participation in the Strike and these trade apprentices have not been taken back.
- v. Five employees(two at IZN & 3 at Garhara(Bihar) were dismissed consequent on their conviction in the Lower Court. In these cases appeal against the convictions have been filed.

A Memoir for the members of the Indian Parliament on the problems and grievances of Train Examiners of Indian Railways.

1) Using of Condemned and uneconomical Wagons in the Indian Rlys.

It has been planned that out of the old and overaged Rolling Stocks which were previously thrown to Dumps being condemned or uneconomical for useges 12000 such condemned and uneconomical stocks have been put to Traffic About Rs.2000/- to Rs.3000/- will be spent for commissing each of such wagon. But there are reasons for doubt whether that amount will return by the Traffic earning of those wagons. Apart from that operating expences towards their maintenance expences will be higher.

Further more these 12000 overaged condemned and uneconomical wagons will remain as a potential danger for accident because of the facts that due to oldage (these wagons being manufactured 50 to 60 years back) the underframes and draft gears have lost their normal tenacity and likely to collapse at any moment. But in case of any accident the maintening Technicians i.e. Train Examiners will be the scape goats for the punishments.

2. Fixing of a maximum quota for the Train Examiners in declaring the Rolling Stock sick:

It is a common ^{thing} that every one can realise that a Rolling stock is to be withdrawn from service and given attention to it by repair and maintenance as soon as it is found unsafe to run or unfit for use for any other purpose. Extensive use of the Rolling Stock at these days is contributing to heavy wear and tear and deterioration in the condition of the Rolling Stock.

The Train Examiners are meant to examine the Rolling Stock, maintain the same and to withdraw for through maintenance in sick line. There are rules made by the administration for their guidance. But recently by an order of the Railway Board a quota has been fixed in which a Train Examiner is not allowed to withdraw more than 2% of Rolling Stock even when the condition of the stock warrents for its withdrawal for the purpose of its through maintenance in sick line.

Thus at one side the Train Examiners, there are rules and his sence of responsibilities for the sake of safety and efficiency of the stock and on the other hand there is order specifying the quota beyond which he can not go.

This quota system should be abandoned. The Train Examiners should be given the freedom within the frame work of the existing rules to declare the Rolling Stock unfit whenever its condition warrents to do so.

3) Inadequate time allowed to the Train Examiners for examination, maintenance of wagons on train:

Probably it is not known to the most of the people that a Train Examiner is allowed only one minute time for examination and maintenance of a wagon on a Train. It is further proposed that after this examination and maintenance the Train will be allowed further to run a distance of Five hundred miles without further examination and maintenance. The Indian Railways will be nearing dangers if the Train Examiners are not allowed more time with more mechanics and workman with sufficient spare materials for the purpose of through examination and maintenance of Rolling stock on Trains.

To effect a control in the standard of maintenance of

Rolling Stock the Neutral Control Train Examining Organization of the Indian Railways Conference Association is functioning. But what is the locustande of the I.R.C.A. organization is a mystery.

It is not a Government organization, it is not an attached office of the Railway Ministry nor it is subordinate to the Railway Board. But it is exerting power of controlling examination over all the Indian Government Railways. The Railway Ministry should review the existing status of the I.R.C.A. and regulate it in such a manner it becomes a full flaged Government organization.

4) Down gradation of Train Examiners pay scale:

The 2nd Pay Commission after minute study and scrutiny recommended a pay scale of Rs.180/- - 240/- as entry grade for Train Examiners. In doing so the Commission did only a half-hearted and meagre justice to the Train Examiners probably being swayed by incorrect information furnished before the Commission by the Railway Board in regard to the nature of the jobs the Train Examiners are entrusted with. The Commission even side-tracked the correct assessments of Train Examiners duties and responsibilities made by Shah Nawaz Committee in 1954. This half-hearted and meagre recommendation of the 2nd Pay Commission in giving the Train Examiners an entry grade of Rs.180-240 was accepted by the Govt. and the General Managers of all the Railways Gazette Notified this acceptance in the 1st week of July, 1960 i.e. before the strike. But immediately after strike was over the General Managers issued an office Circular for fixation of Pay scale of the staff in which Train Examiners grade was shown a downgrade scale to Rs.150-240/- but only for the direct recruits a higher initial start from Rs.181-240/- was introduced. All the Train Examiners in the entry grade perform same duties with equal responsibilities and in most of the cases in same cyclic shifts but by introducing this type of discrimination and differentiation a "Divide and Rule" policy has been introduced which has seriously depressed the moral of the Train Examiners promoted after departmental Training and passing of examinations. Such discriminatory treatment is not in vogue in any other category of Railway Technical Supervisors such as Chageman, APWI, ALOW etc. Amongst the Train Examiners also at no time such discrimination existed.

Train Examiners all over India have protested against this unfair deal. Train Examiners have submitted series of representations to the Rly. Minister, the Speaker of Lok Sabha, Members of the houses praying for redressal of grievances. But the administration is paying deaf ear to this cry.

5) Poor avenue of promotion for the Train Examiners:

emph. raised
Prior to declaration of "New Deal" in Feb. '57 by Hon'ble Rly. Minister Sri Jagjiban Ram avenue of Promotion to the Train Examiners (as in case of other categories too) depended upon distribution of higher graded posts basing on work load and complexities of work i.e. worth of charges. At the time of declaration of "New Deal" also the Minister fully on the worth of charges" a somewhat minimum avenue was made by declaring that 7.5% of the posts of Train Examiners would be kept in the higher grades. But while the New Deal was implemented the whole object was made to be defeated by the Rly. Administrations particularly by Eastern Railway. In Eastern Railway basing on the worth of charges the Train Examiners had an avenue of promotion to the extent of 10% to higher grade of 1st Pay Commission scale of Rs.200/- - 300/-, 300/- - 400/- and Rs.360/- - 500/-. But after new Deal the Administration took opposite end of the sword and down graded ll posts from the scale of Rs.200/- - 300/- to Rs.150/- 225/- p.c. In this way Eastern Railway Administration took the

work of worth of Rs.200/- to 300/- from the Train Examiners of Rs.150/- - 225/- p.c. when the Chief Mechanical Engineer raised this the Finance branch totally ignored the inner objective and principle embodied in the New Deal for distribution of the higher grade on the worth of charges but pointed the figure to the percentage of 7.5%. In the meanwhile due to rapid growth of industrialisation the work load and complexities of work i.e. worth of charges at many places have increased but distribution of higher grades is still remaining as a far cry.

Further more avenue of promotion to the higher grade for other Technical Supervisors of the Mechanical Engineering branch i.e. for the chagemen, is 34.6% about 5 times that of Train Examiners. This existing poor avenue of promotion of Train Examiners in all the Indian Railways is being further chocked due to reappointment of superannuated staff to the persons of the choice of the individual officers.

Therefore the Train Examiners demand that reappointment to the Train Examiners should be totally banned in all the Indian Railways and even for the excadre posts and for the sake of justice

Train Examiners demand that ~~for the sake of justice~~ the evaluation of the worth of charges of all Train Examining depots should immediately be done by the chief Mechanical Engineers of respective Railways taking a uniform yard stick for all over Indian Railways.

In the opinion of the Train Examiners the following yard stick should be adopted for evaluating of the worth of charges of Train Examining Depots:-

- a) Train Examiners or Head Train Examiners entrusted to supervise over 100 staff, skilled, semi-skilled, and unskilled etc. should be given the grade of Rs. 200/- - 300/- P.C. (250-380/-) authorised scale.
- b) Train Examiners or Head Train Examiners entrusted with the charge the Raly Stores, materials and equipments the valuation of which is Rs.5000/- or above should be fixed in the pay scale of Rs.200/- - 300/- p.c. (Rs.250/- - 380/- As)
- c) Train Examiners on Head Train Examiners entrusted to supervise over 250 men or above, skilled, semi-skilled and unskilled etc. should be fixed with pay scale of Rs.300/- - 400/- p.c. (375 - 485/- A.S.)
- d) Train Examiners or Head Train Examiners entrusted with the charge of Railway stores, materials, equipments etc. of the valuation of Rs.10,000/- or above should be fixed in the pay scale of Rs.300/- - 400/- P.C. (Rs. 375 - 485/- A.S.)
- e) Train Examiners/Head Train Examiners entrusted to supervise over 500 men, skilled, semi-skilled & unskilled etc. be fixed in the pay scale of Rs.360 - 500 /- p.c. (Rs. 450 - 575/- A.S.)
- f) Train Examiners/Head Train Examiners entrusted with the Railway stores, materials and equipments the valuation of which is Rs.25,000/- or above be fixed in the Pay scale of Rs.360 - 500/- p.c. (i.e.Rs.450 - 575/- A.S.)

- g) No Train Examiner entrusted with examination of Mail or Express passenger Trains or outgoing first goods Train or deputed for repairing work in the sick line should be the Train Examiner of entry grade of pay scale.

Issued by,

B.N. Dubey

Vice-President

All India Train Examiners' Welfare
Committee.

(Regd.1501)

Central Office: Nutan Bati,

P.O.Haltu,

24-Parganas.



BOOK POST



20 FEB 1961

The Secretary,
All India Trade Union Congress,
4, Ashok Road, New Delhi.

No.Fac.535/5/60
GOVERNMENT OF INDIA
MINISTRY OF LABOUR & EMPLOYMENT

From

Shri P. D. Gaiha,
Under Secretary to the Govt. of India.

To

- (1) All State Govts. and the Centrally Adm. Areas.
- (2) The All India Organisations of Industrial Employers and Workers.

Dated New Delhi, the 17/2/61

Subject:- Amendment of Rule 1(2) of the P.W. (Railways) Rules, 1938.

Sir,

I am directed to forward a copy of this Ministry's notification of even number dated the 6th February 1961 on the above subject, for information.

Yours faithfully,

J. L. S.
16/2

for Under Secretary.

P.T.O.

post + pre 1931 employees, discommmenting pay scales in between Traffic Running Staff and other categories of Railwaymen namely: Station Staff; Office Staff Electrical Staff Mechanical Staff

Service	1st C.P.C. Scales From 1.1.47	NFIR Revised pay scales From 1.4.56	upgradation of post dist-ributed	Re-fixation of pay in year 1957-1958	Appearance paid with retrospective effect from 1.4.56	2nd cpc awarded by added Dearness allow.	House Rent allowance	Working Hours per month	Nature of duties + leave facilities
15 to 25 Years	Rs 60-130 80-160 100-185	200-300 260-350	50% 35%	200-300 260-350	Rs 3000 to 5000/-	NFIR Revised pay scales plus Rs 70 Dearness allowances	15% House Rent plus city allowance	144 Hours for office staff 192 Hours for station staff	working at the settled place Time meals 365 days night-bed, enjoying government holidays about 25 days per a year excluding other leaves, + more pay + less work + responsibilities
25 to 35 Years + above	150-225	300-400 360-500	10% 5%	300-400 360-500	2000/- to 6000/-	NFIR Revised Pay Scales plus Rs 75 Dearness allowance	awarded to essential categories		
All fixed post + pre 1931 Traffic Running Staff									Dist of duties in Running train
15 to 25 Years	60-170 100-185	NIL	NIL	NIL	NIL	First Pay Scales plus Rs 50 Dearness allowance	House rent deducted from the pay at the rate of 15%	231 Hours against to nature of age + weather	unusually cat meals, 365 days against to nature holidays, more work + more responsibilities but less pay back bone to the Railway
25 to 35 Years + above	150-225	NIL	NIL	NIL	NIL	First Pay Scales plus Rs 50 D.A. instead of Rs 70/-		100 Night	

URGENT

All India Traffic Running Staff Welfare Council
Bombay (HQ)

A.I.T.U.C.
Received 38/2/57
Replied

Step Motherly ill treatment in pay scale
in between Traffic Running Staff
and other categories of Railwaymen on
I. Ry under social government of India

Respected Sir

The Railway minister Shri Jagjivan
Rao announced on 10th Feb 1957. The details
of a scheme of New scale of wages on scales
Rs 200-300; 260-350; 300-400 & 360-500

+ distribution of the said scales for 16 major
categories of the class III employees on I. Ry
which were implemented in the year 1957
+ benefited about 1,70,000 post & pre-

1931 employees in the shape of an im-
mediate increase in emoluments
on higher scales Rs 200-500 with the
retrospective effect from 1.4.56

whereas the above benefits have been
ignored to post 1931 employees 2000
& pre-1931 employees ¹⁰⁰⁰ @ Rs. called

an ill-fated Traffic Running
Staff who are holding a more -

responsibilities + heavy work loads
in view of arduous nature of duties
performed in Passengers, MAIL

+ Express train more or less as a
back bone to the Indian Railways

(P.D.)

Further, in view of the facts that the
pay scales either in 1st CPC scales
report vide - Page 195 (ii) New scale was
with effect from 1.4.56 (iii) 2nd CPC
awarded from 1.9.59 all of them
were decessed ^{pay scales} to V.R.U. for Running
stop since year 1947 though the
cost of living index in year 1947
was 180 points + now 480 points but
the emoluments of wages have not
been enhanced like other categories
of Railway men

We earnestly requested to appoint
a central wage Board to review our pay
scales like as other categories from
1.1.47.

Lastly we proposed that
the government is still in deaf ear
+ there is no any other method
except to go on Hunger strike
before Parliamentary House which

Pray justice our pay scale
like as other categories with effect
from 1.4.56

Bombay
20.2.61

Sd. All India Chief
Guards welfare
Councils D 20-2-61

Copy of representation dated 28th Nov. 1957, from the Clerks of the Ex. Rly. Grainshop Dept., (Selected by the Railway Service Commission), OLAVAKKOT DIVISION, to the Director, Establishment, Railway Board, NEW DELHI, submitted through the proper channel.

RE: FIXATION OF SENIORITY OF EX. GRAINSHOP
STAFF - BOARD'S LETTER NO. E(NG)57 RE1/17
OF 2-11-1957 - GM/MAS D. NO. 1613 of 14-11-57.

We confirm the joint telegram dated 20-11-57 addressed to The Director, Establishment, Railway Board, New Delhi and General Manager, Madras, with copy to the Divisional Supdt., Olavakkot as follows:-

"BOARDS' LETTER E(NG)57 RE1/17 SECOND INSTANT AND GM'S D CIRCULAR 1613 FOURTEENTH INSTANT FIXING SENIORITY OF EX. GRAINSHOP STAFF FROM DATE OF ABSORPTION DO GROSS INJUSTICE TO US, SELECTED BY SERVICE COMMISSION AND BETRAY ORIGINAL ASSURANCE GIVEN BY ADMINISTRATION (.) PRAY RESTORE BENIFITS ORIGINALLY ASSURED - REPEATED "FREIGHT" MADRAS - COPY "DIVRAIL" OLAVAKKOT - AGGRIEVED CLERKS - OLAVAKKOT DIVISION".

We humbly represent what amount of injustice and harm the present decision taken by the Board vide their letter No. E(NG)57 RE1/17 of 2-11-57 communicated under MAS/GM's D. Circular No. 1613 of 14-11-57, fixing seniority of the Ex. Grainshop staff from the date of their absorption in the absorbing department, has ~~its~~ inflicted on us, who were recruited to the Railway by the Staff Selection Board, Joint Service Commission and the Union Rly. Service Commission, and how adversely it affects our future prospects.

We may stress on the point that we were selected to the Railway by Staff Selection Board and Rly. Service Commissions as Routine Grade Clerks and NOT specifically for the temporary Grainshop department. We were posted temporarily in the then existing vacancies in the Grainshop Department. Our Selection to the Railway was at the time when

the very existence of the Grainshop Department was in question, a fact, which would clearly show that our services were intended on a permanent basis and our posting to the Grainshop Department was purely incidental. The Board had made it perfectly clear and beyond any shadow of doubt, vide their letter No. R. 48RE1/1/5 of 16-10-52, that the seniority of the Grainshop staff subsequently absorbed in other departments would be reckoned as if they had been absorbed in these departments right from the beginning of their service. This assurance of the Board was just and was enough to allay our fears and anxiety of our having been posted in a temporary department and it stood as a solid security for our future prospects; as, to speak of our particular case, obviously it was none of our fault that we had been posted in a temporary department, in so far as we were ~~not~~ recruited ~~NOT~~ specifically for that department.

The present modification issued by the Board is a terrific blow on our future career and a wholesale injustice as it amounts to unkind denial of our legitimate and elementary rights. It cannot be denied that we are eligible for the length of service rendered by us and also for other benefits to an equal measure with others who were also selected by the same "Selecting Body" who had selected us for the same category, viz., Routine Grade Clerks, and to show disparity because a section of the candidates happened to be posted (for no fault ~~of~~ or preference of theirs) to a temporary, but not in the least a less essential Branch of the S A R R Railway, is no justice. Our postings to the Grainshop Department and our subsequent absorption in other Departments were done purely to suit the convenience of the Administration. We had neither exercised any option nor were we called upon to do

so in this matter. Our services were not broken for a single day. Further, no change of category occurred in our case. It is a bare truth that we had an unbroken and continuous service in the same category and Railway. As such, as per fundamental rules ~~maxx~~ we are entitled for continuity of service right from the date of our appointment in the Railway.

This undeniable fact had been honoured in the original assurance given by the Board protecting seniority of the Ex. Grainshop staff and it was regarded in good faith. *It had also created a sense of security in us* Now, after about half a decade, we regret to understand that the confidence reposed by us in the solemn assurance given by the Board has been shattered to desperate pieces by this reversal of earlier orders. We find ourselves in a brink where we have to be afraid of still more harmful modifications which may come forth in future, deviating from the past instructions affecting us still adversely.

Had the assurance not been given by the Board and the Board made it clear at the very out-set that we would have no claim in the absorbing department for the seniority earned in the Grainshop Department, we would have adopted a different course of action in the interest of our future prospects. We would have naturally stood as candidates for selection, ~~applying~~ *applying* through department before the very "Selection Body", which had selected us before, for the same cadre - Routine Grade Clerks. Our aim would have only been to seek a chance to be posted in some other ~~department~~ permanent departments at the earliest opportunity. For, the earlier we got into the permanent department, the better it would be for us, than serving the Railway long in the temporary Grainshop department which does not guarantee the counting of our length of service for the ~~max~~ purpose of seniority in the absorbing department. Now we painfully realise that our confidence on the solemn assurance given by the Board had dug the very grave of our future prospects.

Further, the present decision of the Board has been taken when the factor of time stands to our utter disadvantage. Having put in a service of 5 to 10 years in Grainshop Department and a few years in a permanent department, we are denied of a major portion of our service and we are placed far juniors in service to those who were appointed in the Railway at a later date, needless to say, even 4 or 5 years after our appointment in the Railway. We can only appeal to show justice at this juncture.

Herein we would also like to humbly state that it is an irony of ~~the~~ facts that when the seniority in our Railway of even the Ex. Burma and Ex. Military staff is counted upon their past services in Burma Railway and in Military, the seniority of the staff of our own Railway is denied for the portion they served a certain department of our own Railway with neither ~~the~~ break of service nor change of category nor change of Railway.

We, therefore, humbly request you to kindly reconsider this case and render justice by fixing our seniority from the date of our appointment in the Railway as originally assured.

Thanking you in anticipation for a kind and favourable reply,

Yours faithfully,

Sd/- Ex. Grainshop staff of
Chavakket Division.

Copy to: Sri. T.A. Joseph,
General Manager/MAS
thro. proper channel for favour
of necessary action please, ref.
his D. Circular No. 1613 of 14-11-'57.

Copy to: Divl. Supdt., GJA, for favour of
necessary action.

Advance copy submitted to Rly. Board (Est.)
New Delhi.

Advance copy submitted to GM/MAS.

Copy to: President, NFIR thro. the General
Secretary, Southern Railway Employees
Sangh, Perambur, MADRAS.

Copy of G M / M A S's order No. 6/6/GM appearing
at page 492 of N Southern Railway Gazette No.6
dated 25-3-1953.

✓
ABSORPTION OF TEMPORARY GRAINSHOP STAFF IN
OTHER DEPARTMENTS.

In connection with the absorption of temporary Grainshop staff in other Departments, the Railway Board have recently issued instructions that Grainshop staff appointed in lower grades and officiating in higher grades at the time of absorption, should have their pay fixed on the basis of the higher rate of pay in the officiating post held by them at time of absorption, as in the case of Grainshop staff directly recruited to the "Intermediate" grades. These instructions apply to all Grainshop staff so far absorbed in the various Departments irrespective of the date of absorption. Wherever necessary, pay will be refixed on this basis and the staff concerned paid the arrears due on this account.

The Board have also stated that the seniority of Grainshop staff absorbed in the Department should not be reckoned on the basis of pay fixed. They should be given such seniority which they would have got, had they been absorbed in the absorbing Department right from the beginning of their service.

-----:0:-----

From

K. PALANIVELU,

Secretary,

Dindigul Taluk committee for the intensive propagation of
Removal of Untouchability,
64, St. Xavier Street, D I N D I G U L .

To

Hon'ble Minister Sri JAGAJIVAN RAM, M. P.,

Minister for Railways,

Govt. of India,

NEW DELHI.

Sir

Sub:- Southern Railways - Madurai & Trichi Divisions - Running
of Refreshment Stalls by the Railway Administration —
objections — raised — regarding.

May I have the privilege to express my opinion on the Running of
Refreshment Rooms and Stalls by the Railway Administration.

1. It is a fact that the food-stuffs supplied in the Railway
Refreshment Rooms and run by the Administration are less in quantity
and bad in taste. This is more or less cheating the travelling public.

2. Whereas if you visit a stall run by a contractor in a Railway
station you find good stuffs in taste and quantity at cheap rates.

3. There is also another inconvenience if the trains arrive at a
station late after the prescribed time. That is, if a train to be arrived
at 1 o'clock arrives at 1-45, the Refreshment Rooms will be closed on
the plea that the employees work under hours of employment regulations.
At such times the passengers starve.

4. Knowing that the Departmentally run stalls will not meet the
needs of passengers satisfactorily, the then Central Advisory Council for
Railways under the chairmanship of Dr Mathai, Member for Transports
has accepted in 1947 in principle that the contractors should not be ousted
except when complaints against their services are justified. Besides they
have also expressed their views that the departmentally run refreshment
stalls will not serve the public satisfactorily.

5. There is a commitment in the Railway Board that the Harijan
contractors may be given preference to run Refreshment stalls. But one,
Nallakamu, of Dindigul, applied during 1960. But, his was rejected. None
in the Southern Railway was granted to Harijans.

I like to point out that the Departmentally run Refreshment
Rooms are incurring heavy loss to Government.

Under these circumstances I advise that the proposal to run
Refreshment stalls departmentally will not only involve the Government
in heavy loss but also be much inconvenience to the passengers.

Hence I pray that the Government should reconsider their
proposal of termination of licences to contractors.

Thanking you,

Yours faithfully,

DINDIGUL. }

1-3-1961. }

K. Palanivelu
Secretary.

Copy to members of the Parliament.

Sri. S.A. Dangey, M.P., Lok Sabha

79/27.2.61

From

T. Anandan Nair,
Station Master,
Gomangalam P.O., via: Pollachi, S.Ry.

To

His Excellency the President of India,
Rashtrapathi Bhavan,
New Delhi.

Through Proper Channel.

Honoured Sir,

Re: My petition dated 7-8-1957
 -do- 29-11-1958.
 -do- 22-1-1959
 -do- 28-3-1959
 -do- 12-11-1959
 -do- 4-7-1960
 -do- 28-7-1960
 Express Telegram dated 28-7-1960
 Petition dated 10-10-1960

1. Things are done in your name and I am, therefore, obliged to submit as under:

2. You are there to see and honour SATHYAMEVA JAYATEH. I refuse to believe and admit, in spite of the Southern Railway authorities, that you are there to see and honour 'ASATHYAMEVA, ABRAMAMEVA, ADHARMAMEVA JAYATEH'. Much more firm is my belief, my conviction, in spite of the Southern Railway authorities, that the Pristine Glory honesty, purity and integrity of the spostles of the MAHATMA would never fade x away for the simple reason that they have not seen Mahatma's resurrection. Hence, my repeated petitions before your Excellency.

3. Several petitions preferred before your Excellency from time to time are without any response from those who are authorised to act on your behalf. I have, therefore, entered the 23rd year of my misfortune. My misfortune started in the year 1939 due to an error of judgment on the part of the erstwhile Southern Railway authorities. The position then obtaining in the railway administration was that when an error was committed by them it would eventually

develop into a prestige case, unless the victim was prepared ~~xxxx~~ to have recourse to clandestine methods for the redressal of his grievances. When once a case was developed into a prestige one, the victim was doomed for ever; I refused and I knew the futility of my methods. But I could not help it; my blood was saturated with the sermons preached by the much beloved and revered apostles, then in jail, now in office, and I fought against their goalers. This fight entered its 23rd year. Post-war patriots who don Khadi on and from 15-8-1947. (The day of Independence will say that I am bluffing. Woe to them.

4. Shree V.V.Giri, the then President of the All India Railwaymen's Federation, and afterwards Labour Minister Madras, pleaded on my behalf, but was rejected on the ground that mine was a prestige case for them then South Indian ~~xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx~~ Railway administration. I am enclosing a letter written by Shree V.V. Giri to me in the advance copy of this petition addressed to the Minister in Charge of Railways, Delhi.

5. All those who worked under me as my assistant Station Masters at various stations are now employed on the grades Rs. 200/300, 260/350 and 150/225 in order of their seniority while I am suppressed and kept almost junior most in the lowest grade of Rs. 100/185, a rank and grade on which I was confirmed on 24-11-1935, nearly two and a half decades back. I was to have reached by this time the maximum of the Class III service.

6. I was guilty of no remissness of duties, no misconduct. No charges were framed against me; no explanations were called for from me for any act of omission or commission. But the reason for my misfortune can be found to lie in the arbitrary action of the Southern Railway authorities.

7. I can prove before any Tribunals or before the Union Public Service Commission that all that the authorities had hitherto written and said to me in connection with my misfortune and all that they would hereafter be saying are nothing but savage falsehood. If I fail to establish so, my services may be terminated.

8. Among the many injuries inflicted upon me, one is of recent origin. After the integration and divisionalisation of the Railways, the seniority of the entire employees of the Southern Railway system was revised and drawn up according to the principles enunciated in Railway Board's orders, published as Supplement to Railway Gazette dated 10-3-1956. The manner in which the aforesaid revision was done is as under.

9. Several grades, in vogue before the 1st Pay Commission namely 30-1-35, 35-1-40, 40-2-50, 50-2-60; 30-1 $\frac{1}{2}$ -40 $\frac{1}{2}$ 44-4/2-60 merged into one pay commission grade, namely 64/170. While revising and drawing up the seniority of all staff, what the Southern Railway authorities have done was this; whatever might have been the positions of the employees in the aforesaid several pre-pay commission grades, they were considered as having entered the grade of 64/170 from the date of their entering the Station master's category, ignoring their vicissitudes in the several grades and their seniority was reckoned in order of their passing the trade test for Station master's post. Many, who were passed over by their juniors, for promotion from grade to grade for some reason or other were restored as if there were no grades of Rs. 35-1-40, 40-2-50 etc. at all. For example: one who had to remain in the grade of 35-1-40 without being promoted to higher grade for some reason or other had become senior to several in the higher grades of 40-2-50 after the aforesaid revision for the simple reason that he entered the station master's

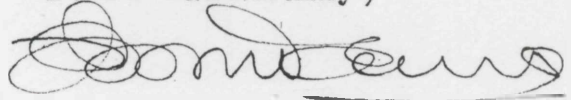
category on a date prior to those in the grade 40-2-50. Even those who had been reduced to a lower grade as a penalty for some delinquency had been paid back the amounts deducted from their salary. For example, there was one station master by name V. Deivasikamoni Iyer. He is now a Traffic Inspector in the Bezwada Division. He was temporarily reverted from Rs. 40-2-50 to 35-1-40 scale and posted to a station namely Thiruchitrambalam for two years 1947 and 1948. Since the grades 35-1-40 and 40-2-50 had merged into one pay commission grade 64/170, he was subsequently paid back the amount deducted from his salary for the simple reason that he was considered as having entered the grade of Rs. 64/170 from the date of his entering the station master's category. Instances akin to this are numerous.

10. But the principles expounded in paras above were not applied to, to my case. Instead, in flagrant disregard of the said principle, I was ranked even in my suppressed grade of 100/185 below those who entered the station master's category on a date 10 years later than that on which I have entered. When this solitary exception in the whole of the Southern Railway System was pointed out it was stated by the General Manager that the abovesaid principles would be effective only from 1-4-51. The deliberate untruth of the statement is evident in the illustrations cited by me in the foregoing paras. Besides in numerous circular letters and in the several revised seniority list, it has been clearly stated that the revision was done in accordance with the said principles. In fact, irrespective of their dates of appointments into the service, that is, both before and after 1-4-51, the seniority of the entire employees of Southern Railway now in service was reckoned in accordance with the said principles; except one solitary case, that is mine. I can establish this, failing which my services may be terminated.

11. "Government must honour its own Rules". "Once the Government had framed rules it had to comply with them until they were altered or deleted", "It cannot ignore them and act arbitrarily"; thus observed a full Bench of Kerala High Court in allowing a Writ petition recently. But curiously enough, neither the rules and regulations of the department nor the laws of the country come to my aid. Death is preferable than to suffer the torture and agony.

12. 23years of miserable life of woes and miseries, trials and tribulations, I have suffered. No more could I endure. I have only 4 years more to retire from service and if my petition is not allowed, my post retirement days would become all the more miserable.

Yours faithfully,



Advance copies submitted to:

1. Secretary to the President
2. Private Secretary to Sri Nehru.
3. Private Secretary to Sri Jagjivan Ram.
4. Secretary to the Railway Board.
5. General Manager, Southern Railway.

Gomangalam,
4th January, 1961.



ALL U.C.
78/27-2A



From

T. Anandan Nair,
Station Master,
Gomangalam Post,
via: Pollachi, Southern Railway.

To

The President of India,
Rashtrapathi Bhavan,
New Delhi.

Through

Proper Channel.

Sir,

My petition dated	7--8--1957
,,	29--11--1958
,,	22--1--1959
,,	28--3--1959
,,	12-11--1959
,,	4--7--1960
,,	28-7-1960
Express Telegram dated	28-7-1960
Petition dated	10-10-1960
-do-	4--1-1960.

It is further submitted again with great respect that except the usual, cheap and inadmissible reply from the Southern Railway authorities, namely:

"No petition lies to the President", I am without any reply for my petitions referred to above.

It is needless repetition to expound in detail the subject matter of my petitions referred to above. Yet, I beg to draw your attention to para 7 Page 3 of my petition dated 4--1--61. It runs:

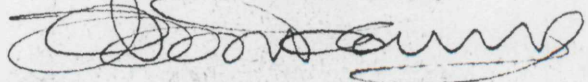
"I can establish before any Tribunal or before the Union Service Commission that all that the Southern Railway authorities had hitherto written and said to me, and all that they would hereafter be saying, in connection with my misfortune, are nothing but savage falsehood. If I fail to do so, my services may be terminated.

My humble submission is that, if your Government is honest where is the difficulty in accepting my challenge. Have you authorised the administrative units of your Government to ~~be~~ deliberately, to commit administrative fraud of most unambiguous nature; nay, have you conferred upon them immunity from the reach of retributive hand for their acts of fraud. If your answer is 'Yes', then I have no case. But you will please clearly say so before I could stop weeping in tears of blood before you.

Perhaps your excellency's silence signifies the fact that, if I have any constitutional rights and that the Government is denying the same, I can have recourse to a Court of law. But for whose mistake am I to spend my money, if I have any? Am I to spend my money for your inertia over the administrative fraud of the Southern Railway, when the guilty have at their disposal the tax payer's money to defend themselves. I am prepared to go to Court of law provided you are graciously pleased to give me Rs. 5000/- towards court expenses. Government is sometimes going like that. If you are not inclined to do so, at least be graciously pleased to refer my case before Union Service Commission, before which I shall vindicate the justice of my cause. If I fail I am prepared to take extreme penalty.

I am, thus, making it easy for my persecutors to do away with me; let them do so, if they are honest and have a clear conscience; I am prepared to share my country's poorman's misfortune.

Yours faithfully,



Gomangalam, 0
24--2--1961. 0

Advance copy submitted to the Secretary to the ~~President~~ President.
,, Secretary to the Minister for Railways.
,, Secretary to the Railway Board.
,, General Manager.

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From

A. I. T. U. C.
Received... 27/27/61
Replied.....

M. Anandan Nair,
Station Master, Southern Railway,
Gomangalam Post,
Via: Pollachi.

To

All the Hon'ble members of Parliament of India,
New Delhi.

Sirs,

It is with tears of blood flowing in my eyes that I am approaching you, the Hon'ble members of the Parliament, with copies of my petition dated 4--1--61 and 24--1--61, preferred before the President, and fervently pray that the Hon'ble members may be graciously pleased to take such action as they deem necessary.

At the outset, it is submitted that if such a petition were to be preferred before the head of any other Government in the world, either the petitioner's head or that of the guilty would go. But, curiously enough, my cry is only one in the wilderness.

Below is appended a para from my petition.

"I can prove before any Tribunal or before the Union Public Service Commission that all that the authorities had hitherto written and said to me, and all that they would hereafter be saying, in connection with my misfortune, are nothing but savage falsehood. If I fail to establish so, my services may be terminated".

And so I am making it easy for my persecutors to do away with me. But they are not inclined to accept my challenge. If the department or the Government is honest, where is the difficulty in meeting with my challenge. I beg of the Hon'ble members to reflect for a while. Am I to submit myself to savage falsehood, of which I am a victim? If, in the opinion of Hon'ble members, I should not, then render me a helping hand.

Yours faithfully,

Gomangalam,

Dated: 24.2.61

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RAILWAYMEN'S FORUM

(A Monthly Labour Organ)

34, Pratapaditya Place, Calcutta-26

N. SIRCAR,

EDITOR

DATE 26.2.1961

My dear comrade Dange,

I hope you have not forgotten me, an old colleague of yours in the Trade Union field. I was the General Secretary of the old B.N. P. Employees' Union and an Office-Bearer of the All India Trade Union Congress.

I have the pleasure to inform you that I shall be publishing the above mentioned Paper. It will at present be a monthly Paper and will be issued on the 1st of every month.

The first issue of this Paper will come out on the 1st March, 1961.

I do ardently expect help and co-operation from you in the shape of regular contribution of matter of interest to the railwaymen and the other working classes for publication in my Paper. My Paper will deal with all LABOUR problems irrespective of their classes, categories or establishments.

I want to be in the Exchange List of your TRADE UNION RECORD and I hope not to be frustrated in my expectation.

I understand that you have brought out a cycle of the Central Government Employees' Strike in 1960. Kindly send me a copy thereof so that I may write on that issue in the ^{second} ~~first~~ issue of my Paper. This is most urgent.

With my best wishes to you all, I am,

yours fraternally,

N. Sircar.

26.2.61.

GOVERNMENT URGED TO REINSTATE DISMISSED EMPLOYEES

CALCUTTA, MARCH 2: A meeting of the Central Government employees on February 27 urged the Government of India to reinstate all employees suspended, dismissed or compulsorily retired, consistent with their declared policy of leniency towards strikers in the larger interest of the country and the nation as well as in the name of humanity.

The meeting, first since the withdrawal of the strike in last July, reflected the first attempt to publicly voice their resentment against the reprisal measures of the Government against the strikers.

The meeting noted with dissatisfaction that despite the Government assurances, there are still more than eight hundred central Government employees throughout India either suspended, dismissed or compulsorily retired. Over and above this, reversion to lower cadre, and stoppage of increment ranging from one to eight years have been inflicted on several more thousands.

These punitive measures, according to a resolution adopted, were surely not conducive to the efficient running of the public services or maintaining a harmonious relation between the Government and its employees, much essential for successful implementation of national plan and economy. In West Bengal members of suspended and dismissed employees are 150, and 500 more have suffered from stoppage of increment and reversion.

Expressing strong indignation against arbitrary withdrawal of recognition from unions and associations and even closing down of offices despite assurance by the Home Minister and the Labour Minister to the effect that normal union activities would not be interfered with, the meeting urged the Government to restore recognition to unions and associations. The meeting called upon the employees to contribute liberally to the fund for helping those victimised after the strike. --FOC

REINSTATEMENT OF CENTRAL GOVERNMENT EMPLOYEES BIHAR AUDIT EMPLOYEES DEMAND

Ranchi, March 2: The decision of Sri E.X. Joseph, the Secretary General of the All India Civil Audit and Accounts Office Association and Sri Om Prokash Gupta, the General Secretary A.I. P&T Union to undertake hunger strike indefinitely demanding reinstatement of all victimised Central Government employees has caused deep concern among various Central Government offices located here.

The feeling was strongly expressed in a general meeting of the Bihar Civil Audit and Accounts Office Association held here on Monday in which grave concern was felt about this decision. Hopes were expressed that the Central Government would come to a decision regarding the unfortunate employees at once.

Sri B.N. Banerjee, an employee of Bihar A.G. Office who has been "compulsorily retired" from the service as a sequel to the last general strike of the Central Government employees presided over the meeting which was the first ever held after the de-recognition of the association. Another Four employees of this office have also been punished.

The meeting also urged all the units of the Association to hold mass prayer meetings and resort to fasting with a view to draw public attention to their cause. It also requested the Bihar Accountant General to grant the special project allowance to all staff of his office as has already been given to the employees of the Heavy Engineering Corporation, Ranchi. --FOC

done in the past -- has not, at any moment, carried conviction. Certainly, it is not an answer to the problem that is there in the minds of the people. Therefore, I would request him to deal with this question.

We find that here in our country there are some people -- of course, Sri Asoka Mehta is not here and I can safely refer to the problems of the South -- who refer to the South.

A MEMBER: He is here.

PARVATHI KRISHNAN: I will help him to overcome his allergy to the south. But, as far as the various enterprises in the South are concerned, it is a very common saying there that it takes a far shorter time for goods to reach Madras from New York than from Madras to Salem. This is, indeed, a very sad commentary on the operational efficiency of the Railways that they cannot even move goods in time from Madras to Salem, the home town of our hon. Deputy Minister, a present the South has given to the Railway Ministry. It is really a sad commentary and I hope that we will see further improvement in the coming year.

SRI NARASIMHAN: But he gets moved quickly to that place.

PARVATHI KRISHNAN: But I do not put him in the category of goods.

I would like to draw the attention of the Ministry to the fact that we view the whole question of operational efficiency, the whole question of the performance of railways in relation to the overall requirements of our developing economy.

The question of dieselisation has been referred to in the other House. Also only this morning we had a question which was answered by the hon. Deputy Minister as regards the introduction of diesel engines. Here, again, I was rather taken aback to see that the emphasis was on the introduction of these diesel engines, as far as I could make out, on those lines that are feeding our steel plants and our industries in the north. Considering the difficulties that we have been facing with regard to the movement of coal and of moving coal down to the South and the operational expenses the Southern Railway incurs as a result of the expenses of moving coal there and also considering the difficulties that have been faced by industries in the South as a result of coal shortage, I am surprised that even at this stage consideration is not being paid to have a more rational approach to see that coal supplies are dealt with more rationally. Where it is difficult to transport coal, you do not have the perspective of introducing dieselisation there first which will release more coal for the railways in the north and for the industries in the north.

Secondly, with regard to the question of this constant bickering between the various Ministries whether it is really coal that is short or the wagons that are short is really mostly unseemly. This game of battledore and shuttlecock between the Ministries should not go beyond a point of amusement. This is something that has to be taken more seriously. When this question of coal shortage was posed, in the other House the hon. Minister replied, 'No'. Wagons are all there; they are available and there is nothing wrong with the Railways. You better look elsewhere to see why the coal shortage is there. But immediately after that, here we find a news item in today's papers. We find a new entrant in this game and that new entrant is the UP Government because the UP Government seems to take sides with the Ministry of Steel and Mines and they lay the blame fair and square on the Ministry of Railways.

We have to look at the problem with regard to the Plan. It is not a question whether it is this Ministry or that Ministry which is in the wrong. It is not as if one wants to apportion the blame or anything like that. When the whole country is going all out in the Plan effort to see that our steel projects come up, to see that the various other industrial projects come up, we would like to know why it is that two Ministries in the Government of India are not in a position to come together and solve this proposition. It would have been a very welcome feature if only -- we do not mind who gets the prize for it but we will give it to both -- they come forward and take us into confidence and say where the real bottleneck lies, where the real difficulty lies and would set it right.

Sri Asoka Mehta tried in his very subtle and more "economic" way to side with the Railway Ministry. In fact, I almost felt that there was no need for the Railway Minister to make any reply and he may just leave it to Sri Asoka Mehta.....(Interruption). We were told it was defective coal and so on. But it is not only this question of defective coal. We are told that coal is just not being moved. The various industries that have been referred to by the UP Government have not received the quota of coal that was allocated to them. They are not complaining about the quality of coal.

Therefore, let us have a real picture as to why this coal shortage is there, why the railways are not able to move coal as fast as the industries have asked for. We are told that coal is lying there ready mined at the pit-heads, then where are the wagons lying?

The other question is whether there is any rational working out of the movement of coal, whether coal from Singareni is being moved to places nearby or whether coal from Bihar is being diverted to those places where it is easier for the Railways to move them and to overcome the bottlenecks that are there in the Railways themselves and also with regard to the wagon shortage.

Then there is also the question of shunting and the amount of time taken up with regard to the formation of goods trains and their movement. While the hon. Minister has made reference in his speech to the various questions that are there in hand, we are not being told what is being done about this, about the manner in which shunting is being done and the manner in which goods trains are being formed and marshalling is done and so on.

That links up immediately with the whole question of the Central Research and Designs Organisation. Year after year, there is a section in the speech that is devoted to this. References are made that such an organisation is there and that certain research work is going on. We are not told from time to time distinctly as to what exactly is being done and what action the Railways are taking on the recommendations that are made by this department. They are doing commendable work but the House would like to know how much is really coming out from that department and how much the Railways are benefited by it. If the whole question of the formation and movement of trains and automatic coupling could be taken up seriously, it would increase operational efficiency with regard to speedy movement of goods trains, particularly.

While we have been told of the various financial targets of the Second Plan that have been achieved, we are not quite clear as to whether the physical targets have been completely achieved. In the southern sector we find that the doubling programme of the Vijayawada-Gudur section does not seem to have been in keeping with the planned target. We would like to know why this shortfall is there.

It is welcome to know that the question of having heavier rails is being taken up seriously. But what is the perspective that is being held out? The Hon. Minister says that experiments are being carried out. But we do not know how far this is being taken up seriously or whether it is introduced on more lines in our country. I feel that this is also very important in connection with operational efficiency.

To come to the question of the railway lines in the South and particularly the lines that have been talked of in the Third Plan, Sri Asoka Mehta speaking as an economist (I am one of those few people who had recognised that fact that he is an economist), seemed to think like this: when the Southern Railway is not remunerative and people are going more and more by road, why should you give more lines to the South?

It is not merely a question whether the railways are working economically or not. You may examine the finances of the railways and the manner in which the railways themselves are operated. As far as the passenger traffic goes, the trains in the South are far more crowded than trains anywhere else because we have got very few trains there. The demand is far greater than the supply. The Deputy Minister Sri Shahnawaz Khan may nod negatively but his colleague would agree with me that the South-West broadgauge section particularly is one of the most overcrowded sections in our country and there had been repeated demands for running more trains there.

Take this question. You have got a large number of trains running from Delhi to Bombay. I think it is something like four or five mail and express trains. Similarly, you have got a number of trains from Calcutta to Delhi. But if you take the Madras-Delhi, Madras-Calcutta and Madras-Bombay routes, you will find that the mail and express trains are relatively far fewer and yet these trains are extremely overcrowded because there are a large number of people from the South who work in the North, who have their families in the North. For instance, all those from Madras side, from Andhra, Bangalore, Kerala, Mangalore, South Kanara who have to go towards Bengal, Bihar and to the steel plants that are there have got just one line from Madras and just one train from Madras to Howrah. If you travel by this train, you would realise how overcrowded it is. Therefore, today in the South, if you find that people are travelling by express buses from Madras to Salem or Coimbatore or Madurai, it is not because they prefer to travel by bus but because the accommodation in the train is so limited that they are forced to go by bus and the State Governments find that in order to answer the transport needs of their people these routes are to be opened out. Therefore, it is no argument to say that when there are so many roads and so many buses, they do not need more trains.

It is a most extraordinary argument and that brings me to the point: the question of integrated transport policy. It is a policy which we have been asking for for a large number of years. The Government of India should have an integrated transport policy for the assessment of the overall transport requirements of our country and judge where exactly the new rail links will have to come, where the national highways will have to come and where exactly the inland water transport will have to be developed. Sri Asoka Mehta referred to this but the point I want to make is different. This integrated transport policy is necessary for the overall Plan. It is not that I say that because you have sufficient number of roads or trains in one place the development of that place should be stopped and started at another place. When you have to your overall plan, look to it and see whether exactly you need your new rail links.

When an hon. Member from Madras was speaking, he talked of the Bangalore Salem line. The importance of it is not just in saying that the South has been neglected; far from it. There is industrial development. Do not forget that two important projects are coming up there: Neyveli on the one hand and the low shaft furnace in Salem on the other and also the development of the aluminium industry in Salem. These areas should be served by transport in view of these developments and a railway line is extremely important. Therefore I am rather disappointed or dismayed that when year after year this point is being put out before the Government, this particular line which is so important for the economy of the South and the Country as a whole -- not only of the Madras State -- has not been referred to in his speech.

It is also for this reason that we emphasise the necessity of speedily electrifying the section from Madras to Villupuram and also the Madras-Arkonam line. That is where we have the bottleneck in the South; passenger and goods trains are held up and there is slow movement.

When I said that it takes long for the goods to move from Madras to Salem, one of the reasons is that it is an over-crowded and an overworked track, and in this particular section we find that we have other bottlenecks. I would appeal to the hon. Minister and to the Railway Board that they should take into consideration these bottlenecks that exist throughout the southern belt and in the country as a whole and see to it that this question of electrification and the remodelling of the marshalling yards is taken up very quickly.

Secondly, in the South, we find in many of the places where industries are developing that scant attention is paid today to the various goods sheds being remodelled and enlarged. Take, for instance, Tirupur, which is of late becoming a big industrial centre, where the hosiery industry is developing very fast and where the textile industry is also growing. We find there that the goods shed and the accommodation in the goods sheds are not enough and that has been repeatedly represented to the Railway Ministry, but it seems that the appeal has fallen on deaf ears.

Since you have sounded the bell, I would refer very briefly to two points, with regard to the railway workers. Firstly, this question of decasualisation may be referred to. Year after year, this point is brought to the attention of the Ministry, and year after year we find that the figure does not come down but the casual labourers seem to increase in numbers. I would appeal to the Minister to take this up very seriously.

There is also the question of recognition of unions in the Southern railway which was referred also in the other House. With regard to that particular union, the Railway Ministry seems to be following an ostrich-link policy: although that union, which was recognised, lost its registration because of its failure to keep proper accounts, of its failure to fulfil the requirements of the Trade Unions Act. We find our Dy. Minister -- who of course we know is always very well-meaning and is very often also misled -- goes there and gives them moral support to continue in existence, and says, "Do not worry, my boys, we will see that everything is set right." It is true he says the same to us, Members of Parliament, when we make representations to him. He is extremely reasonable no doubt with us, but this reasonableness should not stretch beyond the bounds of propriety. It is not really proper for a Minister to go and address a Union which has lost its registration, which has shown that it is incapable of even fulfilling the ordinary requirements that are prescribed for a union and to give them this kind of patronage. I would request the Railway Ministry once and for all to settle this question -- if they are unable in any other way to settle it -- at least by a secret ballot and find out which is the union that has the confidence of the workers in the Southern Railway. I assure them that without a doubt they will find that it is the Dakshina Railway Employees' which is the union that today commands the confidence of the vast majority of the workers in the Southern Railway. This has been proved time and again, and today, if you want the railways to deliver the goods to the people, then, you want the railway workers to cooperate in that task of delivering the goods; that can be done by gaining the confidence of the workers and by showing the workers that they are also respected by authority and not just treated in a very cavalier manner. --FOC

S.M. BANERJEE'S SPEECH ON RAILWAY BUDGET

New Delhi, March 2: Following is the text of S.M. Banerjee's speech in Lok Sabha on Wednesday March 1, on Railway Budget:

"I join in congratulating the hon. Minister on the over-all improvement in the working of the railways.

"The first point which I wish to bring to the notice of this House and to the hon. Minister is the terrible coal shortage -- a coal and soft coke for domestic use, in the State from which I come. My attention was drawn to the news item which appeared in Indian Nation dated February 27, which secured banner headlines in this reputed paper of Bihar, thus: Lack of Adequate Transport Facilities for Coal: Over 8 lakh tons stockpiled in Bihar and Madhya Pradesh: Public Sector apprehends fall in production. Then it says: "Over 8,00,000 tons of coal representing 40,000 wagon loads, are accumulated in the public sector collieries in Bihar and Madhya Pradesh for lack of adequate transport facilities. Authorities of the National Coal Development Corporation, in charge of coal production in the public sector, expressed fear that if the transport bottleneck was not overcome soon, this stockpile would double itself by the end of March requiring considerable slashing of coal production in the public sector at the beginning of the Third Five Year Plan."

It further says: "A party of journalists was taken last week by the NCDC to its coalfields in Bihar in the wake of the current controversy between the Railways and the Fuel Ministry on the coal shortage faced by industry. The party saw huge dumps of coal at railway sidings awaiting clearance to their destinations in the north. The stocks were intended partly for consumption by railways and partly for cement textile and other industries. The Managing Director of the Corporation, Mr. R.C. Dutt, told the party at Bhurkunda that the Corporation at present did not propose to curtail production".

This serious statement which has appeared in the newspapers has caught my attention, because we are facing a terrific coal shortage in my own State. In today's paper, as has been very ably quoted already by my hon. friend Smt. Parvathi Krishnan, we find the following news item: "Coal Shortage Hits UP Industries: Inability of railways to increase deliveries: Several industrial concerns in UP are facing the prospects of closure following the inability of the railways to increase coal deliveries and engineering firms. UP's road construction and building programme will be affected even more seriously because there now seems no hope of securing more brick-burning coal for kilns before the monsoon. UP's last hopes of securing more coal failed when a meeting of senior railway and coal distribution officials, convened by the Chief Minister yesterday, was unable to help. Mr. Gupta expressed disappointment that the officials had not been able to give even an extra ounce of coal to UP."

"This is a very serious state of affairs in my State, and I have seen myself that in places like Kanpur and Lucknow even soft coke intended for domestic consumption is not available for distribution. The district supply officers at the various places made frantic efforts to contact the Coal Controller and probably the Railway Ministry but to no purpose. Now, it has reached a situation where it is impossible to avoid riots only because coal and soft coke are available for domestic consumption, and it will be difficult to avoid closure of the various industrial units. The news item further goes on to say: "Railway Official's Statement: Lucknow, Feb 28; At a Press Conference, Mr. Harbans Singh, General Manager, North Eastern Railway, denied that industries had not received their quota of coal. But he admitted that there had not been a sufficient supply of brick-kiln-coal."

"So, a particular statement which has been made by the Chief Minister of UP has been contradicted by the General Manager who was present at the same meeting. I do not know whom to believe, and who not to. But a serious situation exists in UP. That is a matter which the Railway Minister must consider in all seriousness. I am not going to find fault as to which Ministry is in wrong, but it is for both the concerned Ministries to sit together, and take the Chief Minister of UP into confidence and devise some measures by which this particular problem can be solved.

"Only some time back, there was a time in UP when foodgrains were selling at very high prices and were not available for consumption of ordinary people; at that time, there was coal in my State. But, now, when foodgrains are available, there is no coal, and no soft coke for cooking purposes. So, it is really a problem which confronts every citizen of my State.

"My next point is about the victimisation cases, I am sorry to use the

word 'victimisation'. It may be harassment or something like that arising out of the general strike in 1960. I am thankful to the Minister and his Deputies and to the Members of the Railway Board for treating many cases with the utmost sympathy and leniency. It was the desire of this House as also the desire of Government, including the Prime Minister and the Home Minister that the strikers should be treated leniently, and it was not in the mind of anybody including those in Government, that they should be treated harshly.

"I should like to quote what Sri G.B. Pant said in the Lok Sabha in regard to this matter. In reply to unstarred question No. 2243 on the 6th September, 1960 in the Lok Sabha, he stated thus: "Departmental proceedings should be taken against those who are suspected to have indulged in sabotage, intimidation or gross misbehaviour...." I may add for the information of the House that at that time, that is, in the month of September, the term 'gross misbehaviour' had not been properly defined. Earlier, the Home Ministry issued instructions on the 21st July, 1960 -- this was before September -- to the following effect: "No precise definition of gross misbehaviour, which will be one of the tests of selecting strikers who will be subjected to charge-sheets, can be given. Lying on railway tracks, burning of effigies, shouting of abusive slogans, disorderly or defiant conduct and picketing of a coercive kind are some examples of what would be covered by 'gross misbehaviour'."

"They have themselves changed the definition. They have not accepted my definition. Meetings were held at various levels and a decision was taken. I am reading from an extract available to me which was issued by the Railway Board. I am told a letter was issued on 7th February 1960 stating what does not constitute gross misbehaviour. I quote: "What does not constitute gross Misbehaviour (Clarification issued by the Railway Board).

"The various charges mentioned in the statements have been gone into by the Board. In this connection, the following clarification is given:

1. Absence from duty without authority during the strike period: For this charge, no departmental action is intended to be taken;
2. Organising and leading processions: This need not be interpreted as falling within the purview of gross misbehaviour;
3. Addressing a meeting: This will not come within the purview of gross misbehaviour in the present context;
4. Instigating staff to join strike: In cases where the picketing and instigation have not been of a coercive type, disciplinary action need not be taken;
5. Using of slogans: Only abusive slogans need be taken notice of for the purpose of taking disciplinary action;
6. Issue and circulation of leaflets: This need not be a charge for taking disciplinary action unless the leaflets contain highly objectionable matter."

I am extremely grateful to the Railway Minister and the Railway Board for clarifying this definition of gross misbehaviour, which was rather cloud and various interpretations were given by various people. According to this definition, I am sure about 502 or 510 employees I speak subject to correction -- could be taken in. If there is a case of sabotage or violence against any employee, I suggest that either a Committee of this House should be appointed or a Judicial Committee should be constituted so as to give adequate opportunity to the employees to prove before the Committee whether their conduct was good or bad. There are still about 510 cases in all the railways, Central, Eastern, Northern, North Eastern, Southern, South Eastern and the Integral Coach Factory. I do not say that the Railway Minister or his Deputies are treating these cases on the basis of past prejudices, but unfortunately, as human nature reacts sometimes, certain officials, I am sorry to say, taking advantage of the past prejudices want to smash the Unions and victimise those active trade union workers. I request the hon. Minister to kindly consider these cases.

"There is another point which I would like the hon. Minister to consider in all seriousness. Last year or even six months earlier, questions were raised in this House regarding cast iron sleepers. My attention was drawn to various firms in Calcutta who are supposed to supply cast iron sleepers to the various railways. I am told that some firms supplied cast iron sleepers which are under-weight and which have been detected very recently. I want to know whether these cases have been referred to the SPE. If not, I think some day we shall be in serious difficulty, because I am told by the technical people that only 5 per cent tolerance is allowed in the case of cast iron sleepers and if it is more or less than that, it is actually not up to specifications. I wish this should be properly inquired into to see what is wrong in this.

"Then my last point is the restoration of the recognition of the All India Railwaymen's Federation. I say with confidence that this Federation represents the majority of the workers. The hon. Minister of Railways did his best to unite both the Federations but he failed. Now, after the strike, 7 or 8 months have passed without recognition. Without recognition how can they possibly function?

"During the strike period the Prime Minister made speeches and said that proper discussions should be held within the four corners of the Pay Commission Report. There are various recommendations of the Pay Commission which have affected the workers adversely -- if not all, at least some of them -- and it is high time that some forum is established through which the workers could ventilate their grievances, properly and firmly. I, therefore, request that, till proper instructions issue from the Home Ministry for the restoration of recognition or till something is brought up in this House, the recognition of the Federation should be restored provisionally so that the workers can have a proper forum.

"At present the negotiating machinery is not working. No meetings have taken place. Only Members of Parliament tire our elbows and tire the Railway Minister's patience by writing letters. I am not interested in writing so many letters as others are used to do. But I have to do it because, unfortunately there exists no forum for negotiations. I would request the Hon. Minister to see that something is done.

"I will congratulate the hon. Minister for giving another station to Kanpur in the name of the late lamented Pandit Ganesh Shankar Vidyarthi who laid his life for the sake of communal harmony. I would request him to inaugurate that station on a day which is the birthday of the late Ganesh Shankar Vidyarthi so that the people of Kanpur and every passenger that gets into the train or comes out of the train would come to know that Kanpur had produced a man of that stature. -- .00

Dear Com 1961 9.

9-2-61
Bawla 12

On receiving line from Sholapan

Dev. Rly. Tom. I received your P.C. of the
31st Jan 61. In the meanwhile the
A.J.F. meeting fixed for 14-15 Feb at Delhi
has been postponed since then. Instead the
Gen Secretary of the A.J.R.F. and Gen. Secretaries
of the affiliate unions are impurately to meet
in Delhi by the 14th to wait upon the
Rly Minister to secure reinstatement of
retained Rly workers. Therefore there is no
opportunity for our Rly contacts to meet either
at Lucknow or Delhi. With this back
ground there appears to be no useful purpose
in me to come to Delhi by the 12th. Besides it is
all night impossible to get reservation at
such short time. However after Com S.H.
returns it is highly necessary to meet in a while,
to discuss & plan our Rly work.

The A.J.R.F. meet has been cancelled for
our of hot criticism and attack on leadership from
outside in all Rlys.

I find from Press statements that Comdants
Joseph & Om Dookash Gupta are undertaking
Hunger satyagrah to High light the issue

1 FEB 1961

Camp Bezonbagh

16/4

Magpur 4
28/9-2-61

Com. S.A.D.

This is to inform
you that the General Council
meeting of the AIRF
Scheduled to be held on
12th + 15th instant has
been postponed till
further notice.

With greetings

Yours ever

Mushtaq

Dear Com 1961
31 JAN 1961
Kishan Bhatia
Rane Bawla
29-1-61
A.J.R.F. Gen. Council is scheduled
to meet at Delhi by 14-15-16 Feb. The W.C.
of the Federation met in Dec 60 on 27th of Feb.
They are expecting some negotiation with the Rly
& some discussion in the context of the decision of
the Parliament. It is an occasion for us to get
together all our A.J.R.F. contacts and the staff of
the Federation. The W.C. of the Federation has taken
a notice view of the Southern Union merger.
We will have to watch their move. It is very
important that we take active interest in the Federation
Gen. meeting. Please do the needful from your end to
see that all friends who attend the meeting should
be in Delhi by the 14th meeting. Please see that
the necessary funds come from you.

25-1-61
Com S.A.D. 281 ✓

This is to inform you
that the General Council
meeting of AIRF will be
held in Lucknow (N.R.)
on 12th + 13th Feb 61.

one of the items in
the agenda is S.R. union
merger etc. I am told the
merger has taken place
against the directive of
the G.S. AIRF Sathi Peter.

I am sure T.U.R. would
to wish detail about
the merger. S. Guruswami
who addressed the conference has
been elected president along
with Nambial / Mushtaq
as Vice President

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PROGRESS & PROSPERITY

Com. S. A. Dange M.P.

4 Asoka Road

New Delhi



4-विकीकरण - We shall try to organize
Parish Samasthan etc on behalf of M.P.T.U.
You must give directions from the A.G.T.U.
Committee to create country wide news and other
public sympathy. Our M.P.s will surely take
up the matter in the Parliament floor.
With regards
J. S. G.

J. S. G.
Secretary

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Com. K. G. Shrivastava
Secretary A.G.T.U. C

4 Ashok Road

New Delhi

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Com. S. A. Dange M.P.

General Secretary
A.G.T.U.

4 Ashoka Road

New Delhi

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Com. K. G. Shrivastava
Secretary A.G.T.U. C

4 Ashoka Road

New Delhi





11 4 FEB 1961

281

Tele: "RAILMAZDOOR"

N. E. RAILWAY MAZDOOR UNION

(Registered Under Trade Union Act., affiliated to All India Railwaymen's Federation and Recognised by the N. E. Railway Administration)

Ref. No. **NERMU/S/14**

GORAKHPUR 10-2-1961 196

Dear Shri Dange

I am enclosing herewith a statement showing the cases of suspension of the employees as on 10-2-61 on the North Eastern Railway in connection with the Last Central Govt. Employees Strike.

I shall feel extremely grateful to you if you could kindly explore possibilities to ease the situation further in the ensuing Budget Session of the Parliament.

With regards.

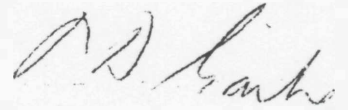
Yours sincerely

K. L. Gupta
(K. L. Gupta)

ERC: ORG

Shri S. A. Dange
Member/Lok Sabha,
NEW DELHI.

[535/5/60-Fac.]



(P.D. Gaiha)
Under Secretary.

To

The Manager,
Government of India Press,
NEW DELHI.

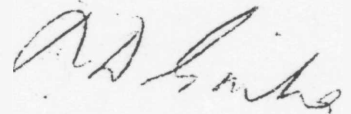
Copy forwarded to:-

*with 25 spare
copies.

**(1) The Ministry of Railways with reference to their Office Memorandum No.E(LWA)60AT8-18 dated the 8th November 1960. It is requested that the above amendment may be brought to the notice of the Railway Contractors.

**With 15
spare copies.

*** (ii) The Chief Labour Commissioner, New Delhi. His letter No.PW.2(1)/3/60-LS dated 21-6-60 refers.
(iii) Director, Labour Bureau, Simla.
(iv) Lok Sabha Secretariat (with 5 spare copies).



(P.D. Gaiha)
Under Secretary.

Government of India
Ministry of Labour & Employment

....

Dated New Delhi, the

6/2/61

NOTIFICATION

S.O.....PWA/Rlys./Rules/Am.(i)/61. In exercise of the powers conferred by sub-sections (2), (3) and (4) of section 26, read with section 24, of the Payment of Wages Act, 1936 (4 of 1936), the Central Government hereby makes the following rules to further amend the Payment of Wages (Railways) Rules, 1938, the same having been previously published as required by sub-section (5) of the said section 26, namely:-

- 1 These Rules may be called the Payment of Wages (Railways) Amendment Rules, 1961.
- 2 In the Payment of Wages (Railways) Rules, 1938, in sub-rule (2) of rule 1, for the words and figures "or by a contractor employing on an average 20 or more persons daily in any one month in the preceding 12 months", the words and figures "or by a contractor who either employs 20 or more persons on any day or employed 20 or more persons on any day of the preceding 12 months" shall be substituted.

Copy with a copy of enclosure forwarded to
LWI(I) Section for information.

Lewis
16/2

"d.a.refd
SSB/

for Under Secretary.

PARVATHI KRISHNAN ON RAILWAY BUDGET

New Delhi, March 2: Following is the text of Parvathi Krishnan's speech in Lok Sabha on Wednesday, March 1, on Railway Budget:

"I would like to begin by expressing my appreciation of the progress registered by the Railways. But that, I do not mean a general overall progress, but certainly I do admit that in some spheres of activity quite commendable progress has been registered. For instance, particularly encouraging is the progress that has been made with regard to the indigenous manufacture of various materials required by the railways and the target of self-sufficiency that the hon. Minister has put before us in his speech.

"After saying this, I would like now to come to the point of operational efficiency, because there seems to be a streak of complacency in the Minister's speech with regard to that. Year after year, we have seen how although the speech follows a very set pattern, we always have some particulars got highlighted by the Ministry trying to make out that something very great has been achieved or to draw our attention away from what may be the real difficulties that is facing our railways before they can reach that peak of efficiency which the people desire and which the Railways maintain they are trying to achieve. Last year, we were held out the promise of export of locomotives and we were told that having achieved our targets of production, we could now look forward to going into the field of export. Previous to that, we were given an excuse by the railways that because of road transport competition, the railways had a lot of difficulty to face. In this way, we find year after year the Railway Minister, very ably aided and abetted of course by his very able Deputy Ministers, being a pastmaster at sidetracking the railway budget discussion on to any one point or another. This year we have before us a picture given to us by the Railway Minister as though everything is smooth sailing, everything in the garden is absolutely lovely and even the Delhi Flower Show pales into insignificance when compared to what the railways have achieved during the past year.

One of the indexes of operational efficiency is the speed of the goods train. When we look through the various figures that have been supplied to us we find that the speed has not appreciably increased. If that is so, then, how can this claim of operational efficiency be maintained by the Railways? In the broad gauge, for instance, the figures show that in 1959-60, we have started improving no doubt in comparison with 1958-59; but even then we have not yet reached the target that was achieved in 1951. How then can we claim that operational efficiency has been achieved if in the speed of the goods train we have not even reached the 1951 figure and are not able to move goods as fast as are required by the various sectors of our national economy?

In the metre gauge also we find exactly the same picture. The speed of the goods train in 1959-60 was 8.49 miles whereas in 1951 it was 9.33 miles. This is a very pertinent question which, I hope, the Minister will deal with in his reply. But, when I say deal with, I do not expect him to repeat what he has said in his opening speech, to give us figures, very cleverly, of the tonnage that has been moved overlooking completely this question of speed.

Why is it that we are not able to catch up with the earlier speed? What is the good of saying that we have done this with regard to the production of locomotives or we have done that with regard to the improvement of our rolling-stock and so on? On this question of the speed or the movement of goods trains there is singular silence. We have to look through the figures in order to pose this question. I hope he will be able to give us some answer to this particular problem.

Of course, we have had a type of answer given in the past to this question. The usual tendency is to compare it with Canada or Japan or the United States of America, and, of course, with the USSR, particularly, if the question comes from this side of the House. But that does not help at all. Because to my mind it is not a question of whether in Canada it moves faster or slower or in Japan it moves faster or slower. Here, in India, when we are talking in terms of the Plan, when all the figures are being judged in the framework of that and when the Railways are in the framework of the Plan, we have to see this in relation to the demand that exists, and the overall transport requirements. And, in that relation, if he could give us an overall picture compared to the other countries, then, there would be some meaning. But only comparing the speed with those of the goods trains in other countries -- as it has been

spare-copy. ^{Postage} Under postal Certificate

The Joint Secretary, A.I. D.E. F., Liaison Office, New Sec
(Thru' General Secretary, K.S.D. (M) Employees' Union, KKA)

Dear Comrade, I regret to find that no action could be taken from your end in respect of my memorandum routed to you by the Secretary of K.S.D. (M) Employees' Union Kankinara vide the latter's NO: STR/EU/39 dt. Dec '60. Although, this was a case where the local Authority's involvement in acts of personal vendetta would have been proved to the hilt, and other cases of victimisation by the self-same Authorities progressed as a consequence, it is disappointing that you should be, thru' silence that cannot be understood, giving under scope to the said Authorities for shielding themselves.

In such circumstances as mentioned above, I don't see what useful purpose would be served by ~~the~~ retaining my memorandum at your end. It is requested if you therefore to please return the same to me as per registered post, or forward it thru' messengers to Shri Arvind Ghoshal, M.P., 117 South Avenue, N. Del

Address:-
P.O. Shyamnagar,
(Barackpore), W. Bengal

Thanking you,
3rd. February '61.

Yours faithfully
R.P. Mulkik
L.D.S. To. E.S. (M)

Copy to: General Secy, K.S.D. (M) Employees' Union, Kankinara
Copy to: Shri S.M. Banerjee, M.P.,
Mie. Pradip, AI. J.E.F.

Your copy of O.C. F.S.D. (M) Kankinara letter NO: 63;
PC/out/20/E1c(3) dt. 14 Nov. '60 addrd. to Sh. R.P. Mullick

Subject: Pay fixation in C.D.S (R.P) Rules 1960.

Reference: your NO& date nil Post card.

A blank form for exercising your option is sent herewith for necessary action as desired in your above-cited letter.

Sd. A.F.E. for O.C.

Your extract from letter dtd. Nov. '60 from Sh.
R.P. Mullick to O.C. F.S.D. (M) Kankinara in reply to a

✓ Subject: Studied delay in payment of legitimate dues and arrears on
of Ind. Pay Commission's Award.

Reference: Your no: 6375/PC/out/20/E1c(3) dt. 14-11-'60 and
my previous representation dtd. 2-11-'60.

Sir,

It is deplorable you have not ~~been~~ ^{been} intimated the step/step
taken from your end to pay me the arrears accruing as a result of the
Pay scales awarded by the Ind. Pay Commission. Please do intimate the
required information now and oblige. However the blank form sent by you
is returned duly filled in to facilitate your action.

Sd. - R.P. Mullick

UNDER CERTIFICATE OF POSTING.

TO

The O.C. BSD (M) Kanjinara. ✓

Subject: (I) Wrongful dismissal from service of Shree RP Mullick L.D.C. Ty on alleged order by OC BSD(M) KKA:
(II) Studied delay in the matter of payment of legitimate dues of Pay & Allocs. to the allegedly dismissed employee, Shree RP Mullick L.D.C. Ty.

Reference: My representations resting with the one dated 30 Dec¹⁹⁶⁰
(II) My representation dated 7th. January '61.

Sir,

Please let me know whether you would be good enough to pay me the following legitimate dues of mine, which however are NOT terminal:

(A) Arrears (outstanding) with effect from 1 July '60 accruing to me as a result of option exercised by me of scale of pay awarded by the Ind. Pay Commission in reply to your letter No 6375/PJ/Out/20/EIC(3) dt. 14 Nov '60;

(B) Pay and allocs. with effect from 12th. July '60 to date;

(C) Interest on the above for the period;

(d) Interest on P & A for the period from 1 to 11th. July '60, due to delayed payment; (accruing from 1st. Aug '60 till the actual date of my receipt of this payment)

In case no reply is received from your end within the legally permissible time, it would have to be construed that you have refused payment to me of the aforesaid legitimate dues of mine; and step(s) may have to be taken, as envisaged in the due process of Law that may be advised. Please NOTE.

Yours faithfully,

R.P. Mullick
(R.P. Mullick),
L.D.C. Ty.,
N. I. C. F.Y.A.

Dated the 23 rd. Feb '61. }

Address: R.P. Mullick,
c/o Postmaster,
P. O. Shyamnagar,
(Barrackpur Sub Dn.)
West Bengal.

Copy to: E-in-C. Army Hq., PO D.Rq., New Delhi.

N.O.O. Jt. Secretary, All India Defence Employees' Federation, West Bengal Regional Council, (Hq. Secy. (A) Union, KKA.)
for necessary action. ✓

Liaison office,
113 North Avenue, N. Delhi.

From: R.P. Mullick,
P.O. Shyamnagar,
(Barrackpur Subdn.)
W. Bengal.

Shri K.G. Sivaswami, Jt. Secy., A.P. D.F.F., New Delhi.
Dear Comrade,

Greetings!

It grieves me to find that all the com-
-radely suggestions I have offered since Sept. last, would meet with
no response from either your end ^{or} from the end of W.B. regional council.

However, I may repeat the arguments in
favour of victimised persons' resorting to legal action, at least
as a test case. (i) Time is in favour of the vengeful Authori-
-ties, and contrarily, against the victimised, from economic pt. of view.

(ii) Now, in the context of the changed situation,
in as much as the instructions from Defence Ministry have as-
-sumed more definitive language, and as ~~it~~ these have in-
-directly condemned the illegality of local O.C.s' procedures,
a test case or two at this stage, is likely to galvanise
the process of the latter in withdrawing their wrongful
steps in respect of the rest of the victimised personnel.

(iii) Taken from the long-term point of
view, the spate of vendettas are now numerically on the decline,
despite the Delhi & Punjab cases; and in badly affected
areas, where the O.C.s stand exposed in the eyes of the Min-
-istry about the former's illegality of wrongful procedures,
my legal action having the potentiality of further implicating
them, ~~it~~ would, ^{make them} quicken, rather than delay the pending
cases. As to those victimised personnel, about whom the
Authorities are adamant, the due process of Law has got
to be adopted, sometimes or the other. Negotiation is
bound to be fruitless in such cases (a very few in
number). So why not indirectly, and secretly, en-
-courage them to seek recourse to Law, while carrying
on negotiations in respect of the rest?

I do not know whether you would care to
answer this letter, or ignore it as the previous ones. How-
-ever, our personal differences, ⁱⁿ of political opinions notwith-
-standing, the aforesaid suggestions are given strictly in non-
-political sense. I would await your response with
interest, and determine my future programme on or on.

March 6, 1961

Dear Com.Mullick,

Your letter sent to me at the Coimbatore address was replied by me after the Session. Of course, you had given me the address C/o Postmaster. I hope you got it.

Your continuously writing that your case is not being attended by us for political reasons has now reached a stage of annoyance. Last month when Shri Jatin Chakravarty was in my office, I talked to him also to speak to you. I do not know if he got opportunity to speak to you.

I can only assure you, if any is needed, that we are still doing our best to see that as many as possible of our victimised workers are taken back. On the basis of clarification given by the Railway Board, the cases are likely to be reopened. Until we exhaust this channel, I am not going to advice anybody to go to court from my side. Because giving advice does not mean only saying so, then responsibility has to be taken for the conduct of the case. If otherwise, every individual belonging to any political ideology is free to go to court on his own.

I am conscious of the fact that things are taking quite a long time and for comrades who are out of job, it is a very trying time. Our unions are trying their best to help them financially to the extent possible, though not adequately. All of us will continue doing it.

With greetings,

Yours fraternally,

umr

(K.G.Sriwastava)

Shri R.P.Mullick,
P.O.SHYAMNAGAR,
Barrackpur Sub Division,
West Bengal

copy to: Com.Jatin Chakravartty,
General Secretary,
United Trade Union Congress,
249 Bowbazar St., Calcutta 12

A. I. T. U. C.
No. 260/9.3.61
C-3.

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INDIAN POSTS AND TELEGRAPHS DEPARTMENT

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S A DANGE MP NEWDELHI...



.....SATYEN KAR GENERAL SECRETARY SOUTHEASTERN RAILWAY MEN UNION REMOVED
CONSEQUENT ON GOVERNMENT EMPLOYEES STRIKE TWENTY REMOVED REINSTATEMENT--
~~DEMAND~~ DEMAND.....

...SECRETARY GARDENREACH BRANCH--

SAD
9/3/61

COPD AT 2340 HOURS SAINI--

This form accompany any enquiry respecting this telegram.

A. I. T. U. C.
Received... 269/10:361
Replied.....

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BLIND RAILWAY ADMINISTRATION.

As an Indian I feel pleasure to put up the clear cut position of the "detention to Rly. stock at Juhi Marshaling Yard and Juhi Transhipment Yard Cawnpore".

The figures of the detention submitted to Railway Board if checked will surely prove incorrect. Detention to stock at Marshaling Yard Juhi is originated from the detention to stock at Juhi Transhipment Yard.

The main reasons of detention to stock are detailed below:-

1) The labour contractor Messrs. Agarwal put a dead stop to his work since November 1959 although he was supposed to carry on upto December 1960. The work has been managed from January 1960 to December 1960 on recruiting daily labour on payment of wages from station earnings every evening. As the amount of expenditure was to be debited to the contractor, labour was engaged freely. The Goods Supervisor, the Chief Yard Master and Commercial Officers of Kanpur Area N.Rly. have enjoyed a lot.

Since the Goods Supervisor Juhi Shed avail leave he did not disclose his secrets to his predecessors hence the source of income to the corrupt group was suspended and casual labour system was abolished and fresh system of recruiting labour payment to be arranged through salary bills to be passed by Divisional Accounts Officer before payment is arranged to labour.

The corrupt railway administration is found corrupt in every respect. It is quite convincing that the corruption at one end Juhi Marshaling Yard etc. got ended but it has spoiled all the working of Juhi Kanpur Area.

The good luck of Commercial Officer, Divisional Office Allahabad approached as he has to engage contractor just as he did for Kanpur Central Goods Shed. The proverb is taken as true "If there is no good paymaster as a contractor the contract cannot be given". The Divisional Commercial Officer is intentionally delaying to grant contract as he could not get bribe according to his demand from any of the contractors.

The contract of previous contractor Balabdas Agarwal is not going to function from November 1959 it is March 61 but satisfactory arrangement is made by competent Divisional Authorities during the period of 16 months.

As an Indian I will request to members of Parliament Sarva Sri S.A. Gangey, New Delhi, S.N. Bannerji and Jagdish Avasth Cawnpore to look into the matter as there is a remarkable detention to stock at Juhi Marshaling Yard Cawnpore and Juhi Transit Shed.

The record of the administration will speak itself when stock report of Kanpur is examined that of every evening 30 to 50 wagons are always detained for labour at Juhi Transit Shed.

The main reason is clear there is dispute amongst the corrupt parties of Rly. Administration one of Kanpur Area and other of Allahabad.

CHINTAMONI PANIGRAHI ON PRESIDENT'S PROCLAMATION

New Delhi, March 10:- The following are extracts from Chintamoni Panigrahi's speech in the Lok Sabha on the Resolution regarding President's Proclamation in respect of Orissa on Thursday, March 9:-

"I was reading a book written by Shri V.P. Menon who was associated with the States Ministry (formerly). In his book, Merger of Indian States, he has devoted some chapters with regard to the Orissa State. He has said this with reference to the States People's movement, when they were fighting against the rulers for their own rights and freedom:

"With a new awakening among the States' subjects, there was no doubt most of the rulers would be driven out. This would have led to chaos and anarchy in Orissa".

Then he has stated:

'When the rulers asked for legislative rights which they had so long denied to their own subjects, Sardar Patel replied in the affirmative, and added "Instead of diving in a small well, the rulers will be entitled to swim in an ocean".'

"The ex-rulers in the State of Orissa swam in the ocean of Orissa so well and they gathered so much strength that at last they rescued the Congress itself when it was about to sink for lack of popular support, and brought it back to power. This was how the Coalition Ministry came in. When the old leadership in the Congress could not sustain itself and when the leadership which took its birth in the ex-State areas also wanted to compromise with the old leadership, there was a historical necessity for the old leadership, which was dying in the Orissa coastal areas, to come to an agreement with the leadership of the ex-State areas which never took part in the freedom movement nor helped in the achievement of independence for India.

"I was saying that the Report of the Government made it quite clear that the move of the Finance Minister in not presenting the budget and the approval of the Chief Minister thereon was a deliberate and concerted attempt by both of them not to make an alternative government possible, when both of them were forced to quit office. This one instance makes it quite clear that these two Parties which formed the coalition united to continue their rule and not to further the interests of the people of Orissa.

"Here are some Press statements from both sides immediately before the resignation of the Coalition Ministry, The ex-Chief Minister, Shri Mahatab, stated:

"I have informed the High Command that if the Coalition Ministry quits office, then I should not be a party to the formation of a pure Congress Party Ministry in its place."

"He knows how Shri Kairon, the Chief Minister of the Punjab, was moving with his file from door to door in Delhi when he came to meet the Congress High Command here.

"Some pressmen suggested: "Why don't you go and meet the Congress High Command?". He said: "What is the fate of Kairon, why should we meet the High Command".

"The PCC told the pressmen after the Assembly Congress Party meeting was over, that the coalition should go in view of the misdeeds, high-handedness and breach of faith of the Ganatantra Parishad leaders. Naturally, we would like to know what the secret understanding was between the Congress and the leaders of the Ganatantra Parishad who wanted to form the coalition Ministry which was breached by the leaders of the Ganatantra Parishad."

"The Ganatantra Parishad leader, the ex-Finance Minister said the Congress High Command were not prepared to clarify the issues and tried to avoid them. He said it was a sad reflection on the integrity, political morality, honesty and sense of democratic propriety and decency of the Congress

.....High Command.

High Command. He has accused the High Command of dishonesty, lack of a sense of decency, and all these things."

"What was the understanding between them, and what were the clarifications which the Ganatantra Parishad leader sought through Dr. Mahatab from the Congress High Command before the Ministry resigned, when Governor's rule was enforced as an alternative Ministry was not possible?"

The story goes round that the letter in which clarifications were sought by the Ganatantra Parishad leader from the Congress High Command was drafted by Dr. Mahatab, the Congress Chief Minister at that time. I do not know how far it is true, whether it was drafted by him or anybody else, but what is more interesting to note is the accusation of Dr. Mahatab himself against the Congress High Command."

"And what has he to say? He says the Congress Party was changing its stand at every stage towards the Ganatantra Parishad. We would like to know from the High Command and the Government this change in stand at every stage, what it was. If these things are clarified really, we would be in a position to know whether Government's rule was very imminent in the State, or was brought about because of the quarrels among the Mahatab and Singh Deo or the two groups in the Ganatantra Parishad.

"I refer to the statement of a prominent Congressman a very progressive-minded Congressman and a great leader in the Orissa Assembly. For the last 26 years he has served the Congress and his name is Lokenath Mishra. He has given a statement.

"In his statement he has asked why it is that the Congress has gone down in the State of Orissa. He has pointed out that in the 1946 elections, out of 60 seats for the Assembly, the Congress secured 46; in the 1952 elections, out of 140 seats, the Congress secured 68 seats; in the 1957 elections, out of 140 seats, the Congress secured 56 seats. So, he has asked the reason why the Congress is going down. An honest Congressman is asking a question of other Congressmen and himself. He has narrated the reasons why the Congress has gone down. He has said that the Congress was not trying to serve the interests of the people. By having a coalition with the Ganatantra Parishad, the Congress has done the greatest mischief to the people of Orissa. He has pointed out that in the first two years the Congress Ministry brought forward a Bill to standardise land rates. Thereby, an annual income of Rs. 60 lakhs would have been added to the State revenue. But as soon as the coalition Ministry came in, as soon as the Ganatantra Parishad came in, because that Bill was going to affect the interests in their area, the Bill was dropped. It never came in.

"Secondly, he has pointed out that the Congress Ministry, during its first two years of rule, passed a resolution in the Assembly, and proposed not to continue the allowances paid to the families of the ex-rulers in that State. But as soon as the coalition Ministry came in, as soon as the Ganatantra Parishad came in, all those decisions were revoked.

"A letter was written by some leader of the Ganatantra Parishad to the Home Minister of India requesting him to give them back their rights and to return to them whatever pensions and allowances which the Assembly had taken away during the Congress regime. He asked the Home Minister to undo what the Congress Ministry had done. Therefore, all these pensions and allowances were again given to the ex-rulers and their families.

"While allowing this payment to the ex-rulers and their families a new kind of tax was imposed. When the Congress Ministry was there, this tax was not there. But this was imposed when the Congress-Ganatantra Parishad coalition ministry came. What was that tax? It was a sales tax on the sale of potatoes a sales tax on the sale of fuel, a sales tax on the sales of onions. Can you ever imagine, can a Congress Government ever imagine imposing such a tax? When the Congress alone was there it was in a minority and it was not in a position to oppress the people.

"One of the major sources of revenue of the State was the sale of biri leaves. These biri leaves are mostly grown in the areas of ex-rulers.

"This is the income from that source. I am reading this from an answer to a question to which the Congress Minister Shri Radha Nath Rath has given on the floor of the Assembly. He said that the revenue from this source was:

In 1956-57	..Rs. 38, 32, 000,
In 1957-58	..Rs. 58, 36, 000,
In 1958-59	..Rs. 70, 62, 000,
and In 1960-61	..Rs. 12, 00, 000 only.

Imagine that from 1956-57 when it was Rs. 38.32 lakhs it went up to Rs. 70.62 lakhs; and immediately the coalition government came in it went down to Rs. 12 lakhs only. This is how the revenues of the State have increased. It is a non-taxable source of revenue.

"A member from the Congress side asked how many dispensaries were there in the State which were running without doctors. The immediate reply was that 54 dispensaries in the State were running without doctors. In a poor State like Orissa 54 dispensaries are run without doctors. This is the administration of the Congress-Ganatantra Parishad Coalition Ministry!"

"I asked a question here as to how many mining leases have been given and to whom, after this Congress-Ganatantra Parishad coalition came. I need not read all the names. In the statement there are 21 names and it covers only a period of 6 months and not 21 months. The important members of the Ganatantra Parishad and the Congress are there. I need not read the names but I will only refer to that.

"Here is the list. During the period 6.1.60 to 6.8.60 - there is no time to read the names - from two stations Puri and Bhubaneswar fertilizers were sent to Andhra when the farmers in the State did not get any fertilizers. When the question came up here in Parliament the hon. Food Minister said: 'What can I do? I am doing my best. I am sending fertilizers to the State; but what can I do if they are not distributed to the farmers?'

"Here is a long list of the wagon numbers etc. in which wagon and how much was sent in whose name. During this period more than 5,000 tons of ammonium sulphate, which was very necessary for the farmers in these hard times were sent out to Andhra to be sold in the black market by a society which was presided over by the ex-President of the P.C.C. against whom a motion of non-confidence was brought in. This ex-President was the best advocate for continuing the Congress-Ganatantra Parishad coalition ministry. This is the greatest of scandals of black-marketing which could be possible under the coalition. Therefore, he was all for continuing this coalition ministry."

"During these 21 months' rule the peasants were being evicted in large numbers.

There has been large-scale police operation upon the miners in Keonjhar and other areas; there has been no imposition of rent on the land of the ex-rulers. As long as the coalition lasted, a lion's share of the proceeds of advertisement went to the papers of the coalition parties."

"Lastly, I will refer to the land reform measures. This was the highest breach of faith what this Ministry can commit in respect of the people of Orissa, the vast peasantry of that state. My hon. friend was saying yesterday that they had put the lowest ceiling on land in India. But the provisions should be read in between the lines. If you read the provisions of the Act; you will find the true position. It was said that the earlier Congress Bill had put the ceiling at 33 standard acres and the coalition Bill reduced it to 25 acres. The coalition Bill defined the family as consisting of five persons, father or mother with children and grandchildren; each person above this number is allowed to possess five standard acres up to 50 standard acres on the whole."

"There is the other point about the perennially irrigated land or canal irrigated land and also about the dry land. I need not go into details about the provisions in the new Act. The ex-rulers have said that those persons who are cultivating the lands of the ex-rulers could not come under this provision. That is to say, the cultivators would pay rent to the ex-rulers and not to the State directly. That goes against the tenets of the Planning Commission and so they naturally objected to it. Some kind of understanding was given to the Planning Commission that they would obey the orders of the Planning Commission and so sanction should be given to them. President's assent was then given to that Bill. Otherwise, it should not have been passed when this Ministry was going to collapse. About the debotor and endowment lands, the rulers have seen to it in this Bill that they will enjoy their lands freely and that these lands will not go to the State or the peasant or the cultivator"

The following are extracts from Chintamani Panigrahi's speech on supplemental Demands for Grants in respect of Orissa:

I refer now to Demand No.6. It refers to the Hirakud Land Organisation. There is a Hirakud Control Board. The control of Hirakud Dam has now been transferred from the Government of India to the State Government. We have discussed these surplus machineries many times in this House and we have been told that the utmost efforts have been made to dispose of all the surplus machinery which is lying at Hirakud. But now because the President's rule is there and the Demands have come before us, we have surprisingly come to know that spare parts and machinery worth about Rs.50 lakhs were lying undisposed during all these ten to twelve years of construction of the Hirakud Dam and after its construction in 1957 they are still lying on the spot.

"Of what kind is this machinery which has remained undisposed and which requires for its repair more than Rs.5 lakhs? I think the Union Government should go into it. It should send its own officers to see whether actually the cost of repairing will be more than Rs.5 lakhs. It must be looked into, otherwise there is no use in passing this Demand. They should see why those items of machinery have not been repaired for so long, what the State Government and its officers were doing so long and what the Hirakud Control Board was suggesting, when the Government of India was having control over it, for repairing this machinery.

"Why suddenly, after the President's rule has come about, a sum of about Rs.5½ lakhs became necessary for repairing all this machinery worth Rs.50 lakhs? There is no detailed information about this Demand. We do not grudge this. The machinery must be repaired and sold. But we would like to know whether this Rs.5½ lakhs is necessary or whether the amount that has been asked for is in excess of what is necessary. It must be looked into by the Government of India. Some officers should go there and with the help of the State Government's officers--they are very good officers there--it must be assessed whether this demand is necessary or not.

"I feel that ultimately the Government of Orissa is going to pay for all these things. After the control of the Board was transferred to the Government of Orissa, I think everything has been charged to the Orissa Government. It is by way of a loan that the Orissa Government has taken all this money for the Hirakud Dam. We would like to know from the hon. Minister whether when the interest on the loan is calculated all this money for the undisposed of machinery and all these things that are lying idle will be taken apart so that no interest is calculated and is paid by the Government of Orissa for this purpose. The people of Orissa are poor. During these four long years of mismanagement of the State's affairs, it is only because the State's officers were there that somehow the administration was running. Otherwise, it was all collapsing. Therefore we would like to know all these things.

Now I refer to Demand No.9. Orissa is a State which has the lowest per capita income and where many people do not get water to drink in the rural areas. I have seen in many areas during summer how very difficult it is to get even a glass of water to drink. And when that is the position in Orissa, you find that the Government has come forward and asked this House to sanction a sum of Rs.70,000.

"For what? For beautifying the new capital, for planting gardens, fruit trees, flowers, and avenues also. The Home Minister as well as the Deputy Finance Minister must be knowing the condition of Orissa. It is very difficult to supply the villages with drinking water. When that is the position, for beautifying the new capital at Bhubhaneshwar can we not wait for some time--this year six thousand, next year five thousand, let us go on like that. Let us first meet the essential needs of the people. Now that we don't want to beautify it; if we are beautiful, our capital must be more beautiful.

"But let us first meet the needs of the people. I am glad that at least on one occasion I get appreciation from my hon. friend Shri Jaipal Singh.

"Therefore it must be looked into and this demand is unnecessary, and I feel we cannot sanction this sum of Rs.70,000. It may be sanctioned next year or the year after that. The amount can be safely spent on providing drinking water in the rural areas of Orissa.

"With regard to the flood-affected areas, we had a debate in this House and Shri Jaipal Singh was very helpful to us at that moment. In the very serious flood of 1960, the most unfortunate thing is, many of the houses of the people belonging to the Scheduled Castes and Scheduled Tribes were completely washed out. It is good that the Government has asked for some grant for that purpose.

We have seen and from different parts of the State representations have gone to the Ministers of the State Government. So far, very little help has gone to the people whose houses have been completely washed away in the 1960 flood. The flood was in August, 1960. It is now, 1961. During all these 8 or 9 months how have these people, whose houses have been washed away, been living? How many houses have been built up to now by the State Government? No details are given here. We would like to know the number of houses actually built for these Scheduled Castes and Scheduled Tribes people, whose houses have been washed away or damaged in the 1960 flood."

"A very difficult time is coming for the people of Orissa. Now and then the officers of the Orissa Government will be asked to come in the plane or train, I do not know, how many times, to this place. I do not know what is going to be the extra expenditure. The people of Orissa are going to suffer. It is better if it is reduced to the minimum. It is also necessary that the Government should come forward with a measure for having this Advisory Council of the Members of Parliament so that only when it becomes absolutely necessary, expenditure will be incurred on the State officers' coming here and spending money. I do not want to say that they will mis-spend the money. Let us see that we do not spend more money on this. I make a request to the hon. Minister to request the President and the Governor. The officers' rule will be there for some more time till the general elections. There are very good and admirable Oriya officers in the State. Let us hope that these officers will come up to the occasion. The people of Orissa have suffered for four years. Let them not suffer for at least one year more till the general election comes." --(FOC)

K.L. NARASIMHAM ON BUDGET

New Delhi, March 10:- The following are extracts from K.L. Narasimham's speech in the Rajya Sabha on the General Budget on Thursday, March 9:-

"I have to say in one sentence that the main features of the Budget are: 1) an attack on the standard of living of the common man; (ii) great concession to big business, and (iii) an invitation to foreign capital into our land."

"The fresh or enhanced levies embrace 41 items under Customs duties and 32 under excise duties. It will be seen that out of the additional duties and taxes amounting to Rs.63.17 crores, it is the incidence only of Rs.3 crores, that is, roughly 4.75% of the entire fresh burden that directly falls on higher income groups and big business. Excise duties, that is, taxes on goods of daily consumption of the mass of the people have all along constituted the single biggest source of revenue for the Central Government besides the people being burdened with Sales Tax etc. by the State Government.

"The Government has raised the rates of duty in respect of 14 commodities already subject to levy and have decided to impose duty on 18 new commodities, thus taxing the people through excise duties alone to the tune of another Rs.28.6 crores."

"Of all the additional indirect taxation of Rs.60.17 crores, 80% to 90% will have to be borne by the poorer and lower middle classes in towns and the country-side. The effect of these taxation proposals is seen in the market where the prices of these necessities of life have gone up."

"We find that the price spiral is going up and those proposals will set in motion a rising spiral of prices. This indirect taxation at a time when the general price level is already on the upward trend will set in motion a rising spiral of prices."

"While doing this on one side, the Finance Minister has been giving concessions to big business. Big business and the higher income groups will go scot-free with only three crores of additional direct taxation. New concessions have been given to them as the reduction of the tax on new bonus issues by companies from 30% to a mere 12½%. Sir, doing everything to make the poor poorer and helping the rich to grow richer at the expense of the people and the nation is the actual policy reflected in this Budget.

"It does not stop there. The Budget proposals further reflect a policy which is dangerous to the whole country. It is an invitation to foreign private

private capital to come into our economy. Worse is the solicitude that is shown in the Budget to the foreign private investors."

"It is the Indian monopolist who collaborates with foreign private capital and so in this way it is going to do great harm to our economy. It is linking up our industrial economy with that of the Western world which is already crisis-ridden and sinking day by day. So we do not know what dangers this will impose on us.

"At this stage, I may be permitted to read out from the speech of Shri J.R.D. Tata, made at the Annual General Meeting of the Tata Iron and Steel Company, on October 6, 1960. He said:

"In this context, we welcome the shift in our country's policies towards foreign participation in industry. We have gone a long way from the days when such participation in industry was looked upon with suspicion and discouraged and this is obviously to the good."

Sir, this was said on 6th October, 1960 and now we see the Finance Minister following this up in actual practice.

"I come to my next point, Sir, and that is about the so-called aid from outside which is but another name for the import of capital for economic exploitation. It also helps the economies of the imperialist countries. This, I submit, runs counter to our Industrial Policy Resolution and it is a departure from the policy laid down by the Government and is a reflection of the policy which the Government of India is going to pursue in the coming years."

"Coming to land reforms, Sir, it is a sorry state of affairs. Our economy is mainly an agricultural economy and you would find it to be a stagnant economy. It is crisis-ridden and dependent upon weather. The vast majority of the agricultural population is today undergoing many difficulties."

The Finance Minister said in his Speech that "New dynamism in economy is visible". He described the economy and the experience of the two Five-Year Plans and stated that "New dynamism in the economy is visible." I would put it this way: "Now dangers are visible by this Budget." --(FOC)

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PRABHAT KAR ON RAILWAYS' DEMANDS FOR GRANTS

New Delhi, March 10:- The following are extracts from Prabhat Kar's speech in the Lok Sabha on Railway Budget -- Demands for Grants on Thursday, March 9:-

"I wish to deal with a matter which does not affect my constituency or my State, but which affects all the railway passengers, I mean the question of accidents. Only yesterday a passenger train crashed into a stationary goods train at a station. What wonderful machinery we have that a passenger train can come inside a station and crash against a stationary goods train with the result that 12 lives are lost and 38 persons are hurt. We do not know what exactly will be the result of this injury."

"The question of accidents is not simply of charging the railway authorities and of giving suggestions. It is a matter, in which, I think, everyone of us is very much interested. Everyone of us travels."

"The difficulty with the administration is that there are certain set rules and procedures. Whether those set rules are observed or not and whether those rules can really be observed or not is not a matter over which the big officers bother. The result thereof is that the persons who operate, that is, the persons at the bottom are put to difficulties and often because of the impracticable rules which are prescribed these things have occurred. That is why I want to discuss this matter in detail with a certain amount of information that I have got with me. I want to draw the attention of the Railway Minister to this."

"The Station Working Rules have got the force of law in the station and they must be framed and signed by officers authorised in this behalf. They are so signed, there is no doubt about it; but they are generally framed by persons who have not had the authority and who are generally the Inspectors and other subordinate staff. This also I wish the Railway Minister to look into."

"I know for certain that in case of overhauling of cabins, trains must stop at the first approaching stop signal of the station or cabin concerned under the provision of the sub-sections of Rule No. 1014 of the Indian Railways Signal Engineering Manual; but in the interests of punctuality no train is brought to a stop. This rule which is laid down in the Manual is not adhered to. As a result thereof, again, the chances of accident are there and it occurs."

"There are accidents which happen because of unreasonable working conditions imposed on staff. Say, for instance, when the traffic movements exceed the line capacity, it needs no mention that to cope with the excess traffic, undue pressure is brought upon the staff. As I said, these rules are theoretical rules. Take for instance a station like Sealdah or Howrah or Mogulsarai. There are theoretical station working rules imposing unworkable working conditions upon the staff which, I am quite sure, the authorities framing the rules, have not realised."

"Again, there is over work for the staff which is another cause, on account of strain on the nerves of the staff, of accidents. At one of the stations near Sealdah, there was an accident where a driver had already worked for 22 hours."

"It is very difficult for any one to disobey the order of his superior. We know that when the superior's orders are disobeyed, action will be taken. After six months, the matter will come before the Railway Minister. By that time, all these things will be over. It is easy for us to say, who can stop. As the Deputy Minister said, he can claim, he has got the right to claim relief. It is not possible for him to disobey the orders of his superior."

अन्तर्देशीय पत्र
INLAND LETTER



Shri K. G. Srivastava,
A. S. T. U. C.,
No. 4, Ashoka Road,
New Delhi.

तीसरा मोड़ Third fold

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

Sitaram Singh,
Telegraph Peon,
N - Ry,
Merda Road.

[Dist. Nagaur,
Rajasthan]

इस पत्र के अन्दर कुछ न रखिये NO ENCLOSURES ALLOWED

यहाँ काट कर खोलिये To open cut here

15-9 FEB 1961

(281)

Merta Road,
D/7-2-61.

Dear Mr Srivastava,

I have to remind you to my talk with you on 30-1-61 when you were going out to the Supreme court. I requested you to arrange for my transfer from Merta Road in Rajasthan to anywhere in Lucknow or at least anywhere in the U.P. You had asked me to remind you on 10-2-61 when the M.P.s will be coming to Delhi for Parliament session. So kindly arrange to help me now in any way you can. I belong to Jaunpur Dist. in U.P. and am now working at a distance of about 1000 miles away from my home and being a low paid employee it is very

difficult for me to manage affairs of my family from a long distance.

Your most sincere

(Sitaram Srivastava)
Telegraph Peon -
Merta Road
[Dist Naga
Rajasthan]

Shri K. G. Srivastava,
A.D. T. U.C.,
No 4, Ashoka Road,
New Delhi.

सिम्को बैगन फैक्ट्री के मजदूरों की कानूनी व वाजिब

— मांगें हांसिल करने को —

सिम्को मजदूर यूनियन के फैसले

सिम्को मजदूर यूनियन भरतपुर की कार्य-कारिणी की एक विस्तृत मीटिंग में ता० २६ फरवरी ६१ को सिम्को के मजदूरों की निम्न न्यायोचित मांगों को प्राप्त करने का फैसला किया है:—

- १ सन् १९५८ से १९६० तक लिये गये ओवर टाइम काम का मजदूरों को सिंगल रेट से पैसा मिला है जबकि फैक्ट्री एक्ट की दफा ५६ के मुताबिक दूनी रेट से मिलना चाहिये इसलिये दूनी रेट से ५८ से दिसम्बर ६० तक का वकाया पैसा दिलाया जावे।
- २ सन् ६० तक का बोनस दिया जावे।
- ३ सरकारी नीति के अनुसार २६ जनवरी का अवकाश मय वेतन के कानून के अनुसार इतिवार के काम लेने पर डबल रेट से ओवर टाइम का पेमेन्ट मिलना चाहिये। २६ जनवरी ६१ का पैसा व २६ जनवरी रविवार में लिये गये काम का डबल रेट से ओवर टाइम का पैसा दिया जावे।
- ४ साल में निम्न १० छुट्टियां मय वेतन के राष्ट्रीय त्योहारों के रूप में दी जावें जैसा कि सभी फैक्ट्रियों में मिलती हैं— होली दिवाली दशहरा ईद २३ जनवरी १५ अगस्त विरवकर्मा पूजा १ मई रक्षाबंधन शिवरात्रि
- ५ सविस के स्टैंडिंग आर्डर्स बनाये जावें।
- ६ वक्स कमेटी का निर्माण किया जावे।
- ७ फैक्ट्री में मजदूर की प्रारम्भिक भर्ती की दर १।।।) की जगह २) की जावे।
- ८ इतिवार के अवकाश का वेतन दिया जावे।
- ९ जिन मजदूरों को काम करते ३ माह हो गये हैं उन्हें सफेद कार्ड दिये जाकर स्थायी किया जावे।
- १० जिन मजदूरों को फैक्ट्री में ६ माह काम करते हो गये हैं उन्हें न्यूनतम वेतन २।।) प्रति दिन से दिया जावे।
- ११ ओवर टाइम काम का इन्ड्राज करने को मजदूरों के पास अलग कार्ड या कापा दी जावे ताकि मजदूर के साथ वैई-मानी न हो।
- १२ जो मजदूर जिस पोस्ट पर काम कर रहा है उसे उस पोस्ट के प्रोड के मुताबिक ही वेतन दिया जावे।
- १३ रेलवे वक शाय की तरह द्वितीय वेतन आयोग के प्रतिवेदन (II Pay Commission report) के अनुसार श्रमिकों के पोस्ट के अनुकूल प्रोड निर्धारित किये जावें।
- १४ इन्क्रोमेंट का सही व संतोष प्रद स्केल निर्धारित किया जावे।
- १५ बदले की भावना से नौकरी से गलत व गैर कानूनी ढंग से निकाले गये फिटर नरबीर सिंह को वापस काम पर लिया जावे।
- १६ बदले की भावना से यूनियन के कार्यकर्त्ताओं के खलाफ लगाये गये केसों का वापस लिया जाकर दोगई चार्जशीट व वार्निंग को रद्द किया जाकर भविष्य में ऐसी कार्यवाहियां बन्द की जावें।
- १७ यूनियन को मान्यता दी जावे।
- १८ औद्योगिक शान्ति बनाये रखने को अनुशासन संहिता का पालन किया जावे।
- १९ सरकार से लिये गये धन का उपयोग पहिले लेवर क्वार्टर बनाने में किया जावे व फैक्ट्री अपने धन से भी श्रमिकों के रहने को क्वार्टर बनाकर उनमें पानी व बिजली की पूर्ण व्यवस्था कराये।
- २० फैक्ट्री में काम करने वाले श्रमिकों के साथ पक्षपात व भेदभाव करने तथा लड़ाने की कारगुजारियों को बन्द किया जावे।
- २१ श्रमिकों की कठिनाइयां दूर करने को काम के घन्टों में कैंन्टिन का सुप्रबन्ध, पानी की व्यवस्था, फर्स्ट ऐड वाक्सों का इन्तजाम, डी. एम. लाइन पर सैंड इलवाई जाकर रैस्ट हावर्स में बैठने को रैस्ट रूम व लैट्रिन तथा यूरिनलस् (टट्टी व पेशाब घरों) को उचित मात्रा में बनवाये जावें व साबुन-सोडा-वर्दी तथा क्वार्टरों में नल व बिजली की आवश्यकता को सही रूप में पूरा किया जावे।
- २२ चिनाई का काम करने वालों को व हरिजन कर्मचारियों को मुताबिक मिनीमम वैजिज रकट सन् १९५६ से १९६० तक के इतिवारों का काटा हुआ पैसा दिया जावे व भविष्य में न काटा जावे।

कार्यकारिणी की विस्तृत मीटिंग में मांगों को शीघ्र पूरा करने की मैनेजमेंट से अपील करते हुये सिम्को के मजदूरों को अपनी कानूनी व वाजिब मांगों को हांसिल करने को एक जुट होकर आवाज बुलन्द करने को आवाहान किया है। कार्यकारिणी के उक्त फैसले सरकार-मैनेजमेंट व सिम्को के मजदूर साथियों के सम्मुख इस बुलेटिन द्वारा प्रस्तुत है।

इन्कलाब-जिन्दाबाद दुनियां के मजदूरों-एक हो सिम्को मजदूर यूनियन-जिन्दाबाद लाल झन्डा-ऊंचा हो

दिनीत:—

सूरजभान गुप्ता चौधरी गया

जनरल सेक्रेटरी अध्यक्ष

सिम्को मजदूर यूनियन, भरतपुर

ता० २८ फरवरी ६१

सिम्को बैगन फैक्ट्री के मजदूरों की कानूनी व वाजिब — मांगें हांसिल करने को —

सिम्को मजदूर यूनियन के फैसले

सिम्को मजदूर यूनियन भरतपुर की कार्य-कारिणी की एक विस्तृत मीटिंग में ता० २६ फरवरी ६१ को सिम्को के मजदूरों की निम्न न्यायोचित मांगों को प्राप्त करने का फैसला किया है:—

- १ सन् १९५८ से १९६० तक लिये गये ओवर टाइम काम का मजदूरों को सिगल रेट से पैसा मिला है जबकि फैक्ट्री एक्ट की दफा ५६ के मुताबिक दूनी रेट से मिलना चाहिये इसलिये दूनी रेट से ५८ से दिसम्बर ६० तक का वकाया पैसा दिलाया जावे।
- २ सन् ६० तक का बोनस दिया जावे।
- ३ सरकारी नीति के अनुसार २६ जनवरी का अवकाश मय वेतन के कानून के अनुसार इतिवार के काम लेने पर डबल रेट से ओवर टाइम का पेमेन्ट मिलना चाहिये। २६ जनवरी ६१ का पैसा व २६ जनवरी रविवार में लिये गये काम का डबल रेट से ओवर टाइम का पैसा दिया जावे।
- ४ साल में निम्न १० छुट्टियां मय वेतन के राष्ट्रीय तथोहारों के रूप में दी जावें जैसा कि सभी फैक्ट्रियों में मिलती हैं— होली दिवाली दशहरा ईद २६ जनवरी १५ अगस्त विश्वकर्मा पूजा १ मई रक्षाबंधन शिवरात्रि
- ५ सर्विस के स्टेडिङ्ग आर्डर्स बनाये जावें।
- ६ वकर्स कमेटी का निर्माण किया जावे।
- ७ फैक्ट्री में मजदूर की प्रारम्भिक भर्ती की दर (१।।।) की जगह २) की जावे।
- ८ इतिवार के अवकाश का वेतन दिया जावे।
- ९ जिन मजदूरों को काम करते ३ माह हो गये हैं उन्हें सफेद कार्ड दिये जाकर स्थायी किया जावे।
- १० जिन मजदूरों को फैक्ट्री में ६ माह काम करते हो गये हैं उन्हें न्यूनतम वेतन ८।।। प्रति दिन से दिया जावे।
- ११ ओवर टाइम काम का इन्जाज करने को मजदूर के पास अलग काड या कार्पो दी जावे ताकि मजदूर के साथ बेई-मानी न हो।
- १२ जो मजदूर जिस पोस्ट पर काम कर रहा है उसे उस पोस्ट के ग्रेड के मुताबिक ही वेतन दिया जावे।
- १३ रेलवे वक्रे शाप की तरह द्वितीय वेतन आयोग के प्रतिवेदन (II Pay Commission report) के अनुसार श्रमिकों के पोस्ट के अनुकूल ग्रेड निर्धारित किया जावें।
- १४ इन्क्रीमेंट का सही व संतोष प्रद स्केल निर्धारित किया जावे।
- १५ बदले की भावना से नौकरों से गलत व गैर कानूनी ढंग से निकाले गये फिटर नरबीर सिंह को वापिस काम पर लिया जावे।
- १६ बदले की भावना से यूनियन के कार्यकर्त्ताओं के खिलाफ लगाये गये केशों को वापिस लिया जाकर दागई चार्जशीट व वाणिगस को रद्द किया जाकर भविष्य में ऐसी कार्यवाहियां बन्द की जावें।
- १७ यूनियन को मान्यता दी जावे।
- १८ औद्योगिक शान्ति बनाये रखने को अनुशासन संहिता का पालन किया जावे।
- १९ सरकार से लिये गये धन का उपयोग पहिले लेबर क्वाटर बनाने में किया जावे व फैक्ट्री अपने धन से भी श्रमिकों के रहने को क्वाटर बनाकर उनमें पानी व बिजली की पूर्ण व्यवस्था कराये।
- २० फैक्ट्री में काम करने वाले श्रमिकों के साथ पक्षपात व भेदभाव करने तथा लड़ाने की कारगुजारियों को बन्द किया जावे।
- २१ श्रमिकों की कठिनाइयां दूर करने को काम के घन्टों में कैंन्टिन का सुप्रबन्ध, पाना की व्यवस्था, फर्स्ट ऐड वाक्सों का इन्तजाम, डी. एम. लाइन पर सैंड डलवाई जाकर रैस्ट हावर्स में बैठने को रैस्ट रूम व लैट्रीन तथा यूरिनलस् (टट्टी व पेशाब घरों) को उच्च मात्रा में बनवाये जावें व सावुन-सोडा-वर्दी तथा क्वाटरों में नल व बिजली की आवश्यकता को सही रूप में पूरा किया जावे।
- २२ चिनाई का काम करने वालों को व हरिजन कर्मचारियों को मुताबिक मिनीमम वैजिज शकट सन् १९५६ से १९६० तक के इतिवारों का काटा हुआ पैसा दिया जावे व भविष्य में न काटा जावे।

कार्यकारिणी की विस्तृत मीटिंग में मांगों को शीघ्र पूरा करने की मैनेजमेंट से अपील करते हुये सिम्को के मजदूरों को अपनी कानूनी व वाजिब मांगों को हांसिल करने को एक जुट होकर आवाज बुलन्द करने को आवाहान किया है।

कार्यकारिणी के उक्त फैसले सरकार-मैनेजमेंट व सिम्को के मजदूर साथियों के सम्मुख इस बुलेटिन द्वारा प्रस्तुत है।

इन्कलाब-जिन्दाबाद दुनियां के मजदूरों-एक हो सिम्को मजदूर यूनियन-जिन्दाबाद लाल भन्डा-ऊंचा हो

विनीत:—

क्षुरजभान गुप्ता चौधरी गया
जनरल सेक्रेटरी अध्यक्ष

सिम्को मजदूर यूनियन, भरतपुर

ता० २८ फरवरी ६१

सिम्को वौगन फैक्ट्री मजदूर यूनियन, भरतपुर

क्रमांक १६८६९

A. I. U. C.
Received 321/11.3.61
Replied.....

दिनांक १६/३/६१

281

श्री ~~काठ एल. ए. अगे,~~
ध्यान देना A. I. U. C. मंडल (दिल्ली)।

मान्यवर पण्डित,

एक पक्ष के साथ यूनियन का प्रांगण-अंग संलग्न कर मिलान
के वि मजदूरों की भागी की फैक्ट्री : सेन्ट्रल इण्डिया नर्सिंग
केन्द्रीय कम्पनी लि० भरतपुर: के मिलान की जाती थीर से कार्यवाही
कर उचित प्रदान करने की गुमा करें।

बाता है नर्सिंग के लि में आप एक थीर कमी
कार्यवाही से लीं प्रदान करने का कष्ट करें।

प्रति :-

[Signature]
61.3161

(पुस्तक प्रकाशक)
जहा फैक्ट्री

सिम्को मजदूर यूनियन, भरतपुर.

file



Hence, we pray your honour should deeply consider our representation and pass orders restoring the privileges of the retired employees and render justice to them very early.

Yours faithfully,

Madurai,
-2-1961.

செ. சீனிவாசன்
C. Sivanivasan
V. Narayana Swami Prasad

M. Jagan Mohan Reddy

Copy to Sri S.A.Dange, M.P., General Secretary, A.I.T.U.C., Member of Parliament (L.S.), New Delhi.

" P.Ramaswamy, Vice President, A.I.T.U.C., Member of Parliament, (R.S.) New Delhi.

" General Secretary, Dakshin Railway Employees' Union, Madras.

K.T.K. Tangamani. M.A., Bar-at-law. Member, Lok-Sabha

செ. சீனிவாசன்
செ. சீனிவாசன்
பண்ணையார்
குடிசை
குடிசை

S. Madhavan

P. சீனிவாசன்

K. சீனிவாசன்

V. சீனிவாசன்

M. Thomas

சீனிவாசன்
சீனிவாசன்
சீனிவாசன்
சீனிவாசன்
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சீனிவாசன்
சீனிவாசன்

17. 3. 61

From

S. Andy, Retired Employee, 74 T.B. Road, Madurai Road &
The Retired Employees of Southern Railway,
Madurai.

To

The Hon'ble Minister of Railways,
New Delhi.

Respected Sir,

Sub:- Retirement Passes for Class IV Staff.
Ref:- Our Joint appeal to your Honour dated
25.8.1959 and 26.2.1960

We submit the following few lines in continuation of
of our previous appeals for your favourable consideration and
orders.

Even during the time of British Company, employees
who had put in a service of 15 years and retired were given
one set of passes and 20 years or more given two sets of free
passes every year. If the employees died, their family was
allowed to enjoy this privilege.

But after Nationalization of Railways, the above rules
were modified and every Class IV Staff who had put in a service
of 25 years and more are now given only one set of free pass
for self and his wife alone. Owing to prevailing condition,
the poor Class IV staff (most of them are depressed class people)
die within the stipulated period without enjoyment of this
privilege.

We have to point out that since the Government is
wedded to social justice and equal opportunities to all the
earlier privileges enjoyed by the employees under Company Rules
should be restored and this will be the minimum justice done
to the employees who retire from service after completing
twentyfive years and more faithful service to the nation.

DAKSHIN RAILWAY EMPLOYEES' UNION - MADRAS

(REGD. NO. 3068)

MADURAI DIVISIONAL COMMITTEE

CHAIRMAN :

M. NATARAJAN

(TTE-MNM)

SECRETARY :

S. PARTHASARATHY

(CLERK, Per. Br., Ds /O /MDU)

No. 76, Mothilal Main Road,

MADURAI - 10.

Date 19-2-196

281

Ref. No. DREU/Div./MDU.

To

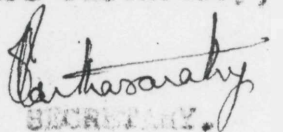
The Hon. Minister for Railways,
Government of Indian Union,
New Delhi.

Honoured Sir,

In forwarding herewith a copy of representation from the retired railway employees requesting restoration of post-retirement pass facilities formerly availed of by them, prior to the issue of the State Railway Pass Rules, I beg of you to be sympathetic enough to reconsider the case and to issue favourable orders.

Thanking you, Sir, in anticipation,

Yours faithfully,


SECRETARY.

Copy to Shri S. Gurusamy, President, All India Railwaymen's Federation at Madras.

Enc. 1. A copy of the representation is enclosed for kind necessary action please.

Copy to Shri S. A. Dange, Member, Lok-Sabha and Shri. P. Sankarathy, Member, Rajya Sabha, with a copy of the representation for kind necessary action please.

Copy to Shri A. V. K. Sankaranari, Member, Lok Sabha with a copy of the representation. This has reference to the action already taken by him on the issue. He is requested to kindly pursue the matter.

NAME

ADDRESS

SIGNATURE

K. S. Chandrasekaran	327, Narsimatha Street Bombay 9.	K. S. Ch dia
S. Vijayanagawan	327, Narsimatha St Bombay 9	S. Vijayanagawan
O. Venkatachalam	344, Katha Rajon. Bombay 9	O. Venkatachalam
V. C. Arjyapalan.	Vee Receptionists / Postjaist Hotel. No. 12, B. 143.	Arjyapalan
M. K. Patil	Room No. 16, Bhavani Bhawan, Bopalwadi, Kalyani Road, Bombay 4.	Patil
V. S. Mani	Ulyanellal Musjid Chandjuli No. 6am	Mani
A. M. Sebastian	324, Narsi natha ST Bombay 9	Sebastian
V. D. Joshi		Joshi
Robert Rodryg	Testee Ltd Prospect Chauli, Port, Poona	R. Rodryg
M. V. Mochy	102, Versova Rd. Anethari	M. V. Mochy
U. K. Gupta	Ganeshchand Aggarwal Gambier Compound Malad	U. K. Gupta
N. B. Appan	175, Samuel St. Mumbai 9	N. B. Appan
H. C. Kakul	R-8, Bldg. 1285, Camp 4, Udhavpud	H. C. Kakul

RAILWAY BOARD:

It appears that members of the above board are fixing up the rates for the food served ~~the~~ in the Railway catering service. We request that the vegetables should be increased in a thali and nourishing food should be given to the weary passengers and accordingly members of the board may kindly consider all the benevolent facts while fixing up the rates and the formula for the cooking food stuff. It is not reasonable and justifiable in our democratic country that one person is satisfied with the food he suggests and accordingly the rate is fixed. In all angles the fixing up of prices or fixing up of menu list may kindly be viewed taking also into consideration all the important factors. A person is not taking food just to fill up the stomach but it should be Nourishing and balanced diet.

SUGGESTIONS: Thali = 87 np rate.

We request you to introduce two vegetables. Good ghee should be used for baking chappatis. Tasty curd may kindly be served along with thali instead of sour curd. Spicy masalas must be avoided as far as possible because hot masalas create ulcer in the stomach.

Plates, glasses and spoons should be washed by hand instead of machines or after the machine wash, it should be washed by hand also so that no food piece will remain in plates or spoons.

Complain books may please be kept in a prominent place with a bold type written Boards hanging visible to the eyes of passengers.

Genuine complaints must receive immediate attention of officers and prompt and proper action should be taken showing the improvement thereby.

Waiters should be selected by giving test to them or by giving training to them they may be improved. Polite manners may be taught to them.

Other matters towards the improvement of catering service may kindly be considered periodically.

"RAILWAYS ARE NATIONS PROPERTY, HELP THE RAILWAY TO SERVE YOU BETTER"

The above slogan is seen everywhere and under the circumstances we were left with no other alternative but to approach you so that our grievances will be redressed and necessary action will be taken.

Thanking you in anticipation,

Yours faithfully,

1. M. Ramani
3/54 Karnal Mansions,
Arthur Bunder Road,
Colaba, Bombay-5

2. M. V. ...
Curzon House, Henry Rd.
Apollo Bunder Bombay-1.

E. ...
Shivaram - Pr
Madurai - D.

Copy to:

- 1. The General Manager,
Central Railway, V.T. Bombay 1.
- 2. The Chairman,
Railway Board, New Delhi.
- ~~3. The Station Superintendent,
V.T., Bombay 1.~~
- ~~4. The Chief Commercial Superintendent,
Central Railway, Bombay 1.~~
- 3. S.A. Dange Esq., Member of Parliament,
New Delhi.

Replies may kindly be sent to:

M. Ramani
Post Box No. 363,
Bombay-1.

A.L.T. U.C.
C-3
Received 5/21/24-3-44
Replied



281

No.

1670



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

Received here at H. M.

O IH A 8 KHARAGPUR 23 34 DANGE OPPOSITION PARTY OF LOKH

SABHA NEWDELHI =

RAY WHY CLASS FOUR STAFF SECOND FIREMEN WORST LOSERS WHY NORAISE

IN SALARY AS OTHERS PLEASE RECONSIDER SCLAE UPGRADING DOWN WITH

PAY PROTECTION HOAX = R TEWARY =



This form accompany any enquiry respecting this telegram.

I. A. P. Delhi 1961—9000 Books.

Shri Jagjivan Ram,
Minister of Railways,
Secretariat Building,
NEW DELHI.

A. I. T. U. C.
Received... 30/3/61
Replied.....

281

Respected Sir,

Re: REFRESHMENT ROOMS AT V.T. STATION
CENTRAL RAILWAY.

We, the undersigned, would like to bring to your kind notice some of the unsatisfactory conditions that are prevailing at present in the dining rooms and cafeteria which are under the management of the Central Railway at the above centre. In a nut-shell, the food that is served and services that are rendered warrant immediate upward improvement and special attention particularly should be paid to cleanliness. If necessary steps are not taken at the earliest we fear that conditions may become from worse to worst.

FOOD: Food that is served here, is rather below the standard. In a Government undertaking catering centre of this nature where some persons have been sent to catering colleges at the cost of Railways one wonders why better food from all points of view, cannot be served. The rate of 87 pps charged per Thali is not at all in keeping with the quality of the food served at present. Rice is of inferior quality and sometimes emits bad smell. Only one vegetable is served that is also not sufficient for a thali food, because only 2 or 3 solid pieces of vegetable can be found in the cup remaining being hot masala soup. Lot of mutton masala is added in the vegetable thus reducing the quantity of vegetable in a cup to two pieces.

If the main vegetable is over then potato comes out as an alternative vegetable by adding lot of masala soup. Everyday potato bhaji is prepared and if any one asks for alternative bhaji, nothing is available except potato which seems to have been stored up plenty in the store room. There is no variety of vegetables and the selection of vegetable appears to be not fresh. Every day same preparation, same vegetable including the favourite potatoes ~~xxx~~ are there when plenty of other vegetables available in the market. The selection of vegetable and menu depend upon the person who is in-charge for that section, who appears to be an in-experienced person.

Curd is ~~is~~ sour which one cannot put it in his mouth. The curd served here cannot be called as curd because it does not have the taste of natural curd as it should be. This is due to negligence and carelessness.

Chappati is not prepared in Ghee and they are always half baked. Instead of ghee chappaties are prepared in some low quality oil which smell at times is intolerable.

Ghee There is no ghee available in this vegetable refreshment room and this is really surprising. Even if one is ready to pay extra, ghee is not available. It is requested ghee may be served with thali or extra charge can be charged for ghee which should be readily available.

Bread Toast If any orthodox person wants bread toast this is not available in the vegetarian refreshment room. For sentimental reasons some persons do not like to go over to Non-Vegetarian refreshment room where the bread toast is served. There should be some arrangement so that one can get bread toast in the vegetarian refreshment room.

NON-VEGETARIAN REFRESHMENT ROOM

Here also the Western style food is not good and not upto the western standard as it should be for Rs. 3/-. The rice is of low quality and lot of spicy masala is the everyday menu. As BOMBAY being a cosmopolitan city, foreigners from all over the world happened to visit this catering centre. It is quite possible some foreigners may form a very poor opinion about our Railways who is conducting this catering centres and this reflects upon others also.

CLEANLINESS: Cleanliness is of utmost importance than the quantity of food served. PLATES, SPOONS AND GLASSES are not washed properly. One will often find curry or masala pieces sticking on some parts of the plates or glasses. We miserably fail to understand how this sort of things escape the eyes of the supervisory staff.

Wash basins are always dirty and there are no soaps kept there to wash the hands. This is very unhygienic and is deeply regrettable.

CAFETERIA: Though this is opened for the convenience of the passengers and for the sake of quick service, nothing is available there and the passengers have to wait there in queue for a long time.

Some times we find stale food is kept there and this can easily be detected by its appearance and taste however the present management tries to hide the fact. This has been brought to the notice of higher authorities but this practice of keeping stale bhajias, vadas still continues.

WAITERS: We had noticed on many occasions that some of the waiters chew pan or tobacco while serving food resulting in drops falling out of their mouth when they speak before the passengers. They also smoke beedies while serving and the smell out of their mouth stops one's appetite even. There is no discipline at all among waiters and they behave in a rude manner with the passengers. They do not seem to have been trained in their jobs which is most important in a cosmopolitan city like BOMBAY.

INSPECTORS, MANAGERS AND ASSISTANTS:

If any complaint is made regarding food or cleanliness or improper behaviour of waiters to any one of the above members of staff it goes unattended and they do not try sincerely to find out the real cause of the complaints nor do they try to improve the conditions. It may be they are over confident that no one can take any action against them because they are in the good books of their next superiors whom they are pleasing everytime when the superior officers visit the refreshment rooms. The inspecting officers also announce in advance their visiting time so that they are attended well by their subordinates. If the inspecting officers are strict, honest and loyal to the Government then there will be DEFINITE, REMARKABLE improvement in the catering department of the Railways and there will be no room left for the passengers to complain about. A thorough investigation is requested.

COMPLAINT BOOK:

This book is kept only for name sake and notwithstanding the fact that there are numerous complaints, but to our astonishment we find neither any improvement nor any sign of action being taken. This book is without any meaning or significance. In vegetarian refreshment room, complaint book is not to be traced because it is kept in such a place no one can see it. It is therefore suggested that complaint books are kept in a prominent place and the book is given immediately when any one asks for it. Some times Managers and assistants are even refusing to give the complaint book and also telling the passengers to go outside and eat.

RAILWAY OFFICERS' PARTY.

There are often lunch, dinner or tea parties to high officials of the Railway in the dining halls causing thereby a lot of inconvenience to the passengers. As and when there is a party or any officer visits the refreshment room, the supervisory staff will spend their whole time by running after high officials and thus ignoring their responsible duties and normal routine service which are very badly required in the catering service of the Railways. Our Prime Minister Shri Nehru very often tells that government officers should avoid pomp and glory but should render their humble services to the people in an useful way. It is very hard to see any one acting in the way our Prime Minister admonished.

अन्तर्देशीय पत्र
INLAND LETTER



S. A. Dange Esq.
Member of Parliament,
Lok Sabha,
New DELHI
11 Ashoka Road

पहला मोड़ First fold

दूसरा मोड़ Second fold

← तीसरा मोड़ Third fold →

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

M. Ramesh
Post Box No. 363,
Bombay-1.



NO ENCLOSURES ALLOWED

पत्र काटने के लिए To open cut here

M. Ramesh

Post Box no. 363,

BOMBAY-1.

29. 3. 61.

S.A. Dange Esq.

New Delhi.

281

A. I. T. U. C.	
Received.....	31/3/61
Replied.....	

Dear Sir,

I have sent you a copy of one complaint to the Railway Minister Shri Jagjivan Ram, ^(Copyd. with Ack. due) regarding certain anomalies that are prevalent in the Rly. catering centres. From the complaint you yourself will find how the management of the Railway behave and act without any sense of responsibility or sincerity & loyalty.

I trust that your

- 2 -

goodself will be kind enough to take some steps so that the passengers may be relieved of the sufferings that are being experienced by us in this democratic country. Corruption, nepotism and misadministration are found everywhere in the Government departments.

I would request you on behalf of the suffering people to do your best in this matter for which act of your kindness we will ever be grateful.
Yours faithfully,
M. Ramesh.

A. I. T. U. C.
Received... 6.6/5.4.61
Replied.....

Dohad,
Date 22nd March, 1961

To

The President,
The Union of India,
New Delhi.

Through:- The Chief Mechanical Engineer,
Western Railway, and
The Works Manager - Dohad.

Ref:- No. E1019/6/58 dated 6/3/1961.

From the Chief Mechanical Engineer,
Western Railway-Head Quarters Office,
Churchgate, Bombay.

Sir,

I the undersigned Chaturbhuj Mahadeo Naik, Ministry,
Production, Dohad beg most humbly and respectfully to submit
the following representation in reply to the above mentioned
communication which was received by me on the 9th March 1961.,
with a fervent hope that it would receive your Excellency's
most sympathetic and just considerations-

In the above mentioned communication, it has been
stated that for the reasons stated in the annexure it is con-
sidered that I am reasonably suspected to be engaged in
subversive activities and that my retention in the public
service is on that account prejudicial to National security
and that consequently it is proposed to terminate my service
in terms of my agreement with the Railway as provided for in
rule 3 of the Railway Services (Safeguarding of National
Security) amendment rule 1950.

As directed therein I beg to submit most humbly to
your Excellency this representation of mine against the action
proposed to be taken in regard to me within 14 days of the
receipt of the notice.

cont.....

At the outset and before I proceed to reply in detail to the charges made against me in the annexure I beg to state humbly but most emphatically that I never engaged myself nor am engaged at present in any subversive activities, that there are no circumstances of any kind whatsoever which can justify any reasonable suspicion of my being engaged in any subversive activities whatsoever. I also submit that therefore my retention in public service can on no account be considered to be prejudicial to national security. I submit, therefore, that there is no reason why any action -- under the above mentioned rules need be taken against me.

I submit that I am a loyal citizen of India and a loyal railwayman devoted to my duties in the Railway. I have always considered myself in duty bound to render all the loyal and efficient services that I can render to the best of my capacity as a railwayman and further as a citizen of India to my country the Republic of India. To this end I have done my best to render loyal and faithful services by my duties in the Western Railway to the Government of the Union of India.

Under the circumstances, it has come to me as a great shock and as a matter of the utmost regret and as a clarity that I should have been served with the above mentioned communication, containing charges which I say are false and fantastic and have no relation to realities.

Turning to the various charges against me in the annexure I beg to state first of all that most of the charges made therein are extremely vague and lack the necessary details about the time, place and manner and are not therefore such as would enable me to reply to them adequately and properly. I therefore pray that the required details be furnished to me at the earliest convenience of the authorities concerned.

.....

I beg to reserve my right to add or amend the defence which I am making just now after receiving such details. In the meanwhile, however, I beg to proceed to give my reply to the various charges such as is possible under the circumstances and in all reasonableness of the situation.

REPLY TO THE CHARGES IN THE ANNEXURE:-

I am not at all a firm believer in communist ideology. In fact I do not believe in communist ideology at all. I have never taken any part in any communist activities. I have never enrolled myself as a member of Communist Party either in the year 1946 or in the year whatsoever to date.

It is not understood why such a charge is made against me. Perhaps it may be that some false reports have been made against me. I therefore, think it proper not merely to deny the charge but also to state positively whatever I have done. I joined the railway service in or about the year 1944 at Dohad. Between 1946 to 1948-49 I was a member of the B. B. & C. I. Railwaymen's Union and after 1949 I ceased to be a member of the said Railwaymen's Union and after its recognition by the Administration was withdrawn somewhere in middle of 1949. Throughout the above mentioned period when I was a member, the said Union was a registered Union, recognised by the General-Manager of the B. B. & C. I. Railway under appendix 13 of the State Railway Establishment Code. The activities of the Union were legitimate trade Union Activities which were appreciated and promoted by the Railway Administration as can be seen from the fact that the Union was recognised and the Administration granted interview made various settlements, received representations etc. etc. etc. from the Union. In view of this policy of the Administration, it was natural that we ordinary railwaymen joined the Union. I was never a prominent member of the Union and was

one of the ordinary hundreds of railwaymen who were members of the Union. At a later stage when I had already been a member for two or three years the recognition was withdrawn and thereafter I ceased to take any part in the Union's activities and withdrew from its membership also. I submit that this is all that I have done and by no stretch of imagination can I be considered a believer in communist ideology on the ground of the above mentioned ordinary participation in legitimate trade Union activities appreciated and promoted by the Railway Administration.

I am not aware of what labour unrest is referred to in charge No 2 but I deny emphatically the charge as I had not taken any part whatsoever, much less an active part, in any labour agitation by the Western Railwaymen's Union D.R.D. Branch.

I deny emphatically the allegation that I was closely associated with all pro-communist railway employees working in Dohad Workshop. All that I did was as stated above mentioned by me. I am not in any way acquainted with Shri Thokarbhai C. Shah or Shri Rajender C. Shah and the question of being closely associated with them does not arise at all.

The charge that I attended a private meeting on 17-12-1953 of the Dohad Committee of C.I. at D.R.D. in the house of Shri Gangurde is entirely false. I never attended any meeting anywhere of the said committee and I have never heard of or never had any connection with any such committee. Similarly, the charges of my having attended meetings as stated in the charges 5, 6 and 7 on the various dates mentioned therein are entirely false and I deny each and every one of them. I emphatically state that I never had anything to do with the person except Hambar or the Union mentioned in the charges 5 and 7. As regards Shri H.K. Shaikh I state that I was acquainted with one Hamid Kadar Shaikh who was a copper-smith in the Copper and Tin shop but

to my knowledge he had nothing to do with the CPI. The said Hamid Kader Shaikh retired honourably in the year 1950 or there about and I have never heard of any proceedings taken against him or any charges made against him as being associated with CPI. I am sure that if he had any such association the Administration would have taken steps against him. However, he retired honourably and a layman like me has taken and could only take him to be an ordinary ra alwaysman against whom the Administration has done nothing. I do not therefore understand what exactly meant or who is exactly meant in the reference in charge No. 6. I emphatically deny the charge of any private meeting with any sinister motive having been attended by me on 10-3-1968 at Shri. Membar's residence or elsewhere.

As regards the charges No. 8, I deny the charge of having rendered assistance to the drama mentioned. I am not a Keralite and I hail from Indore in Madhya Pradesh. I have nothing to do with Kerala Samaj and I had nothing to do with the drama "East" or with any activities of the said Samaj. I am not aware as to what amount was collected or whether any amount was sent to Kerala Communist Party. In any case the collection or the disposal of any amount collected by the said Kerala Samaj could only be done by its office-bearers or its Managing committee with which I had nothing to do and in fact I have nothing to do with ^{the} Kerala Samaj at all. It may also be stated that I have never heard of any Kerala Samaj office-bearers having been proceeded against for any such charge and I presume that if the charge of sending anything to Kerala Communist Party was there then certainly proceedings would have been instituted by the authorities against the said Samaj or its responsible members who are all Railway servants. I have heard that high officials of the workshop are in the committee of the Kerala Samaj. I ^{have} also heard that high officials of the workshop and others department in Dohad had patronised the Drama. Under the circumstances I beg to --- that the charge is quite extremely surprising.

As regards charges Nos. 10, 11, 12, 13, 14, 15, 16, 17, 18 and ~~19~~ ~~I deny the~~ 19. *I deny the same, and all the allegations made in the said charges. I am not acquainted with the persons mentioned or their activities. I have never known or met or otherwise had any connection with any of the persons mentioned in these charges (except Shri K.E.P. Nambiar who was employed at Dohad in the Accounts Department, whom I know and have occasionally met as a fellow employee residing in the same colony where I live. I never had any discussion on organisational matters as falsely alleged, I never attended any private or public meetings either at Nambiar's residence or elsewhere addressed by the persons mentioned, or organised by the Communist Party. I never contributed Rs 2/- or any thing what soever to any such fund as alleged. I know Shri Rupchand Sharma who is a fellow employee working in the Production office where I work. But the allegations about discussion of party's problems or of agitation etc. are all false and I deny the same. I also know Shri Gopichand Sharma who also works in my section but I know him only as a fellow worker and I deny all allegations about the private meeting alleged to have ^{been} held at his place. I am not aware of these fellow employees being connected with any prejudicial activities and my acquaintance with them is only as working colleagues in the Railway service and social. My acquaintance with Shri B. N. Gangurde is also as a fellow employee and of a similar nature and nothing more than a social acquaintance. I have nothing to do with and I am not acquainted with the various persons mentioned viz. Shri Thomas, Dube, Ishwarlal, Jayanti Kumar Pandya, Rajendra C. Shah, Chandulal K. Patel, Thakerebbai C. Shah, N.K. Malekar, Bhupendra B. Mody. I never had anything to do with any committee of the ^{CPI} CP, or Kishan Sabha or Kerala Samaj DHD. M. / G.J.P., any election fund or any such organisation or any such activity. I am not connected with any activity which is not legitimate and in fact during the last 6 or 7 years I have not been connected with any Union even of the Railway Employees or any other Trade Union or organisation.

Under the circumstances the various charges that have been levelled against me have come to me as a great shock and surprise and I am exceedingly pained to find that I am being dubbed with prejudicial stamps. It appears that from some quarters prejudicial reports and false reports are being made against me to the Administration. I emphatically state that all such charges are false. As stated above I am a loyal Railway employee and a peace loving citizen. I have not indulged in any prejudicial activities. The only activity, if it can be called activity at all, is that I was a member of a Union in the year 1943-48-49 and participated in its activities as an ordinary Railwayman. This Union however, as above stated was a recognised Union and its activities were appreciated and protected by the Railway Administration and the Railway Ministry, so far as I know. I therefore submit that the prejudicial reports that are falsely made against me should not be believed by Your Excellency. I pray that I should be given an opportunity to defend myself against such reports which may be the basis of the charges made against me and I should be given reasonable opportunity to defend myself against the charges and show cause against any action if proposed to be taken against me.

I have every hope that this representation of mine will satisfy your Excellency and that Your Excellency may be pleased to drop the charges and any proposed proceedings under the Railway Services (Safeguarding of National Security) Amendment rule, 1950. I pray that Your Excellency would be pleased not to propose to terminate my services and permit me to continue in my service and serve loyally, efficiently and to the best of my capacity the Railway Administration, the Government of India and my country. I also pray that before orders are passed I may be heard in person.

In the end I pray that notice No. E 101 9/6/58
confidential dated 6-3-1961 be withdrawn.

Thanking you in anticipation.

I beg to remain,

Your Excellency's most
obedient servant,



22/3/61

Chaturbuj Asha Das

Ministry Production - Bohad.



COPY.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD).

No. E.55RG6-9

New Delhi, dated the 19th April, 1954.

NOTIFICATION.

In exercise of the Powers conferred by the proviso to article 309 of the Constitution of India, the President hereby makes the following rules, namely:-

1. (1) These rules may be called the Railway Services (Safe-guarding of National Security) Rules, 1954.

(2) The Railway Services (Safeguarding of National Security) Rules, 1949, are hereby cancelled.

(3) These rules apply to :

(i) railway servants as defined in section 3 of the Indian Railways Act, 1890:

(ii) Persons holding posts in the Railway Board who are subject to the Railway services (Classification, Control and Appeal) Rules; and

(iii) other persons holding posts under the administrative control of the Railway Board or of the Financial Commissioner of Railways.

2. In these rules,-

(a) "Member of the Railway Service" means any person to whom these rules apply;

(b) "Head of a Department" means any authority who is the Head of a Department for the purpose of the Railway supplementary Rules.

(c) "the competent authority" means-

(i) in relation to a Member of the Railway service appointed by the Head of a Department or by an authority subordinate to the Head of a Department; and

(ii) in relation to any other Member of the Railway Services, the president.

3. Where the President is of opinion that a Member of the Railway Service is engaged in or is reasonably suspected to be engaged in subversive activities or is associated with others in subversive activities and that his retention in the public service is on that account prejudicial to national security, the president may make an order compulsory retiring such a person

Received	662/5-4-61
Replied	

WESTERN RAILWAY

Head quarters Office
Churchgate,
Bombay.

CONFIDENTIAL.

Dt. 6/3/1961.

No. E1019/6/58.

To:

Shri Chaturbhuj Mahadeo Paik, ✓

Mistry, Production,

Dohad.

(Through WK(L)DHD)

Whereas for the reasons stated in the Annexure it is considered you are reasonably suspected to be engaged in subversive activities and your retention in the Public service is on that account prejudicial to security, and that consequently it is proposed to terminate your service term of your agreement with the Railway as provided for in Rule 3 of Railway Services (Safeguarding of national Security) Amendment Rule 19 (Copy enclosed). You are hereby directed to submit to the President, the undersigned, within 14 days of the receipt of this notice, any representation you wish to make against the action proposed to be taken in regard to you. Such representation, if any, will be considered by the President and appropriate orders are passed. If you submit no representation within the time specified, it will be assumed that you have no representation to make against the proposed action and the President will proceed to pass appropriate orders on your case without any further reference to you.

2. It is proposed to place you under suspension, pending the conclusion of these proceedings. However, if you so wish, you will be permitted to proceed on such leave as may be admissible to you, with immediate effect. You are hereby required to send intimation of your wishes in this behalf immediately.

3. You are further asked to state whether you wish to be heard in regard to the proposed orders before orders are passed on your case.

Dated this 6th day of March, 1961

sd/-

CHIEF MECHANICAL ENGINEER

Recd on
9/3/61

✓
April 24, 1961

Dear Com. Mustaque,

Your letter of 20th April. Thanks.

2. I am told you have again shifted to Nagpur - a shift which is said to be of a permanent nature.

3. Yes. P&T Federation officials in their personal capacity were called to discuss the broad provisions of the proposed bill with Shri Nanda. They are considering it and will give their opinion after some time.

Recognition is not coming immediately though it is being demanded.

Re. Victimisation we are constantly meeting various Ministries and as a result, the number has gone down though it is feared that still large number of innocent workers are suffering. Our efforts continue.

Unless the bill is drawn up, you cannot be certain of the exact provisions of the proposed law. Generally, it is to be applied to both industrial and non-industrial employees. The representatives have to be nominated by the unions (centres) with a membership of 33-1/3% membership. On certain matters, compulsory arbitration. Workers' representatives to be nominated by the Labour Minister on the recommendation of workers' representatives from the Panel.

With greetings,

Yours fraternally,

VM
Am 25
(K.G.Sriwastava)

To,

663/5-4-61 Bhand.
Dt. 3/4/61

Comrade - Shri Vastane.

Mamasti.

I am sending a copy of The ch/sheet with its reply which is handed over to the administration on the date mentioned there in. The another copy with reply will receive you soon through com. Bhalchandra. Trivedi. Gen. sec. Mahagujarat Trade union Congress Baroda. It is hope that there are so many persons are also to be victimised under S.M.S. Ruls. 1960. under this Rule, one person name Shri Ramakant Aothane is victimised and his services are terminated from 11-3-61. The copy of the ch/sheet with reply, you might have received at least 16 months before. Another person name Shri K.E.P. Nambiar is still under Suspension at Ralte under the same Rule. you have

A. I. U. U.

मेडिकल सेड

Received..... 27-3-68

उद्देश

Redeem रक्षा कर पुस्तिका



मम कुशल में तनारतु

इस नीर-विहीन क्षेत्र में रज कशा में आप के
 सा धन के लिए अशुकरा उड़ते वहाँ
 इस आधिपत्य का आप स-दम्पति को
 मेरा आशीर्वाद इस प्रकार रात है:-
 जब लग गंग-प्रसन्न-जलपारा, अचल होरे अस्वास्त्य
 आपरयं समाचार इस प्रकार है कि श्वजगन्त्री
 को मैं आप के दर्शन के लिए गया पल्लु
 दुख दर्शन है वांचित रहा। फिर दूसरी बार
 ललक के साथी सबीत जी के साथ
 जब मैंने आप के दर्शन किए तो आप ने
 कसबा कथा सुन कर स्वस्व स्वग वगैरे द्वारा
 कार्य हो सका है इस आश्चर्य लु दिया
 था। मैं उनसे भी मिल गया। उन्हे ने कहा
 कि आप ने अभी तक उनके कोई कार्य
 करने अधिका सीती मन्त्र प्रकार की बहुत
 नहीं की है यह मेरा आश्चर्य ही है।

आन्दरणीय

गौतमनारि आपका उपदेश धार धीर ।
 चरवा कमल रजमाही सुपासिन्दु रघुवीर ।
 उठा प्रकार मैं तो 20 वर्ष है इस जीवन

M. Smith a met in the
newly converted office
to the R. M. Smith.

no
64



3. Trade Apprentices (popularly known as B. Trade Apprentices) in the Mechanical and the Electrical Department - shops, South Eastern Railway, Bangalore.
2. Garvies' Shed at Gate Bazar, Bangalore
1. Mavine Workshops at Shalimar, Bangalore

First Issue
Second Issue

I shall remain ever obliged if you could please take up the following points deli- on this point in my paper. very recently received by me as I am teaching Government Employees' STRIKE in 1960. This is me a copy of your Chronicle of the Central UNION RECORD. I do also request you to send included in the mailing list of your TRADE May I know if I have been in-

May I know if I have been in-
cluded in the mailing list of your TRADE
UNION RECORD. I do also request you to send
me a copy of your Chronicle of the Central
Government Employees' STRIKE in 1960. This is
very recently received by me as I am teaching
on this point in my paper.
I shall remain ever obliged if you
could please take up the following points deli-
neated in the two issues of my paper:

My dear Comrade Dange,
Please refer to my letter no.
RF/29 of 26.2.1961. Kindly send some
matters of importance to the RAJOUR of
the country which was discussed in the
Session of the Parliament.
I sent you already the first issue
of my paper and I am sending you a copy of
the second issue of the same in a separate
cover.

34, Pratapaditya Place, Calcutta-26
N. SIRGAR, No: RF/59
9th April 1961

RAILWAYMEN'S FORUM
774/12-4
Phone: 6-2736

282
93/15-46
Sri - Srinivasave
Replied
Namaste ✓

I had posted all my papers
including ch/sheet and its
reply, and I think you had
received it. Sri Bhalchandra
Trivedi of Baroda might have
also send the same papers to
you. In result to my
explanation I am put under
Suspension with effect from 12-00
noon of 13-4-61 (charges under
S.V.S. Rules 1954 amended in 1960)

This is for your information &
I hope that some thing will be
heard from you either direct to
me or through Bhalchandra Trivedi
Say my B.c. to all Comrades

Mumbai

M. Nailik

Railway Block No. 910/5

Freeland Gully

Do. Road. W. Rly.

Dish Panchnada

your truly
Cm Nailik



101

POST CARD
REPLY
ADDRESS ONLY



Shri. Shivakumar - Sec. A.I.T.U.

New Delhi

4. Ashoka Road

All the necessary details have been given in my paper regarding these 3 points and I do not think you will find any difficulty in tackling these 3 points. Should you further require any further elucidation on these points, do please write to me what you require and I shall furnish you with the same. Kindly apprise me if any more in these matters so that I may keep the staff affected informed of the same.

With my best wishes to you all,

I am,

yours fraternally,

Sircar.
9.11.46.



EXPO

Under Certificate of Posting
ECONOMIC DEVELOPMENT

Comrade S. A. Dange, M.P.,
General Secretary,
All India Trade Union Congress,
4, Ashok Road,
New Delhi.

April 7, 1961

Dear Com.Sitaram Singh,

Your postcard. I saw it on
return from leave.

I have spoken to Shri Banerjee
and he informed me that you have
met him too.

He will do the needful.

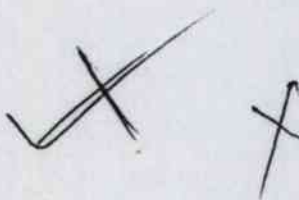
With greetings,

Yours fraternally,

navs
Apr 7

(K.G.Sriwastava)

Shri Sitaram Singh,
Telegraph Messenger,
Railway Station,
MERTA ROAD, N.Rly., Rajasthan

A large handwritten checkmark is on the left, and a smaller handwritten cross or 'X' is on the right.

No. 281/SM/61
April 20, 1961

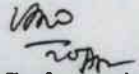
Dear Shri Naik,

Thank you for your letter of April 15. We have noted the matter but we feel any intervention by us at this stage might put some further impediment on your case.


However, we feel that you have given more or less, a good reply to the charge-sheet and nothing should happen. Let us know further developments, if any.

With greetings,

Yours fraternally,


(K.G. Sriwastava)
Secretary

Shri C.M. Naik,
Railway Block No. 910/G
Freelandganj,
Dohad, Dt. Panchmahal,



A. I. T. U. C.
Received.. 290/22-4
Replied.....

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Nagpur,
Dated the 20th April, 1961.

Dear Comrade,

In today's papers we have seen that a meeting of the representatives of Central Government Employees' Federations is convened by the Labour Minister on 21st April, 1961 to decide the question of restoration of recognition to the Unions and Federations which took part in the Central Govt. Employees' Strike of July, 1960.

I think you are also attending this meeting. In this meeting the victimisation issue also might be discussed. /on the decisions taken

Please send me a detailed report/on both the issues of recognition and victimisation. we are completely ignorant of the latest developments.

with best regards,

Yours fraternally,

Mustaq Hussain
(Mustaq Hussain)

अन्तर्देशीय पत्र
INLAND LETTER



To

Shri K.G. Shrivastava,
Secretary,
All India Trade Union Congress,
4, Ashoka Road, New Delhi.

पहला मोड़ First fold

तीसरा मोड़ Third fold

दूसरा मोड़ Second fold

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

Mustaq Hussain,
Bezongh, P.O., Nagpur-4.

इस पत्र के अन्दर कुछ न रखिये NO ENCLOSURES ALLOWED

यहाँ काट कर खोलिये To open cut here

22142
Rami
Pran Praves.

281

Madras 4

My dear Swastan,

A. I. T. U. C.
Received... 11/6/35
Replied.....

I understand that

Hungarian Legation is closed on
18/02/35 Ray. My Passport is
with Air India International N Delhi
with my application for Hungarian
Visa. Please see the visa
is secured on 3rd & the passport
reaches me on 4th probably.

Reply
to be
sent

Nambiar has got
necessary passport & is anxious
to go in the place of Sundaram
or A. R. Jeyaraj if they do not
get passports in time. Will
you please transfer the passage
in favour of Nambiar & advise

him telegraphically so that
he may leave Madras on Sunday.
He is sending his Passport tomorrow
to Hungarian Legation. Please see
that he gets his Passport & send
it to Air India International Madras
with advice to me. I am now advised
that I need not pay Rs 250.

With your please let
me know how the draft
sent by you has to be used &
for what purpose so that there
may be no confusion. Am I to
give it to J. J. Raju's employees?

Please wire to me as soon,
as my Visa is issued & Nambiar's
passage from Madras is arranged.

Thank you
Louis Suresh
Sundaram

Encl. 5 x 2. File
date 11/7/35

अन्तर्देशीय पत्र
INLAND LETTER



Shri K. G. Srivastava
Secretary All India Trade Union Congress
4 Ashoka Road
New Delhi

पहला मोड़ First fold

दूसरा मोड़ Second fold

तीसरा मोड़ Third fold

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

इस पत्र के अन्दर कुछ न रखिये NO ENCLOSURES ALLOWED

National Rly. Mazdoor Union.

166, Mandelwal Bhawan; Dr. Dadabhoy Naor Road,
FORT, BOMBAY-1.

Tele : 261007

COM. K. RAMACHANDRAN'S HUNGER SATYAGRAHA ENTERS



THIRD DAY.



The Hunger Satyagraha of Com. Ramchandran has entered **THIRD DAY**. The Railway administration is showing the same indifference as ever before.

Meanwhile thousands of employees are pouring in to see and express their sympathy towards him. Many Trade Unions and Political leaders prominently **Sarvashri Nana Patil, M. P., Samuel Augustine, Koli and J. D. Sharma** have visited and assured their whole hearted support towards this good cause.

Comrades, Shri Ramchandran's health is getting deteriorated. It is you to save his life. Come forward in thousands and rally around him. We appeal to the Government to consider the issue sympathetically.

★ Reinstatement of Victimised Employees !

★ Workers Unity Zindabad !!

★ National Rly. Mazdoor Union Zindabad !!!

K. N. Joglekar, Chairman.

T. P. C. Nair, Secretary.

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कामरेड एम. ए. डी. ए. ला. प्रधान मंत्री उपाख्यल भारतीय डेड
यूनियन कांग्रेस न्यू देहली

विषय :- काँ. कृष्णा स्वामी को भोपाल से वापिस नागदा
भेजने का वद।

महोदय

निवेदन है कि नागदा में काँ. कृष्णा स्वामी गेसिम में
काम करते हैं। और गेसिम मजदूर यूनियन के उपाध्यक्ष हैं।
व मजदूर यूनियन भारत कानून के व. न्याय पंचायत नागदा
के अध्यक्ष हैं। तथा भारत पंचायत नागदा के पंच हैं। इन सब
संस्थाओं में काँ. स्वामी के होने से उनका शहर की जनता जितने
व्यापारों को शिकार हैं व मजदूरों व किसानों के काफी अच्छा
प्रभाव है। जितनी वजह से यहां का पार्टी युनिट भी सही ढंग से
काम कर रहा है।

लेकिन दिनांक 23-24 मार्च को म. प्र. कम्युनिस्ट पार्टी की
प्रान्तीय कोन्वेंशन ने म. प्र. डेड यूनियन कांग्रेस के प्रधानमंत्री
काँ. होशी एफ. दाजी व म. प्र. कम्युनिस्ट पार्टी के प्रधानमंत्री
काँ. लक्ष्मण स्वयंसेवक सा के उभाव में आकर बिना कुछ -
कुछ विचार करके काँ. स्वामी को नागदा से भोपाल बुला
लिया है।

जिसकी वजह से नागदा का पार्टी व डेड यूनियन युनिट
दिल्लत में है। और न्याय पंचायत नागदा व -
पंचायत हमारे हाथ से निकल जाने की सम्भावना है।

इसी हालत में यह जरूरी है कि काँ. स्वामी को नागदा
वापिस भेज कर उपरोक्त संगठनों को दिल्लत भिन्न होने
से बचाया जावे।

इसीलिये हमने प्रान्तीय सेक्रेटरी तथा संभाग के इत्या

4

से हमने इस एक माह के अन्दर सम्पर्क स्थापित किया लेकिन
नागदा के पार्टी यूनिट को कोई संतोषजनक जवाब नहीं मिला

इसलिये नागदा पार्टी ने अपनी २४-४-६१ की बैठक में
यह तय किया कि इस संबंध में केंद्र से सम्पर्क स्थापित
किया जाय।

इसलिये आपसे निवेदन है कि नागदा की हालत को
देखते हुए अखिलमख म. प्र. कम्यु. पार्टी के प्रधान मंत्री
ज. व. म. प्र. डेड यूनियन कांग्रेस के प्रधान मंत्री को हिदा
यत दी जावे की काँ स्वामी को अखिलमख नागदा भेजा
जावे।

आशा है नागदा पार्टी को संतोषजनक जवाब देगा

प्रतिक्रिया

काँ अजय घोष महामंत्री
भारतीय कम्युनिस्ट पार्टी
देहली

कानकासिंह
प्रधान मंत्री

ग्रैसिप मजदूर यूनियन
बिरवा ग्राम नागदा जयशान

काँ सुभाष चंद्र बोस महामंत्री
ऑरियल भारतीय डेड यूनियन कांग्रेस देहली

काँ डॉ. एफ. दाजा प्रधान मंत्री म. प्र. डेड यूनियन
काँग्रेस इंदौर

काँ लक्ष्मण शास्त्री प्रधान मंत्री म. प्र. कम्युनिस्ट पार्टी
भोपाल

From : SHRI HARIPRASAD SHUKLA.

HALVAD.

Municipal Councillor and

Editor - Sahkar - Halvad,

Dt- 10-4-61

To, The General Manager,

Western Railway,

BCMBAY.

Sub : Halvad - Mehsana Through coach - slip coach,
Metre gauge, to be attached in Kirti Express.

Dear Sir,

I now venture to draw your attention to the correspondence ending with my letter dated 20th February 1961, in respect of granting a through coach between Halvad and Mehsana in 35/UP and 36/DN KIRTI EXPRESS train. It is regretted that you have shown scant regard even to acknowledge the receipt of the same. The sphinx silence of the authorities on this subject, is really astounding.

It is presumed that, it would not be out of your sight that I was prosecuted by your railway authorities for my offering satyagrah as per my register notice bt. 23-6-60, (a copy enclosed for ready reference). I was let go and given only a token punishment of sitting till the rising of the court. A revision application filed against me for the enhancement of the punishment in the session court, Surendranagar, was however, dismissed and the Honorable Magistrate reconciled their opinion that, it was only an act of service to focus the attention of the authorities on the subject and have recommended for the implementation of their suggestion.

In response to the public voice, a through coach between Halvad and Mehsana granted on 322/Dn and 317/UP train is not sufficient to satisfy or solve the ordeals through which the public has to pass in pace of travelling by the night trains. It pales into insignificance, whether you grant the coach in 322/DN or 317/UP trains, as its realistic value and importance can only be gauged on the ground of its utility and purpose for which it is asked for. Your denial for turning down our request under the pretext of want of room in accommodating in 35/UP and 36/DN trains cannot be sustained, as you have a ready started running two more through coaches between Rajkot and Ahmedabad in KIRTI EXPRESS train, with effect from 1st. April 1961, without substantial increase in the power of the locomotive or diminishing the existing through coaches system. We take a serious note of such anomalous and partial treatment shown towards the public of this section. Instead of granting two coaches for a particular station, the authorities could have used their discretion in accommodating Halvad Mehsana through coach and would have forfeited the public sympathy by satisfying their long felt demand. It is futile to enforce a policy which is self contradictory and thus perpetrating an injustice, totally indefensible and certainly immoral under a welfare state.

Inordinate delay in granting our legitimate demand, though supported by Halvad Dhrangadhra Municipalities, Congress Organisations, Public Representatives and various Eminent Persons and Institutions alike, the intransigent attitude of the authorities, have given us a cause to start satyagrah movement for the achievement of our goal. I, therefore, hereby declare my intention of focussing the public voice by my offering satyagrah ON 1ST. JULY 1961, BY SQUATING ON THE TRACT AT DHRANGADHRA STATION AGAINST 319/UP TRAIN, PROCEEDING FROM HALVAD TO SURENDRANAGAR AT 4-05 PM unless the authorities show their bonafied intention of attaching Halvad Mehsana through coach in 35/UP and 36/DN trains, before the stipulated date of my offering satyagrah. We had intentionally postponed

[P. T. O.]

our mass satyagrah movement at the time of impending central government servants strike and did not prefer to jeopardise country's interest by our precipitate action, which can easily be traced out by a reference to my letter dt. 7-7-60. We have waited enough and if, the authorities is firm, it does not reflect any objectivity but a distinct bias and it would only help to infuse a flickering flame of life in a virtual dead wood of public agitation and mass satyagrah for the achievement of their coveted goal.

Thanking you;

Yours Faithfully,

Hariprasad Shukla
(Hariprasad Shukla)

Copy forwarded with compliments to,

- [1] The Chief Operating Superintendent, western Railway, Bombay,
- [2] The Western Railway District Supdt of Police, Baroda,
- [3] The Station Master, Dhrangadra,
- [4] The Officer in charge, Railway Police Station, Surendranagar for information.

National Railway Mazdoor Union

BOMBAY

A. I. T. U. C. a.
Received 12.5.61 Encl. 9-5.61

K. Ramachandran, Secretary V. T. ~~Will go on~~ HUNGER STRIKE
at Bombay V. T. From 10 A. M. on 1st May 1961.

Friends,

More than nine months have passed since the withdrawal of the General Strike of the Central Govt. Employees, but contrary to the assurances given by the Govt. about 32 employees of the Central Rly. have been removed from service and many continue to be still under suspension. A recent directive issued by the Railway Board which clarifies, without leaving room for any doubt, what should and should not be considered as activities amountable to instigation, the Central Railway continues to be blissfully unaware of the instructions contained in the Circular and continues to victimise employees on the very charges, which according to the Board's Circular do not amount to instigation. Whether this apparant ignorance of the Railway Board's directive is real or pretended is open to question. But one thing that we feel is that, there is still time for corrective measures. It is very common to commit mistakes, but no one need persist with them more so, when the sufferers are innocent people and not those who commit the mistakes.

Even before the Railway Board's circular the Govt. had assured innumerable times, that only those employees proved guilty of violence or sabotage would be victimised. It may sound absolute nonsense if we state that none out of the 32 victimised employees have been charged with any acts of violence or sabotage, but that is the stark, staring, naked truth. None of those employees have been charged, let alone proved to be guilty of violence or sabotage. Now to come to the particular matter on hand, the **FAST unto DEATH** to be started on 1st May 1961 at Bombay V. T. by Shri K. Ramachandran, we wish to make it quite clear that our demands are not unjust. What we demand is that the Central Railway should accept the assurances given by the Govt. as the yard stick to judge the victimised employees and should make immediate arrangements to rehabilitate the victimised employees and to countermand the suspension orders in force against those of the employees against whom there are no charges of violence or sabotage.

We sincerely feel this is not too much to ask. We only ask that the C. Rly. should give as much thought, consideration, and respect to the policies of the govt. as we do.

★ ACTION COMMITTEE ★

Shri K. N. Joglekar,
Chairman.

Shri T. P. C. Nair
Secretary.

Shri S. N. Ratnaparke

Shri D. Sadhu

Shri C. Radhakrishnan

Shri B. K. Sharma

„ B. Das Gupta

„ Hari Balwant

„ M. K. Kutty

„ L. Subba Rao

„ A. N. Subramaniam

„ A. K. Gopinathan

„ T. M. Patel

„ S. N. Mande

„ M. R. Sardeshmukh

„ P. Velayudhan

„ V. G. Nerlekar

„ P. R. Menon

„ K. K. Rajani

„ P. F. Lawrence

„ B. K. Nair.

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Gooty, R.S.?
27-5-1961.

Sri S.A.Dange,
All India Trade Union Congress,
4, Ashok Road, New Delhi.

A. I. T. U. C.
Received 15.70/29-5-61
Replied.....

Comrade,

Re: Dakshin Rly Employees' Union.

Recently, the Burmah Shell Employees' Union celebrated the opening ceremony of their new Union buildings in Madras. Chief Minister Kamaraj Nadar opened the buildings. Labour minister R.Venkatraman unveiled the portrait of Guruswami. Both of them praised Guruswami in such a way that Guruswami says, that even the USIS representative who was present thinks that the PSP's complaint that Guruswami has become a Communist fellow traveller is not correct.

Anyway, after the meeting, something has happened. Guruswami now thinks, he can unite Dakshin Railway Employees' Union with the Southern Railway Employees' Sangh and form single united organisation on the Southern Railway. He sees no difficulty in making T.V.Anandan agree to the proposal as the Minister will force him to do it. He did not say which minister. I think he meant Kamraj. He is not worried about all India unity, he says. But he is going to put this proposal before Gulzarilal Nanda. I think Nanda and Venkatraman belong to the same Labour Wing of the Congress, not the Official INTUC group. Guruswami has expressed these opinions to some of his confidants with strict instructions not to give out the news.

Now, we will have to welcome any proposal for unity provided some element of democracy is maintained. If a single union on the Southern Railway can be evolved, it is a good thing. The question is how to relieve the proposals when they are made and how to help the process if it takes concrete shape, in such a way as not to lose our hold and position. Of course, non-employees may not be there as office bearers and we will have to agree to it. But in other matters what are we to do? There may not be any democratic process; it may all be fifty-fifty and such other formulae. Please enlighten us on the subject early.

After his return from Europe Guruswami complains that the TUI of the WFTU refused to oblige him with a loan of £3. to go to London. He did not tell anybody that he had secretly made arrangements with the management of the Burma Shell for his stay in London.

Regarding his appeal for funds to equip the new DREU, it appears the TUI told him, they have no money, that the WFTU alone can grant any help. What is the position regarding this? He also wants to know on what items he can utilise the money if it comes.

He is speaking very bad of Satish Chatterjee; I attribute it to sheer jealousy.

Anyhow, the unity idea seems to be a serious one. The Madras ministers are behind it. It is possible, Guruswami is trying to get a Rajya Sabha seat as an independent. He is anxious to have one.

Kindly reply me to the following address before 15th June, as I will be leaving that place for Madras on that date.

Yours fraternally,

P.K. Kumar

Secy
DREU

From
P.K. Kumar
C/o Dakshin Railway Employees' Union
Alcott Gardens, Rajahmundry.

See by 15.6.61

ક્રાંતિની આલરી રણકાવતું-

સ હ કાર

281

તંત્રી, મુદ્રક, પ્રકાશક.
હરિપ્રસાદ શુક્લ.
ક્રમાંક

A. I. T. U. C.
Received... 7TH MAY 1966
Replied.....

સહકાર કાર્યાલય.
હળવદ. (સૌરાષ્ટ્ર)
તા. ૪-૫-૫૬

શ્રી. જી. એન. ડી. સિંગ
મ.ઈ.
ફિરુઝનગર માર્ગ
અમદાવાદ

કલ્યાણી અભિયાન પ્રાંત

આ તાલુકાને લગતી રાજકીય વાસ્તવિકતાને
મેલેજ પુસ્તકો આપીને વિચારવા આપીને
વતન આપવા આપીને તમે માર્ગદર્શક તરીકે
કામ કરીને આપ રાજકીય કાર્યોમાં
આને રાજકીય કાર્યોમાં આપની મદદથી
મળી શકે તરીકે આ પંક્તિની કામગીરી
વધુમાં વધુ અસરોથી મુક્ત કરીને
તમા તરફથી.

આ તાલુકાને લગતી રાજકીય વાસ્તવિકતાને
મેલેજ પુસ્તકો આપીને વિચારવા આપીને
વતન આપવા આપીને તમે માર્ગદર્શક તરીકે
કામ કરીને આપ રાજકીય કાર્યોમાં
આને રાજકીય કાર્યોમાં આપની મદદથી
મળી શકે તરીકે આ પંક્તિની કામગીરી
વધુમાં વધુ અસરોથી મુક્ત કરીને
તમા તરફથી.

દર ગુરુવારે પ્રસિધ્ધ થાય છે. (પા. ૬૦)

NATIONAL RAILWAY MAZDOOR UNION

WADI BUNDAR BRANCH

Date 29th April, 1961



A. I. T. U. C.	
Received..	1255/8-5-61
Replied.....	

K.N. JOGLEKAR,
CHAIRMAN.

No.1 Krishna Bldg,
Parel,
BOMBAY 12

Dear Comrade K.G. Srivastva,

Herewith, please find copies of circular issued by the Railway Board which is in the form of instructions to sub-ordinate officers, in connection with departmental actions against Central Government employees who participated in the 1960 July strike.

Also find copies of our letter addressed to the G.M. Central Railway and other leaflets connected with this.

Having failed to secure redress and reinstatement to the victimised workers, Comrade RAMACHANDRAN, Secy, of our V T Branch is undertaking the ordeal of an indefinite Hunger Strike to force the issue before the public and persuade the Government to give justice to the workers concerned.

In view of the distinct instructions contained in the Railway Board Circular, I think you will agree with me that this case can be suitably taken up at our AITUC level, through the implementation machinery. The AIRF having lost its recognition the PSP leadership both at the AIRF and the Union level has failed to make any effective move in this behalf. Hence this is a personal request to you, to suitably move in this matter either through the Implementation Machinery or through Comrade T.B. Vithal Rao and other MPs. Please write to me if it is necessary for me to come to Delhi to further strengthen your hands.

With Greetings,

Yours Sincerely,

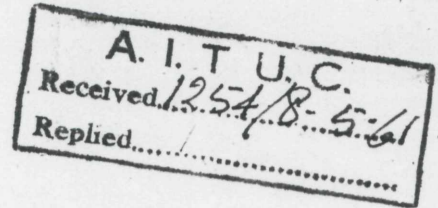
(K.N. JOGLEKAR)

NATIONAL RAILWAY MAZDOOR UNION

WADI BUNДАР BRANCH

K.N.Joglekar,
Chairman, Action Committee,
1, Krishna Building,
Parel, Bombay 12.

Date 6th May, 1960



Dear com. Krishnan,

Further to my telephonic talk with you I presume you have unearthed my letters already sent to the A.I.T.U.C. Office addressed to Comrade K.G.Srivastava. Here I am sending you further duplicate copies of the same and also the leaflets we have issued from day to day to give you the complete idea of the Hunger Strike.

In short there have been about 1276 people punished for going on strike in the Central Railway. After punishment ~~in~~ either of demotion, degradation, stoppage of increments, non payment of suspension period salary and mass transfers most of them have been at least taken back on duty. However 32 employees still remain out of duty, threatened with dismissal etc.

Railway Board by their letter No.E(L) 6-ST-5 of 2.2.61 have declared their policy not to punish anybody for mere act of going on strike, excepting perhaps 3 or 4 persons out of the whole lot of 1276 nobody is charged with any offence such as violence or sabotage etc. Therefore as per Railway Board's commitment all these 1276 employees have to be depunished and the remaining 32 out of duty must be forthwith taken back on duty.

The Railway administrations in practically ⁱⁿ all the Railways, and I feel the same must be the case with other Central Govt. Departments, bureaucratically disregarding the directives of the Govt. of India, Railway Board and have not been implementing them in practice.

The Hunger Strike of comrade K.Ramachandran has started from 1st May demanding full implementation of the above directives of the Railway Board and reinstatement of the 32 employees who are still kept out of service. We mainly demand an assurance that the above directives of the Railway Board will be faithfully implemented.

The Railway administration make it a point of prestige is keeping mum and is refusing to give the above assurance hence the Hunger Strike.

Com. K.Ramachandran's condition is day day growing weaker and weaker and he is undergoing terrible agony and suffering. However he is firm in his determination.

You will see that our demand is very modest. We only demand assurance that the Railway Board's instructions will be implemented. The Government having specifically committed to a policy of no vindictiveness should have no difficulty to give in good grace the above assurance called for.

Please contact Com.Vithal Rao, Com. Raj Bahadur, Com. Gopalan, Com.S.M.Banerji and others whom you can catch hold of and take up the matter in M.Ps deputation to the Railway Ministry and Board and bring about intervention for successful speedy termination of Hunger Strike.

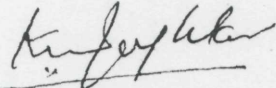
May I further request you to make a short press matter out of this news and put it through the columns of our New Age.

This hunger strike has enlivened all the Central Government employees in Bombay and the post strike fear complex has been shaken. Every day roughly about 3000 to 4000 employees from different offices are coming to visit comrade Ramachandran to pay their respect, and make an exhibition of their class solidarity and demonstrate. Dozens of organisations have already despatched telegrams and communications to the Prime Minister, the Labour, Home and Railway Ministers.

Please write me back the result of your effort on your side.

With greetings.

Yours sincerely,



(K.N.Jogleker.)

9TH MAY 1961

EXPRESS

XX PURNENDU DUTTROY

1/2 RASHBAGAN LANE

CALCUTTA 10

PROMISED RAILWAY CASE PAPERS HAVE NOT REACHED
ME YET

DANGE





C-3



281
2686



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Received here at _____ H. _____ M.

.....A.....T.....D.....C.....
Received: 28/10-5-61			
Replied:			

P N55 SHDLAPUR IO 72...

SECRETARY AITUC 4 ASHOK ROAD ND

.. ALL WORKERS GREATLY AGITATED OVER HUNGER STRIKE OF COMRADE RAMACHANDRAN (STOP) GRAVE CONCERN HIS HEALTH ON PROLONGING FAST (STOP) PRAY INTERVENE AND ASSURE FAITHFULL AND SPEEDY IMPLEMENTATION OF RLY BOARD CIRCULAR NO 3(L)6-ST-5 DATED 2-2-61 AND RESTORE ALL VICTIMISED EMPLOYEES TO SERVICE AND JUSTICE (STOP) ..SECRETARY NRMU SHOLAPUR

The sequence of numbers in the telegram is—class of telegram, time handed in, serial number (in the case of foreign, telegrams only), office of origin, date, service instructions (if any) and number of words.

This form must accompany any enquiry respecting this telegram.

MGIFPAh.—680 1-7-59—89,210 Bks.



C-3

2d

No 281



A. I. T. U. C.
Received.. 1306/11-
Replied



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

CA-TP

Received here at H. M.

1388

0 SB PH 1080 CALCUTTA 10 9 AITUCONG NEWDELHI -----

===YOUR WIRE CASE DESPATCHED 6TH ===ROY =

X

The sequence of entries at the beginning of this telegram is—class of telegram, time handed in, serial number (in the case of foreign telegrams only) office of origin, date, service instructions (if any) and number of words.

This form must accompany any enquiry respecting this telegram.

GOVERNMENT—600—47-59—89,210 Nos.

B. T. B.

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Time _____

To _____

By _____

By _____

1333M

281



No.

Office Stamp

3086

F.No. 181

O PF 230 AHMEDABAD R 11 24

A. I. T. U. C.

Received.. 1323/12-56!

Replied.....

S A DANGE MEMBER OF PARLIAMENT DELHI

= OUR SALARIES CUT DOWN FROM 92 TO 52

WITHOUT REASON PLEASE INTERVEN

= RAILWAY SUBSTITUTE AHMEDABAD = 206 =

230 92 52 =

انکو واپس ڈیوٹی برلبانے اور الکا سٹیشن ریڈ ڈیوٹی تصور کر کے ان کی

جو چانس دیئے جائیں۔

سہولیت ختم کی ہے اسے واپس لے۔
ہمیں ہوتی چاہئے۔

بیم دیوا سکیں۔ جیسا کہ گورنمنٹ نے فری تعلیم کا اعلان کیا ہے۔
نیٹ کریں اور اپنے حقوق کی حفاظت کریں اور اپنے اتحاد کا ثبوت دیں۔

ٹی بیگری - شری منی لال جی ایم۔ ایل۔ اے۔ - شری پرکاش کپاڑیہ ٹیکسٹری ہمال ٹریڈ لون
پنا۔ ایل۔ ایل۔ بی۔ پورن سنگھ غازی آبادیش پال کوہلی دہلی دیگر ٹریڈ ان شرکت فریڈنگ
گر کا پیپر سکواٹید۔ دیگر شعرا اپنا کلچرل پروگرام پیش کریں گے
جائیگی۔ جلوس کی شکل میں رات کو تقریریں اور کلچرل پروگرام ہو
باکلام پیش کرینگے۔
منتظمان کو پروگرام تبدیل کرنے کا پورا حق ہوگا۔

س کیٹی کا لکا

جنیٹر کل سٹی ایبل

۴۔ جو ملازم ہڑتال کے سلسلہ میں برخواست یا معطل کئے گئے ہیں یا جن پر مقدمات چل
تتخو اہول کی ادائیگی کی جائے۔

۵۔ پاس۔ پی۔ ٹی او کے استمال کی بیل ٹرینوں سے اجازت دی جائے۔

۶۔ محکمہ ریلوے ڈائریکٹ ریگولیشنز پنڈ کرے جو ملازم پنچے کے درجہ میں کام کرے

۷۔ نا جائز سزائیں SOP-WIP-WIT. پوروشنی محکمہ ریل بند

۸۔ سہر ملازم کو وردی۔ کواٹر اور کھیاں ٹی۔ اے دیا جائے

۹۔ محکمہ ریل سہر ملازم کو پوری میڈیکل سہولیات دے اور جو۔ 130 روپے سے اوپر فر

(۱۰) سہر ریلوے ملازم کو لوکل باڈیز۔ یجسٹریٹر اور پارلیمنٹ کے چٹاؤ میں کھڑے ہونے پر کوئی

والہ کو کوشٹوں میں فیگری ایکٹ لاگو کیا جائے۔

(۱۲) اسروس کمیشن سبکدوشی میں حصہ لینے والے ملازموں پر سے عمر کی پابندی ختم کی

(۱۳) کالکس لڑکیوں کا گورنمنٹ ہائی سکول کھولا جائے تاکہ بخوڑی تتخواہ والے ملازم اپنے

اسلئے ان سب حالات کے پیش نظر سب شہری اور مزدور بھائی اکٹھے ہو کر شہیدوں کی یاد میں

اور کانفرنس میں زیادہ سے زیادہ اپنا حصہ ڈالیں۔

شہادت فرمانے والے اصحاب۔ شہری ایس۔ ایم بینرجی ممبر پارلیمنٹ (شہری او۔

شہری جین لیل نڈھا مشہور ریلوے مزدور لیڈر۔ شہری مناسنگھ۔ شہری ہری کشن گاندھی۔ شہری یو آدیتہ شرما

کلچرل پروگرام۔ اس موقع پر پنجاب کے مشہور کلاکار شہری جوگندر باہرلا کاسک

۲۹ مئی شام ۵ بجے شہیدوں کی سادھی پر پھول شہر دھانچہ

۳۰ مئی کو بھی شام کو ڈرامہ۔ تقریریں ہونگی او

۲۹ مئی، ۳۰ مئی کا پروگرام شام احاطہ چتر سین گیتا

المشتق۔ نتیجہ پر دھان شہید کی

شہیدوں کی چتاؤں پر لگے سرسبز
وطن پر مرنے والوں کا یہی باقی نشان ہوگا

ایم آر ایم ریل کی کارکن

سو موار - منگوار

ہے اسی طرح ۲۹ مئی ہندوستان کے ریل ملازموں کے لئے عموماً کارکن ریل مزدوروں
کی دندناقی گولیوں کی بوجھار میں شہری اوم پرکاش شہری بوگندر سنگھ مسیح
ن اور تہتے ریل مزدور اپنے جائز مطالبات چیرمین ریلوے بورڈ کے روبرو

ہے۔
آ رہا ہے۔ جبکہ !

ط معاوضہ دے۔

281

कोलका रेलवे
युनियन
श्री ए. टी. विस

A. I. T. U. C.
Received 1493/04-5-16/97
Replied 2 1/2

میں نے اس پر جواب لکھا ہے
میں نے اس پر جواب لکھا ہے
میں نے اس پر جواب لکھا ہے

شہیدان کا سلسلہ

۲۹ مئی ۱۹۶۱ء

شہدائی ضرور تھیو! جیسا کہ ہم مئی دُنیا کے محنت کش عوام کا بین الاقوامی اور محنت کش عوام کیلئے خصوصاً اہمیت رکھتا ہے۔ ۲۹ مئی ۱۹۵۶ء کے دن

شری جگجیت سنگھ شری برج موہن بھلہ شری ہرنیس لعل جی نے جم شہادت پر پیش کرنے گئے تھے۔ اس ظلم کے سامنے انگریزی سامراج کا ظلم بھی پھیکا

آج کا ۲۹ مئی ایسے دور

- ۱۔ کالکافائیئرنگ میں شہید ہونے والے جن دو ملازموں کے وارثوں کو معاوضہ نہیں دیا۔
- ۲۔ ضروریات زندگی کی چیزوں کی قیمتوں کے اضافہ کو روکا جائے۔
- ۳۔ کواٹروں کا جو کرایہ بڑھایا گیا ہے وہ پہلی سطح پر لایا جائے۔

May 24, 1961



Dear Mustaque,

I learn you are coming here on 30th May.

I shall be glad to meet you then. You can come via Bhopal if you like.

With greetings,

Yours fraternally,

A handwritten signature in cursive script, appearing to read 'K.G. Sriwastava', is written above the typed name.

(K.G.Sriwastava)

AMALGAMATION OF TWO IMPORTANT RAILWAY UNIONS IN
SOUTHERN RAILWAY.

Historic event in the Southern Railway Trade Union Movement.

On the Southern Railway, there are 3 Trade Unions functioning at present viz 1) The Southern Railway Employees' Sangh, having been recognised by the Administration and getting all the aid from the Administration, 2) The Southern Railway Labour Union and 3) The Dakshin Railway Employees Union, the latter two working without recognition, but supported by the majority of the workers of the Southern Railway.

The leadership of these two Unions have been striving since a long time to amalgamate and form one Single Union. On 9-2-59, at Madura, the Southern Railway Labour Union has decided, & on the amalgamation. Likewise, on 10-5-60, at Bangalore, the Dakshin Railway Employees Union has taken a decision to amalgamate these two Unions. On 2-7-60, the representatives of both these Organisations met at Madras and drafted the instrument of merger given below:-

INSTRUMENT OF AMALGAMATION.

1. With a view to bring about an united and strong Trade Union on the Southern Railway, affiliated to the All India Railwaymen's Federation, the Southern Railway Labour Union and the Dakshin x Railway Employees Union agree to amalgamate as per the sections 24 and 25 of the Trade Union Act and the Amalgamated body shall continue to be called "Dakshin Railway Employees Union".
2. The members borne on the rolls of the amalgamating unions as on the date of amalgamation shall be the members of the amalgamated union.
3. All the assets and liabilities of the amalgamating unions shall be the assets and liabilities of the amalgamated union.
4. The existing branches of the amalgamating union shall be reconstituted so as to avoid over-lapping.
5. The two amalgamating unions shall take necessary steps for amalgamation by calling general body meetings of the respective unions for ratification and to take such other steps as are necessary for implementing the instrument of amalgamation as early as possible, preferably before the 31st October, 1960.
6. The General body of the amalgamated union shall be convened immediately after the ratification by the respective Unions, for adopting the constitution and electing the office-bearers of the amalgamated union and also to transact such other matters as may be necessary and deemed expedient.
7. Thozhilarasu, the organ of the Southern Railway Labour Union shall be the Tamil organ of the amalgamated union.

This instrument of amalgamation has been ratified by the Southern Railway Labour Union on 3rd July '60, and the Dakshin Railway Employees Union on 18th September, '60, and they have agreed to take further action in this direction. Ballot is being taken from 1st December to 10th December to assess the opinion of the ordinary members of the Union according to the Trade Union act, and the unity conference is fixed to be held on 20th and 21st January '60 at Madras.

This decision of the two Railway Trade Unions is being hailed by the Railwaymen in general. The amalgamation of the Southern Railway Labour Union which is strong in Madras, Tiruchirapalli, Madura, and Olavakkode Divisions, Perambur, Golden Rock, and Mandapam workshops in the Southern Railway, and the Dakshin Railway Employees Union, which is strong in the Vijayawada, Cuntakal, Mysore and Hubli Divisions and the General Manager's office, Arkonam and Mysore workshops will give shape to one Union which will represent all the Divisions and workshops of the Southern Railway effectively. Not only this, but the Union will have a conscious membership of 40,000 at the start and will be one of the foremost Railway Unions in the whole of India.

Having noted this importance and necessity, some of the leaders of the Railwaymen have been making efforts since 1951 to form such a Union on the Southern Railway. But the self-interest of certain individuals has successfully torpedoed such efforts. In the year 1951, there were 3 Railways on the South:-

(1) The M.S.M. Railway, (2) The S.I. Railway, and (3) The Mysore State Railway.

On the MSM side, the M.S.M. Railway employees' Union was founded in the year 1913 and is one of the oldest trade unions in India. In the historic struggles led under the banner of the Union during the years 1931 and 1937, many employees have lost their lives and jobs. The struggles conducted by this Union in 1946 for the First Pay Commission and during the year 1949 against the closure of the Grainshops can never be forgotten.

As against this militant organisation, the M.S.M. Railwaymen's Association has been working having been founded in 1947 to break the unity of Railwaymen.

On the South Indian Railway, the South Indian Labour Union has been functioning since 1936. In the year 1946, this Union has rallied the South Indian Railway workers for the first Pay Commission. Specially in the year 1949, this Union conducted a historical struggle, the result of which is the present Running Staff scales of pay. Many South Indian Railwaymen have lost their lives and jobs in this historic struggle. The Labour Union has to face disaffiliation from the All India Railwaymen's Federation on this account. In the partition-days, when Punjab and other states were in the midst of communal riots, Drivers and Firemen from South Indian Railway have gone to those parts under the leadership of the Labour Union to carry refugees to the protected areas. From that day to date, inspite of having no recognition the Union has been working for the cause of Railwaymen. Recently, against the discriminating attitude of the Railway Administration between the recognised and un-recognised unions, against the huge piles of arrears in the Personnel branch of the Railways, the General Secretary of this Union, Sri. Nambiar has undertaken a fast. As a result of the consequent mobilisation, the Administration had to move, clear up the arrears and take action on all the representations made by the unrecognised Unions as well. While this Labour Union has been conducting struggles in the years 1949, the South Indian Railway workers Union and the South Indian Railway Employees' Association were started to break the unity of Railwaymen on that Railway.

On the Mysore State Railway, under the banner of Mysore State Railway employees' Association, Railwaymen have conducted historic struggles to get the 1st Pay Commission scales implemented for the State Railways also. Many Railwaymen have lost their jobs in these struggles.

From 1-4-1951, the M.S.M. Railway, the South Indian Railway and the Mysore State Railway have been integrated and the Southern Railway was formed. Consequently the integration of the Unions functioning on these Railways also became a necessity. The All India Railwaymen's Federation and the Indian National Railway workers' Federation have addressed their respective affiliated unions to amalgamate themselves into one Union for each Zone. Inasmuch as the South Indian Railway Labour Union has been disaffiliated from the All India Railwaymen's Federation, it was neglected by the leadership of the All India Railwaymen's Federation in the integrated set-up. M.S.M. Railwaymen, then, brought pressure in the leadership of the M.S.M. Railway Employees Union to amalgamate South Indian Railway Labour Union, Mysore State Railway Employees Association and M.S.M. Railway Employees Union into one big union. But Sri. T.V. Anandam and his ~~saxk~~ clique who were in power at that time, successfully excluded the Labour Union on the plea that it is not a constituent unit of the All India Railwaymen's Federation and also that Sarvasri Kalyanasundaram and Nambiar, the leaders of the Labour Union are Communists.

And so, the Southern Railway Employees Union was formed excluding Labour Union, and has been working since February 1952 as a affiliated body of the All India Railwaymen's Federation.

In the same way, the ~~Sx~~ M.S.M. Railwaymen's Association, the South Indian Railway Employees' Association has amalgamated and the Southern Railway Employees Association was formed as an affiliated body of the Indian National Railway workers' Federation.

Even after this amalgamation, the members of the Southern Railway Employees' Union have been consistently agitating for the amalgamation of the Southern Railway Labour Union with their Union.

During the year 1953, the top leadership of the All India Railwaymen's Federation and the Indian National Railwayworkers' Federation agreed to merge the two Federations and thus formed National Federation of Indian Railwaymen. They directed the affiliated Unions to merge similarly to form a single Union on each Zone of the Railway. But this did not materialise.

The Unions existing on the Central, Western and Eastern Railways have merged only to break up the very next moment, while on the Southern Railway, this merger has not taken place at all and the Unions have been functioning separately. By the year 1955, the leadership of the National Federation of Indian Railwaymen also was divided. The All India Railwaymen's Federation group convened a General Body under the auspices of the Southern Railway Employees Union and removed Vasavada from the Presidentship of the Federation. The Indian National Railway workers' Federation group met at Vijayawada under the auspices of the Southern Railway Employees Association and removed Sri. Guruswamy from the General Secretaryship of the Federation. Since then, these two groups functioned in the name of National Federation of Indian Railwaymen (Madras) and the National Federation of Indian Railwaymen (Vijayawada) respectively.

But the Congress Administration in power, recognised the National Federation of Indian Railwaymen group under the presidentship of Vasavada ~~an~~ and refused to recognise the other group on account of these splits in the Railway trade Union movement and the condition of Railway deteriorated day by day.

Government have been trying to induce the Unions in the National Federation of Indian Railwaymen (Madras) group to walk over to Vasavada group. The Anandam clique which was controlling the Southern Railway Employees Union started to join Vasavada betraying the National Federation of Indian Railwaymen, while the membership vehemently opposed such a move.

As a result of the agitation led by Sri V.V. Giri in Parliament, a Unity ~~group~~ agreement based on democratic principles was signed by the leaders of the two Federations. But this could not be implemented as Vasavada went back upon it.

By the year 1957, the All India Railwaymen's Federation group strengthened itself and started agitating over the demands of the Railwaymen. Sri. Anandam and his group who have been ~~carrying-on~~ currying for the favour of the Administration thinking that the All India Railwaymen's Federation group will not get recognition, decided to join the Vasavada group. For this purpose, in May 1957, at Hubli, the Southern Railway Employees Union of the Southern Railway Employees' Association have been amalgamated and the Southern Railway Employees' Sangh has been formed. In this Hubli session of the Employees Unions, militant sections of Railwaymen, and branches who have been participating in the various struggles conducted by the All India Railwaymen's Federation walked out, protesting against the betrayal of Anandam group. In July 1957, at Poona, the All India Railwaymen's Federation was revived. Representatives who have walked out of the Hubli conference have participated in this Poona meeting. In December of the same year, the Dakshin Railway Employees Union was formed at a conference of Southern Railwaymen held at Guntakal and has been functioning since then as a affiliated body of the All India Railwaymen's Federation.

Certain leaders of the All India Railwaymen's Federation, after failing to persuade Anandam not to go over to Vasavada's National Federation of Indian Railwaymen, in their disappointment to against Anandam, invited the Labour Union to come to Poona with a promise that the Labour Union will be affiliated to the All India Railwaymen's Federation. But at Poona, they refused to affiliate the Labour Union. But the Dakshin Railway Employees Union has consistently been making efforts to take the Labour Union into the All India Railwaymen's Federation. But their efforts were being opposed by a section of the leadership of the All India Railwaymen's Federation. They are even opposed to the merger of the Dakshin Railway Employees Union and the Southern Railway Labour Union.

After the announcement of the Second Pay Commission, the agitation of the workers mounted up. The All India Railwaymen's Federation had to make efforts to unite with all the other Central Government employees organisations. On 2nd and 3rd April, 1960, a joint council of action was formed at Bombay, and it was decided that all the Central Government Employees shall go on strike from the midnight of July 11th 1960. By June 24th, the Southern Railway Labour Union was invited by the Federation and the Action Council to join the common struggle. Similar invitations was extended to Labour Union by the Dakshin Railway Employees Union also.

Inspite of the fact that there was not much time for organisation, propaganda etc., the Labour Union also served the Strike Notice with a view to conduct the strike successfully in the Southern Railway. The Dakshin Railway Employees Union and the Southern Railway Labour Union formed a joint Action Council and conducted the struggle. In this strike, on the Southern Railway, more than 25000 employees had to face break in service, over 1500 temporary employees have been removed, about 1000 employees

have been suspended, 986 workers have been arrested, 85 have been convicted and dismissed. During the period of this struggle, inspite of the Railway colonies being turned into police camps, inspite of the Ordinance, inspite of the ante-strike propaganda of the Administration, Sangh leaders, Indian National Trade Union Congress and the Congress leaders, Railwaymen at Vijayawada, Guntakal, Mysore, Bangalore, Arkonam, Perambur, Madras, Madura, Villupuram, Shoranur, Trichinopoly have participated in the Strike under the leadership of these two unions. After the strike, these two unions have jointly arranged for the collection of relief funds, for the reinstatement of employees, for releasing the arrested employees and conducting their cases and succeeded in getting all the employees back to duty.

The amalgamation of these two Unions is in effect the consolidation of the unity of Railwaymen achieved during the Strike period.

Two Unions which have created history in the movement of Southern Railwaymen which have the traditions of militant struggles behind them, are amalgamating into one by name "Dakshin Railway Employees Union" and this Union will shape the future progress of Southern Railwaymen. This amalgamated Unions with its glorious past will not only form a strong militant unit of the All India Railwaymen's Federation, but will also play a vital role in the movement of All Indian Central Government Employees.

Vijayawada.

By P.K. Kumaran.

(Translated from "Visalandhra" dated 27--11--1960.)

FNo) 54.

A. I. T. U. C.	
Received	1332/13561
Replied

281

Calcutta
Dated the, 6th May, 1961

Dear Comrade Srivastava, ✓

Comrade Dange had wanted these particulars about the removal from service of Sri S.N.Kar.

He wanted that these papers are to be put up to him immediately on receipt of the same.

Kindly ensure that these papers reach him immediately

Railway file

Yours comradely,

P. Q. Roy

To
Com. K.G. Srivastava,
4, Ashoke Road,
New Delhi.

✓
201
Brief resume of the discussion with the Union Labour Minister
shri gulzarilal Nanda in the meeting held on 20th May, 1961 with the
representatives of (All India railwaymen's federation) at New Delhi.

— AIR F.

← by one member of the
delegation.

The following were present in the meetings:-

1. Shri Gulzarilal Nanda, Union Labour Minister.
2. Shri L.P. Singh, Secretary, Home Department.

AIRF Representatives:

1. Shri V.R. Malgi, Section Controller, Central Railway
2. Shri Umraomal Purohit, Assistant Station Master, Western Railway
3. Shri B.J. Rayulu, Section Supervisor, S.E. Railway
4. Shri Indradutta, Head Clerk, Catering, Northern Railway
5. Shri P. Govind Menon, Clerk, GM(P), Southern Railway
6. Shri S.K. Sen Gupta, SLWI, Eastern Railway
7. Shri Ved Prakash, Clerk G.F.I, N.E. Railway
8. Shri G.L. Chatterjee, N.F. Railway (Absent)

Initiating the discussions Shri Nanda enquired as to whether we knew the purpose for which we have been called. We replied that we do not know the purpose. He said that he has been meeting the Trade Unionists (P&T Federation, NFIR and others) in the personal and informal capacity to discuss the broad principles and provisions of the proposed legislation. He said that this is a confidential discussion primarily meant for apprising and acquainting the contemplated machinery to solve the grievances and it is still in the formative stage and your views in your personal capacity are being solicited. The broad outline is as follows:-

Initially he enquired about the present working of the Unions and he was told that except representations from the Unions which are not being replied to due to withdrawal of recognition there exists no machinery for handling grievances of the employees. He said that he has been told that there are some informal meetings with the office bearers of various unions and administration. In only few cases they are being entertained in respect of rehabilitation of victimised employees and other allied matters. He stated that the Railway Minister is of the view that the present arrangement is working satisfactorily and there need not be application of the code of discipline adopted by the Tripartite Conference. But from the railwaymen he met he has been told that the machinery is not functioning effectively and therefore it has been considered necessary to apply this machinery to railways also without disturbing the existing arrangements. It has been proposed to set up a National Council consisting of 60 representatives to decide the basic issues affecting all central government employees. There will be departmental and regional councils also which can deal with specifically the problems concerning their departments and regions. There is also a provision for arbitration at the National level as well as departmental level. All matters of differences can be referred to the arbitration generally and subject to the issues which are of public interest and the matters to be referred to arbitration have been specified as 1) Wages and allowances 2) Weekly hours of work and 3) Leave.

He said that these councils will be composed of the representatives of administration and nominees of the recognised Unions. There was considerable discussion about the composition of these councils and it was felt by some sections that there should be elected representatives by the staff. But ultimately it was decided to encourage the trade union movement and therefore it was decided that the recognised unions should nominate their representatives. In the rules of recognition it has been proposed that a representative Union having a membership of 33% should be allowed to nominate the members for all councils.

Unions having 15% membership may be recognised, but they will have no right to nominate members to these councils. It has also been proposed to include in the rules of recognition that only those unions which exclude outsiders should be recognised. It has been proposed to include the retired employees also for the eligibility of membership. He stated

that in view of these provisions the strike becomes superfluous. He invited our views.

We pointed out the PNM Machinery has not been functioning to our satisfaction. Initially there was considerable enthusiasm about the new method of negotiations and a number of problems could be solved at the ministerial and zonal level. On some of the issues which remained in disposal there was the appointment of Sri Ganker Ganan Tribunal which took more than seven years to give its decision. A similar provision of a number of committees envisaged to be included in the bill functioned on the railways in the name of JAC and considerable progress could be achieved but in the course of time the grievances at the lowest level remained unsolved and issues remained for ~~more~~ than 2 years on the plea that the matters have been referred to higher level or information is being collected from the lower authorities. It is our experience that the executive officials were lacking in adopting correct attitude in handling the problems and they resorted to mechanical interpretation and these were matters like settlement dues were prolonged considerably. In view of this experience, it is legitimately felt that these councils may also delay the matters. The Minister explained that this apprehension need not be these particularly because the councils will have to decide the matters then and there and in case ~~disagreement~~ of disagreement matters are going for arbitration and therefore the cabinet will have to ensure that the cases are promptly dealt with. There will be a separate machinery for the functioning of these councils. Another issue that was raised regarding the tagging of all central government employees in one National Council. Railwaymen legitimately feel that their interests are not going to be served by making common cause with other Central government employees as hours of work, leave concessions and other service conditions are peculiar to railways which are being run on commercial lines. The nature of duties of railwaymen are also diverse. There are about 731 categories in railways and to put them all to National Council is going to create more confusion and therefore there should be a separate railway National staff council on the lines functioning in U.K. The second Pay Commission in their anxiety to introduce uniformity made certain recommendations such as leave concessions travelling facilities etc. which resulted in loss to the railwaymen. Shri Nanda at this stage enquired the position from Shri L.P. Singh, secretary, Home department. Shri Singh stated that the pay commission recommended to reduce passes from six sets to two sets. Similarly the leave concession has been reduced. These recommendations have however not been accepted and enforced on the railwaymen so far. The Labour Minister at this juncture stated that the subject matters which are peculiar to railways should be discussed at departmental level only and he said that these issues could go for arbitration without being referred to National Council. All these concession hitherto enjoyed by any particular department will be the subject matter for discussion by that departmental council only.

A clarification was sought as to whether the Ministerial staff working in any industry like the railways are going to be bifurcated into industrial and non-industrial categories, and it is only proper that the differentiation between industrial and non-industrial has to be retained. The Minister said that just like the clerks attached to textile industry are treated as ~~textile~~ textile industrial workers, the railwaymen also will be treated as such in the status maintained as industrial workers. A proposal was made to form two National Councils— one for industrial workers and the other for non-industrial workers. The Minister explained that provision for two separate committees will serve the purpose. Basic issues like dearness allowance or principles like minimum wage will be discussed in the National Council and if there is a separate council for railwaymen the railwaymen will be deprived of participating in the discussions at National level. These questions have hitherto been decided on the basis of their applicability to all central government employees. Therefore it is not considered feasible to have a departure at this stage. Shri L.P. Singh stated that they wanted to decide the issue of dearness allowance etc. of the railwaymen only as railways can afford to consider their demands. But on very specific issues applicable to all central government employees generally the other issues may be discussed at departmental level. It virtually amounts to National railway staff council. On the issue of arbitration

the representatives felt that there should not be arbitrary refusal either to refuse or to accept the award like the Bank Tribunal Award. The Minister explained that the arrangement proposed is a step forward than the existing Industrial Disputes Act where the executive may refuse to accept the award whereas in this case the cabinet will have to consider refusal and make a statement before the Parliament with reasons explaining as to how the government had to refuse in the public interest. He said that government is sovereign and he assured that a democratic government cannot arbitrarily exercise the discretion.

The issue of outsiders in the Unions was pointed out. The representatives said that with the experience of 40 years the railwaymen can afford to run their own Unions but for the victimisation being resorted to. They have to approach for the help of outsiders simply because there is no protection while performing their legitimate duty as office bearers of trade unions. For example a railway employee in his capacity as a union official issues a press statement criticising the policy of the department he is subjected to disciplinary action. Many other forms of action against trade union officials were cited and it was demanded that the proposed bill must protect the employee office bearers of the Unions and give facilities. The Minister assured that all protection which an outsider is entitled to will be given to an employee. The question of giving some concession to the employees in the nature of light work and concession in deputation charges to carry out Union work will be given.

It was brought to the notice of the Minister that on railways there are two federations. The AIRF had larger membership than NFIR and as such it is necessary to know as to how the composition of the council is envisaged in this respect. It was also requested that the recognition of the Unions should be restored so that the proposed machinery can establish cordial relations between the government and the employees. The Minister said that the question of restoration of recognition is being decided soon. He has already stated in the Parliament and the in the Labour conference that there is no rigid attitude. The very fact that the Union representatives are being apprised of the future shape of things, should convince them that the government is keen in establishing normal relations. He also said that the circumstances necessitated withdrawal of recognition and at the present moment when fresh relationship is going to be established through this bills it is quite natural that steps will be taken for restoration of recognition.

Then the issue as to the formula of nominating the members to the council ~~main~~ if both the federations fulfil the minimum requirement of membership i.e. 53% as required was raised. The Minister said that this matter will be decided and membership will be verified and the larger federation will have the representation or alternatively on pro rata basis, nomination of the members will be decided, wherever necessary the procedure laid down in the code of discipline will be observed.

Thanks were reciprocated and the meeting dispersed.

SOUTH EASTERN RAILWAY.

Office of the
F. A. & C. A. O.
Calcutta-43, Dated 19th May, 1961.

No. SAO/KCF/Conf.

To

Shri Karunamoy Bhattacharjee,
Stock Verifier, Accounts,
Kharipur.

Whereas for the reasons stated in the Annexure, it is considered that you are engaged in subversive activities and that your retention in the public service is on that account prejudicial to national security, and that consequently it is proposed to terminate your services in terms of Rule 149 of the Indian Railway Establishment Code, as provided for in Rule 3 of the Railway Services (Safe-guarding of National Security) Rules 1954 as amended by the Government of India, Ministry of Railways (Railway Board) Notification No. E53R06-9 dated 31.8.1960 (copies enclosed). You are hereby directed to submit to the President, through the undersigned, within 14 days of the receipt of this notice, any representation you wish to make against the action proposed to be taken in regard to you. Such representation, if any, will be considered by the President before appropriate orders are passed. If you submit no representation within the time specified, it will be assumed that you have no representation to make against the proposed action and the President will proceed to pass appropriate orders on your case without any further reference to you.

It is proposed to place you under suspension, pending the conclusion of these proceedings. However, if you wish, you will be permitted to proceed on such leave as may be admissible to you, with effect from 20th May, 1961. You are hereby required to send intimation of your wishes in this behalf immediately.

You are further asked to state whether you wish to be heard in person before orders are passed on your case.

Dated this twelfth day of May, 1961.

Sd/- S.P. Sahni.
Financial Adviser & Chief
Accounts Officer,
S.-E. Railway., Calcutta-43.

*Shri Bhattacharjee has been granted
SAP (du) since 22.5.61.*

ANNEXURE.

You are an active member of a Political Party and have been associated with its activities which is contrary to the Service rules. You are in the habit of agitating the Railway Labour.

You instigated the Lister Truck Drivers of Khargpur Workshops to continue the hunger strike resorted to by them on 22.11.54. You organised door to door propaganda to draw the sympathy of the staff for the cause of the striking Lister Truck Drivers.

In 1954, you took part in organising an agitation in the Boiler Shop, Khargpur Workshops to stop medical examination of staff beyond the age of 45 to 50.

You gave full support to the illegal strike staged at Khargpur in May, 1956.

You tried to organise a general strike in the open line at 0.00 hrs. on 18.3.56 in sympathy with the Khargpur Workshop strike.

You carried on propaganda in favour of a political candidate for election to the West Bengal Assembly in 1956 and for collection of funds towards this end.

In May, 1957 you endeavoured to organise the Cabinmen of Khargpur and other road-side railway stations to observe a token strike in response to the call given by the All India Cabinmen's Committee.

You organised the Casual labourers of Khargpur for staging a demonstration before the District Engineer, Khargpur on 29.9.58 demanding stoppage of retrenchment, implementation of enhanced rates of wages, etc.

During January, 1959, you carried on agitation on the issue of recruitment of casual labourers.

In May, 1960 you urged the casual labourers at Khargpur to carry on agitation by organising demonstration etc., as a means of getting their demands fulfilled.

You took prominent part in organising the illegal strike of July, 1960.

Sd/- S.P.Sahni.
12.5.61.

To

Sri S.A.Dange,
All India Trade Union Congress,
4, Ashok Road, New Delhi.

Gooty, R.S.?
27-5-1961.

(281)

A. I. T. U. C.
Received 15/70/29-581
Replied.....

Comrade,

Re: Dakshin Rly Employees' Union.

Recently, the Burmah Shell Employees' Union celebrated the opening ceremony of their new Union buildings in Madras. Chief Minister Kamaraj Nadar opened the buildings. Labour minister R.Venkatraman unveiled the portrait of Guruswami. Both of them praised Guruswami in such a way that Guruswami says, that even the USIS representative who was present thinks that the PSP's complaint that Guruswami has become a Communist fellow traveller is not correct.

Anyway, after the meeting, something has happened. Guruswami now thinks, he can unite Dakshin Railway Employees' Union with the Southern Railway Employees' Sangh and form single united organisation on the Southern Railway. He sees no difficulty in making T.V.Anandan agree to the proposal as the Minister will force him to do it. He did not say which minister. I think he meant Kamraj. He is not worried about all India unity, he says. But he is going to put this proposal before Gulzarilal Nanda. I think Nanda and Venkatraman belongs to the same Labour Wing of the Congress, not the Official INTUC group. Guruswami has expressed these opinions to some of his confidants with strict instructions not to give out the news.

Now, we will have to welcome any proposal for unity provided some element of democracy is maintained. If a single union on the Southern Railway can be evolved, it is a good thing. The question is how to relieve the proposals when they are made and how to help the process if it takes concrete shape, in such a way as not to lose our hold and position. Of course, non-employees may not be there as office bearers and we will have to agree to it. But in other matters what are we to do? There may not be any democratic process; it may all be fifty-fifty and such other formulae. Please enlighten us on the subject early.

After his return from Europe Guruswami complains that the TUI of the WFTU refused to oblige him with a loan of £3. to go to London. He did not tell anybody that he had secretly made arrangements with the management of the Burma Shell for his stay in London.

Regarding his appeal for funds to equip the new DREU, it appears the TUI told him, they have no money, that the WFTU alone can grant any help. What is the position regarding this? He also wants to know on what items he can utilise the money if it comes.

He is speaking very bad of Satish Chatterjee; I attribute it to sheer jealousy.

Anyhow, the unity idea seems to be a serious one. The Madras ministers are behind it. It is possible, Guruswami is trying to get a Rajya Sabha seat as an independent. He is anxious to have one.

Kindly reply me to the following address before 15th June, as I will be leaving that place for Madras on that date.

Yours fraternally,

From P.K.Kumar
C/o Dakshin Railway Employees' Union
Alcott Gardens, Rajahmundry.

P.K.Kumar

Secy
DREU

See by S.A.D.

SOUTH EASTERN RAILWAY.

**GENERAL MANAGER'S OFFICE,
CALCUTTA-43.**

No. DCMS/156/61

Calcutta-43, D/- 1st June, 1961.

To

**Shri K. Lakshminarayana,
Turner, Kharipur Workshops
KHARGPUR.**

Whereas for the reasons stated in the Annexure, it is considered that you are engaged in subversive activities and that your retention in the public service is on that account prejudicial to national security, and that consequently it is proposed to terminate your services in terms of Rule 149 of the Indian Railway Establishment Code, as provided for in Rule 3 of the Railway Services (Safe-guarding of National Security) Rules 1954 as amended by the Government of India, Ministry of Railways (Railway Board) Notification No. E53RG6-9 dated 31.8.60 (copies enclosed). You are hereby directed to submit to the President, through the undersigned, within 14 days of the receipt of this notice, any representation you wish to make against the action proposed to be taken in regard to you. Such representation, if any, will be considered by the President before appropriate orders are passed. If you submit no representation within the time specified, it will be assumed that you have no representation to make against the proposed action and the President will proceed to pass appropriate orders on your case without any further reference to you.

It is proposed to place you under suspension pending the conclusion of these proceedings. However, if you so wish, you will be permitted to proceed on such leave as may be admissible to you, with effect from 2.6.61. You are hereby required to send intimation of your wishes in this behalf immediately.

You are further asked to state whether you wish to be heard in person before orders are passed on your case.

Dated this First day of June, 1961.

**Sd/- S.N. Wadhwa
General Manager.**

A N N E X U R E.

You are a labour agitator and a member of a subversive political party, which is against the Service Conduct Rules. You attended secret and open meetings of the party and took part in the deliberations.

In 1956 during the strike in Khargpur Railway Workshop you openly advocated assault on non-strikers so much so that for the maintenance of public order you had to be dealt with under Sections 10 and 11 of West Bengal Security Act. You spread discontent and disaffection among the Railway workers at Khargpur against the Railway Administration and incited them to resort to illegal strike with the object of hampering supply and services essential to the Community.

In 1956, you attended secret meetings of the subversive political party at Khargpur to voice the grievances of the employees involved in the illegal strike in Khargpur Railway Workshops and to support the candidature of a member of the subversive political party for West Bengal Legislative Assembly.

In 1957, after the General Elections you raised funds from the workers and organised a meeting and procession to celebrate the victory of the candidate on his being returned to the West Bengal Legislative Assembly.

On 7.5.59, you along with others, in course of interview with the D.C.H.E.(S) Khargpur gave him to understand that the workers would take law into their own hands if by 10.5.59 the supply of rice was not adequate.

On 8.1.60, you as a member of a subversive political party and Secretary of the Khargpur Workshop branch of the S.E.Rlymen's Union led along with others a procession in Khargpur town organised in protest against the Central Pay Commission's Award.

You are continuing in your agitational activities unabated.

SOUTH EASTERN RAILWAY.

No. 5910

**Kharagpur,
Dated 1st June, 1961.**

**To
Shri P.V. Swamy,
Clerk, Production Shop,
Kharagpur.**

**You are hereby placed under
suspension with effect from 2.6.1961 F.N.**

**During your period of suspension y
you will be paid subsistence allowance in
accordance with the extant rules.**

Sd/- P.S. Chaudhuri)

**Production Engineer,
S.E.Rlyl, Kharagpur.**

SOUTH EASTERN RAILWAY.

Office of the
Chief Mechanical Engineer,

No. DCMES/157/61

Calcutta-43, Dated 1st June, 1961.

To

Shri P.V.Swamy,
Clerk, Production Shop,
Kharagpur,

Whereas for the reasons stated in the Annexure, it is considered that you are engaged in subversive activities and that your retention in the public service is on that ~~consequently it is proposed~~ account prejudicial to national security, and that consequently it is proposed to terminate your services in terms of Rule 149 of the Indian Railway Establishment Code, as provided for in Rule 3 of the Railway Services (Safe-guarding of National Security) Rules 1954 as amended by the Government of India, Ministry of Railways (Railway Board) Notification No. E53 RG6-9 dated 31.8.60 (copies enclosed). You are hereby directed to submit to the President, through the undersigned, within 14 days of the receipt of this notice, any representation you wish to make against the action proposed to be taken in regard to you. Such representation, if any, will be considered by the President before appropriate orders are passed. If you submit no representation within the time specified, it will be assumed that you have no representation to make against the proposed action and the President will proceed to pass appropriate orders on your case without any further reference to you.

It is proposed to place you under suspension pending the conclusion of these proceedings. However, if you so wish, you will be permitted to proceed on such leave as may be admissible to you, with effect from 2.6.61. You are hereby required to send intimation of your wishes in this behalf immediately.

You are further asked to state whether you wish to be heard in person before orders are passed on your case.

Dated this First day of June, 1961.

Sd/-

CHIEF MECHANICAL ENGINEER
S. E. Rly., Garden Reach.

ANNEXURE.

You are a labour agitator and an active member of a subversive political party which is against the service rules.

You figured in the Action Committee formed in May, 1956 which took full control of the illegal stay-in-strike at Khargpur Workshops and actively participated with others in organising the strike. On 18.5.1956, you were found inciting the staff of the Planning and Production Workshop to go on hunger strike in sympathy with the strikers of the Workshops. On 22.5.56, your house was searched and some account books etc. regarding subscriptions realised in aid of the Brush Hand Painters who struck their work since ~~XXX~~ 1.3.1956, were seized.

In January, 1957, your house became the venue of the meeting of a subversive political party wherein discussions were held about the selection of the office-bearers of the South Eastern Railwaymen's Union.

In July 1958 you along with some others attended a meeting of a subversive political party held in the house of another party member wherein organisational affairs of the party were discussed.

You attended in 1957 and 1958 other secret meetings of the party at Khargpur and were taken as the Secretary of the Khargpur Party Cell. You gave support for carrying on agitation against the introduction of collection of petitions from casual labourers through boxes for the purpose of recruitment.

SOUTH EASTERN RAILWAY.

No. 5909

**Kharagpur,
Dated 1st June, 1961.**

**To
Shri K. Lakshminarayana,
Turner, Machine Shop,
T.No. 7218,
Kharagpur Workshops, Kharagpur.**

**You are hereby placed under suspension
with effect from 2.6.1961 P.M.**

**During your period of suspension you
will be paid subsistence allowance in
accordance with the extant rules.**

**Sd/- S. Dasgupta
Works Manager (M),
S.E.Rly., Kharagpur.**

Copy to PO(M) for necessary action.

**Copy to HT, CMB(NUR) for information and
necessary action.**

Copy to In-charge, Pass Section, WM(F)'s office.

South Eastern Railwaymen's Union

(REGISTERED UNDER THE INDIAN TRADE UNIONS ACT, 1926)

A. M. Bhadra,
Asst. General Secretary

- Kharagpur Central Office -

UNION BUILDINGS

P.O. KHARGPUR

KHARIDA

No. K/Q/VIC/SNS/1

Replied.

Dated, the 30. 6. 1961

Dear Comrade,

It is most shocking news to the Trade Union Movement, specially, the Central Govt. employees' Trade Unions that three of our leading comrades are served with notice of removal from service under the Safeguarding of the National Security Rules, 1954 at a stage when all of us were eagerly awaiting rehabilitation of all victimised staff due to the last General strike.

I am enclosing the copies of the aforesaid notices for favour of your perusal, advice and immediate necessary actions.

Since A.I.R.F. is meeting in the Working Committee and General Council in the 3rd week of June '61 at Trivendrum, I feel it quite fit to include this issue in the Agenda for a decision.

The Govt. seems to have chosen our Railway as the target to isolate the important Trade Union leadership in the face of the much propagated Trade Union Bill on the Central Govt. employees' rights. Much emphasis has been given for the elimination of the outsiders from the Trade Unions in the public sector while they have kept the democle's sword hanging on the employee trade unionists.

An early action & the result thereof will be highly appreciated.

With regards,

Yours fraternally,

Encl. - as above. (in 8 Shuts)

Chas. J. ...

...

M. S. ...

NATIONAL RAILWAY MAZDOOR UNION

AGCM/96

ALL BRANCH SECRETARIES &
DIVISIONAL ORGANISERS.

Seva Sadan,
Supari Baug Road,
Parel, Bombay-12

Dated: -13-6-1961

Dear Friends,

Sub:- Minutes of the CEC Meeting
Held on 7-6-1961

In pursuance of the notice of the CEC meeting dated 16-5-1961 issued by General Secretary, the meeting of the CEC was held in the Office of the Union at Bombay on 7-6-1961.

(1) Shri Peter Alvares was in the Chair.

M/s P.R.Kokil, (Purna), Kisan Ingle & Joshi (MZR)
D.P.Damle (Poona), Katore (BRQ), G.C.Bose (JHS)
S.A.Wavikar (KYN), Kartar Singh (RS), A.Ramarao (KYN)
Hanumantha Rao (SC), Kesakar (JNL) Fulmali (NGP),
Boraste (IGP), L.S.Karkhanis (JBP), Peter Alvares,
V.R.Malgi, J.D.Sharma, B.D.Raut, S.N.Patil, K.N.
Joglekar, Ramchandran, Y.S.Jambhle, S.G.Mohite,
Amaldarsingh, B.D.Bhosekar, G.V.Waghe, S.R.Wankhade,
B.Pal Sharma, R.V.Parte, Laxman Vithal, G.S.Korge onkar
V.J.Sardesai, Jwalasingh etc. in all 69 delegates
from all the division of the Central Railway attended
the meeting.

(1) Minutes of the CEC meeting held on 22nd, 23rd & 24th of February 1960 at Delhi were taken as read out and confirmed.

(2) Shri Peter Alvares, Chairman of the meeting briefly reviewed the post-strike developments including rehabilitation of victimised employees, attempts made at different levels and prospects of restoration of recognition in the context of proposed Legislation governing Unions & Associations of the Central Government Employees. Shri V.R.Malgi, General Secretary of the Union presented to the Delegates a detailed report of activities of the Head Office with special reference to the post-strike activities and position of victimisation, Union's Funds, Accounts, Functioning of different branches etc. He also presented a detailed note of the talks he held with the Union Labour Minister, Shri Gulzari Lal Nanda, in connection with the proposed Legislation about the Trade Unions in the Public Sector. In his address shri Malgi referred to the Yeoman services rendered by shri K.S.NARAYANAN & shri VENDEMATRAN RAMCHANDRA RAO, MLAs of Andhra Pradesh State in rehabilitation of our comrades in the Secunderabad division. Shri Malgi also appealed to the members to make unstinted efforts to re-organise Union and get restoration of the recognition. (Copy of General Secretary's report together with the note of his talks with the Union Labour Minister is enclosed)

(3) The meeting observed 2 minutes silence in condolence of the late Union Home Minister shri G.B.Pant and 5 railway employees who became victims of Police atrocities at Dohad on Western Railway in the last July strike.

(4) It was resolved to appoint shri U.G.Chamankar & Co. as the Auditor of the Union for the years 1960-61, and 61-62 (Proposed V.R.Malgi, Seconded V.B.Mahadeshwar)

(5) Discussion took place on the General Secretary report together with his talks with the Labour Minister and resolution brought out by the Head Office. The following delegates took part: *At the discussion.*

P . T . O.

contd...2

M/s Ram Rao, Ramaswamy, K.N.Joglekar, R.Hanumantha Rao, M.P.M.Nair, J.D.Sharma, P.R.Kokil, Raj Lingum, G.V.Wadhe, S.N.Patil, V.S.Fulmali, B.Graste and several other _____ and they brought out the following points:-

(1) Union should be re-organised and railwaymen should take greater interest in the running of the Union. That the Government should not prohibit by Legislation the right to Strike and association of non-employees with the Unions of the Government employees. However, there was general realisation about necessity of running of the Union by the employees themselves and preserving of Industrial Peace on the Railways which is vital sector in the development and re-construction ~~of the Nation~~ programme of the Nation.

(2) General Secretary, replying the debate appealed to the delegates to stand united in this crucial hour of the Railway Trade Union Movement and taking lessons from the past experiences, make every endeavour to build up strong, democratic and healthy Trade Union Movement. He also appealed the delegates to come in large number to participate in the AIRF's Convention at Trivendram. He alerted delegates from authoritarian forces who are trying to take disadvantage of the post-strike situation.

RESOLUTIONS UNANIMOUSLY ADOPTED IN THE CEC MEETING :-

(1) The C.E.C.of the National Railway Mazdoor Union having given careful consideration to the proposals for regulating relations between Government and its employees, is of the opinion that they are misconcieved and retrograde. If pursued they will result in a permanent fissure in the otherwise harmonius relations between labour and government, and destroy all the conditions necessary for all co-operative and creative relationsh-ip.

The C.E.C. is further of the opinion that there is no need for any fresh legislative measure, and that the existing legislation together with the recommendations suggested by the CPC should suffice to make strike superflous in the Railways - an objective that must be pursued with a joint purpose as suggested by the CPC without resorting to banning strikes in the undertakings. Only by such an arrangement can government win over Labour's co-operation towards the vast constructive effort that are necessary to build the nation's economy. An extension of the democratic process, rather than its abrogation are the indications in todays circumstances. Anything else will be nationally undesirable.

This meeting therefore calls upon the Government to withdraw its proposals that seek to destroy with the basic and fundamental rights of the trade union movement, to interfere with its internal management and to hamper the spirit of democratic development. On the other hand, this meeting desires to inform the Government of India that there are other ways and means of achieving the desired co-operation and partnership between Government and its labour for achieving the common goals of development.

(2) This meeting of the C.E.C. after taking into consideration extrenuous circumstances created due to the July Strike making it practically impossible to recover all membership dues from the members, hereby resolves to waive all arrears of membership dues from the defaulting members for the year ending 31st March 1961. (Proposed V.R.Malgi, Seconded B.D.Raut).

(3) In view of the acute paucity of funds for functioning of the Head Office of the Union, this meeting of the CEC requests all Branches of the Union to remit all their Bank Balances to the General Secretary immediately. Accounts Branch is specially requested to fulfil their promise of payment of Rs.500/- immediately.

BT
.....
NATIONAL RAILWAY MAZDOOR UNION.

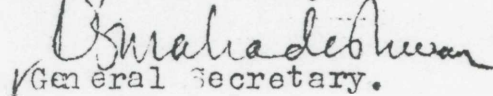
Seva Sadan, S.B. Road,
Parel, Bombay 12.
June: 14th, 1961.


FOR IMMEDIATE ATTENTION & NECESSARY ACTION.

Recognition of the Union that was withdrawn consequent upon last July strike is expected to be restored in a very near future. In that case the Head Office will be required to send a fresh list of all Branch Office-Bearers to the Railway administration. After the strike there has been number of changes in the Branch Officials due to the transfer etc. You are therefore, asked to send an up to date ~~of~~ list of your present Branch Officials showing their Rly. designation, Office held in the Branch etc. immediately. Your attention is also drawn to the mandatory directive given by the C.E.C. of the Union, in that you are required to send monthly statement of accounts together with membership register for the period from 1st April 1960 to 31st March 1961, before 30th June 1961, failing which the Branch Officials shall be superseded without any notice.

Please acknowledge receipt of this.

Yours Faithfully.


General Secretary.



(4) Resolved that all branches of the Union should send their up-to-date accounts for the year ending 31st March 1961 together with the Membership Registers before 30th June 1961. It is further resolved that in the event of failure on the part of any branch or branches to comply with the above directive, the General Secretary of the Union is empowered and shall take immediate steps to replace the existing branch office bearers viz. Chairman, Secretary etc. as well as the divisional organiser of the division concerned.

Meeting terminated with a vote of thanks.

✓
Yours Fraternally,
B. Mahadevan
Gen. Secretary.

June 27, 1961

Dear Com.Purnendu,

Thank you for your letter of 20th inst., which I ~~xx~~ saw yesterday on my return from tour.

2. In the press, I have seen the news that AIRF has rejected the proposed bill. Can you send copy of resolution, if available with you.
3. S.M.Joshi is agreeable to hold preliminary meeting. He ~~will~~ wants to talk to Peter after 26th when he returns from AIRF meeting and let me know.
4. SAD is not here at the moment. Expected some time after 7th of next month.
5. Draft Bill is again delayed.

With greetings,

Yours fraternally,

Khg.
(K.G.Sriwastava)

A. I. T. U. C.		Calcutta
I. R. No. 1988	Date... 24.6.61	Do. 6.61.
File No.....	Replied on.....	

Dear Com. Srinastava,

You must have duly received my previous letter despatched more than a week back.

✓ Enclosed herewith please find two copies of the Resolution on the proposed Bill that would be placed in the ADIT General Council meeting at Trivandrum by S.E. Plymen's Union.

One ^{copy} of these resolution you might hand over to Com. Om for their information and reference. Please also tell him that I only received today 2 copies of the latest issue of 'Telecom' that were probably despatched ^{to me} from his office.

One important thing I forgot to mention in my last letter. It is about the two further cases (Khappa of victimisation under S.N.S. Rules. Please so arrange that these two cases sent to your office by the union itself.

are also included along with the previous
3 cases ~~and~~ when the same ^{are} submitted
to the Rly Minister by Com. Dange.
The position seems to be serious since there
are strong rumours of many more such
pending orders. It is perhaps only the
injunction order issued by the Calcutta
High Court in all 5 S.N.S. cases that
have temporarily halted any further
orders by the Rly Administration.
Please, therefore, request Com. Dange to
do everything necessary and possible
early.

What progress you all could
make in regard to the proposed preliminary
meeting in the beginning of July? We are
all anxiously awaiting successful moves
in this respect.

~~But~~ I am also awaiting further
materials about the Draft Bill as also in
regard to the Whittleby Council experiences in
N.K. which please send us at your earliest.

This is all today. Move next.
Greetings.

Yours fraternally,
P. D. D. D.

Draft Resolution on the proposed Trade Union Relations Bill about Central Government Employees.

This meeting of the General Council of the A.I.R.F. has come to know about the proposed T.U. Relations Bill and some of its important provisions not officially as yet, but from different sources including those members and Office-bearers of the A.I.R.F. Unions who were selected by the Railway Ministry for a meeting with the Labour Minister Shri Gulzarilal Nanda on 20.5.61 about the impending Bill itself.

Even though it is difficult to form some definite opinion as also to evolve specific and appropriate tasks and slogans about the Bill and its important features in the absence of any Official publication or knowledge of the latter, yet the broad outlines that are already in hand cannot but raise serious apprehensions about the nature, purpose and object underlying the Bill and many of its most undesirable and reactionary provisions.

This meeting cannot but, at the very outset, express its serious concern and perturbation at the fact that one most undesirable tendency that has been gradually pervading and corroding the very basis for the growth of a healthy T.U. movement in the Country is the deliberate interpolation by the Government, alongside the Unions, of various other bodies like Tribunals, Conciliation Boards, Adjudicators, Arbitrators, Labour Courts and so on, and all these to the detriment of the proper growth and recognition of trade Unions, direct collective bargaining between the employers and the Unions and, failing settlement of disputes, the workers' unfettered right to resort to any other appropriate course including strike. The proposed Bill, in the emphatic opinion of the A.I.R.F., has most unambiguously laid bare its reactionary and harmful features on these most basic questions affecting the healthy growth of a T.U. movement in the Country in general and in the ever-expanding State Sector in particular.

Thus, the proposed Bill provides for recognition of trade unions, and, yet, the Government is given the unchallenged right to decide which union or unions it would recognise. The T.U. movement, on its part, cannot but demand that in the absence of a single united union, any union that commands a substantial following in the given establishment must have to be unconditionally recognised and that, if so necessary, a ballot of the pooled membership of all the unions in the same establishment might be arranged to ascertain the exact volume of following of each of the Unions. In this regard, there is the precedence of Vasvada-Guruswami Agreement of 1955 arrived at on exactly similar lines in the presence and with the full support of Sri Lalbahadur Sahstri, the then Railway Minister. Without such a provision, anti-working class forces would only be encouraged, the growth of genuine Trade Unions and Trade Unionism hampered and more and more discontent and unrest would only follow.

Again, the Bill, instead of encouraging the normal and healthy process of collective bargaining between the Government and the Unions and Federations, proposed to introduce permanent statutory bodies, such as, Joint National Council, Departmental Council, Regional Council, etc. which are to be composed of Government and T.U. nominees. Moreover, though the constitution, status and power of these Councils are not specifically clear in many respects, yet the little that has been given out clearly indicates the dangerous tendency to convert these very Councils as autonomous bodies and almost fully independent of the Unions themselves. Such a position where the Councils might usurp the powers of the Trade Unions and gradually displace and become substitutes for the latter can by no means be accepted by the Trade Unions themselves. -----

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The latter, on the contrary, must have not only the right to nominate but also to control or recall their nominees to such Councils at any time and must have all delegated powers that unions enjoy as such.

Then, again, the most important question is what happens when all negotiations for settlement of disputes fail. The Bill seeks to make arbitration compulsory for the unions but voluntary for the Government and this, by the way, clearly goes against even what was stated by the Labour Minister, Nandaji himself in the last Indian Labour Conference held on September 24-25, 1960. Still more strange is the provision that the workers shall have no right to strike even when the Government refused to give arbitration. This clearly means that the right to strike is banned and yet no arbitration is guaranteed. Moreover, even when arbitration is given, no disputes except of three particular nature would be allowed to be referred to it. This is one most objectionable provision of the Bill since this would inevitably disarm the workers and leave them and their Trade Unions completely at the mercy and dictation of the Government. Can the Working Class and the Trade Unions ever agree to such a preposterous proposition by any means ?

The Bill finally proposes, in the name of ensuring industrial peace for proper development of the Country, to impose permanent statutory ban on strikes by the Central Government employees. In the real interests of the people and of the Country, the Central Govt. employees and their unions would always agree to maintain industrial peace provided only their most basic and necessary needs and all genuine grievances are properly settled in time. The last July strike took place not because the Central Govt. employees did not sincerely desire industrial peace but simply and only because their genuine needs and grievances had not been settled by the Government for years together.

The A.I.R.F. is sincerely but emphatically of the opinion that industrial peace can never be ensured by the compulsion and by statutory ban on strikes. It can, on the contrary, be secured only when the Govt. sincerely guarantees and fully ensures proper and timely redressal of all genuine grievances of the workers and, at the same time, agrees to preserve their rights and also to give them the necessary assurance and means to defend their interests. The Government, if it really desires industrial peace, must give up its proposals of compulsion and regimentation of the Unions and workers to its present policies which more and more strengthen the exploiting classes and lead to pauperisation and misery of the workers and other sections of the people.

This meeting of the A.I.R.F. notes with satisfaction that all other Working Class organisations including even the INTUC (vide its resolution adopted in the Jamunagar Conference in April, 1961 and in NFIR Convention held at Puri in May, 1961) have taken, on this most vital point, an identical stand that is more or less on the same lines as stated above.

This meeting, therefore, sincerely appeals to the Government to seriously reconsider the whole issue in all its aspects and thereby to reshape its stand on really correct and proper lines. Let the Government understand and appreciate the fact that instead of putting statutory ban on strikes, the more realistic and correct procedure in the real interests of the Country would be help sincerely to create all favourable conditions where strikes become really unnecessary and superfluous.

The A.I.R.F., on its part, is of the opinion that such favourable conditions can and would surely be created if and when the Government, on its part, agrees to take concrete steps on the following lines :

- (a) Early restoration of recognition for all the Unions concerned.
- (b) To devise a mutually-agreed suitable machinery at National, Departmental and Lower levels for direct negotiations between the Unions and the Government departments on equal footing and embracing all questions.
- (c) If and when negotiations for settlement of disputes fails, the issues concerned shall be referred to arbitration when unions concerned ask for the same.
- (d) The total time limit for completing the entire process of settlement of disputes including arbitration must not exceed a specified period of, say, 6 months;
- (e) No victimisation in any form of any Trade Union worker; extending all necessary facilities for trade union activities.
- (f) No retrenchment.
- (g) Proper modification of the Service Conduct Rules, ~~Discipline~~ Discipline and Appeal Rules as also of the Rules empowering the authorities to remove men from service on mere suspicion or without assigning any reasons;
- (h) Periodical, preferably Annual, review of the cost of living and dearness allowance. Govt. should control prices and take suitable and timely steps in respect thereof to extend adequate and continuous protection to the workers.

The A.I.R.F. can once again emphatically state that if and when the Govt. agrees sincerely to proceed on the above lines, the question of strikes would surely go more and more into the background and become unnecessary and superfluous and, thus, real industrial peace would prevail without any imposition of statutory ban on strikes.

This meeting of the A.I.R.F., while continuously expecting such a desirable move on the part of the Government, cannot but prepare itself from now onwards to properly defend the interests of the Railwaymen and other Central Government employees if the Government decides to turn a deaf ear to all these just and proper appeals and entreaties of the T.U. movement of the Country and insists on putting forward a black Bill to regulate the relations between the Central Government and its employees.

This meeting, therefore, decides to take all necessary steps to have such a Bill changed and modified, where necessary, more or less on the following lines :

- a) Recognition and right of representation, without any discrimination, must be given to all Unions and Federations having 15% membership of the workers and employees in the given industry or undertaking; no categorical or fractional unions should be recognised or encouraged in any way.

Contd-----/4.

- b) All men who are at present employed or were previously employed (Except those convicted on charges of moral turpitude) in the undertaking concerned shall be eligible to become members and Office-bearers of the Union concerned. There should, moreover, be no ban on ~~xxx~~ outsiders too in this same respect;
- c) Full protection to all T.U. workers and leaders;
- d) Direct negotiations between the unions and Government at all levels and on all disputes without exception including individual cases;
- e) The unions shall have the unfettered right to control and to recall their nominees in the Negotiating Machinery at any time they like and whatever be the name of the machinery;
- f) When negotiations fail, Government to give arbitration when unions demand it on any or all unsettled issues and disputes; Award of arbitration to be binding on both sides;
- g) A fixed time limit of, say, six months for completing all processes of negotiation and arbitration. There must not be any dilatoriness in this regard.
- h) Failing agreement through negotiation, the trade unions shall have the full freedom of action to either go in for arbitration ~~or~~ seek other avenues for a proper settlement of the disputes.

This meeting of the A.I.R.F. urges upon all its affiliated unions to immediately start an educative campaign amongst the masses of Railwaymen on the lines stated above in this whole resolution and thereby to invite and ~~xxxxxxx~~ mobilise them more and more against the sinister Bill if and when it is published and brought forward in the Parliament. This is imperative if the Trade Unions and the Trade Union movement of the ever-expanding State Sector is to be defended and saved from the ~~xxxxx~~ impending clutches of reaction.

This meeting is also of the emphatic opinion that only a united and co-ordinated move by the Unions and Federations of all Central Government workers and employees aided by the general T.U. and democratic movement of the Country can be really effective in bringing about the desired changes in the reactionary policies of the Government as embodied in the proposed Bill.

This meeting, therefore, directs the President and General Secretary of the A.I.R.F. to immediately start contacting the other fraternal Unions and Federations of the Central Services and exploring thereby the possibilities of a united and co-ordinated move in every respect in regard to the proposed Bill and its most reactionary provisions.

Proposed by General Secretary, South Eastern
Railwaymen's Union.

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Bill about Central Government Employees.

.....

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The latter, on the contrary, must have not only the right to nominate but also to control or recall their nominees to such Councils at any time and must have all delegated powers that unions enjoy as such.

Then, again, the most important question is what happens when all negotiations for settlement of disputes fail. The Bill seeks to make arbitration compulsory for the unions but voluntary for the Government and this, by the way, clearly goes against even what was stated by the Labour Minister, Nandaji himself in the last Indian Labour Conference held on September 24-25, 1960. Still more strange is the provision that the workers shall have no right to strike even when the Government refused to give arbitration. This clearly means that the right to strike is banned and yet no arbitration is guaranteed. Moreover, even when arbitration is given, no disputes except of three particular nature would be allowed to be referred to it. This is one most objectionable provision of the Bill since this would inevitably disarm the workers and leave them and their Trade Unions completely at the mercy and dictation of the Government. Can the Working Class and the Trade Unions ever agree to such a preposterous proposition by any means ?

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The A.I.R.F., on its part, is of the opinion that such favourable conditions can and would surely be created if and when the Government, on its part, agrees to take concrete steps on the following lines :

- (a) Early restoration of recognition for all the Unions concerned.
- (b) To devise a mutually-agreed suitable machinery at National, Departmental and Lower levels for direct negotiations between the Unions and the Government departments on equal footing and embracing all questions.
- (c) If and when negotiations for settlement of disputes fail, the issues concerned shall be referred to arbitration when unions concerned ask for the same.
- (d) The total time limit for completing the entire process of settlement of disputes including arbitration must not exceed a specified period of, say, 6 months;
- (e) No victimisation in any form of any Trade Union worker; extending all necessary facilities for trade union activities.
- (f) No retrenchment.
- (g) Proper modification of the Service Conduct Rules, ~~Rixix~~ Discipline and Appeal Rules as also of the Rules empowering the authorities to remove men from service on mere suspicion or without assigning any reasons;
- (h) Periodical, preferably Annual, review of the cost of living and dearness allowance. Govt. should control prices and take suitable and timely steps in respect thereof to extend adequate and continuous protection to the workers.

The A.I.R.F. can once again emphatically state that if and when the Govt. agrees sincerely to proceed on the above lines, the question of strikes would surely go more and more into the background and become unnecessary and superfluous and, thus, real industrial peace would prevail without any imposition of statutory ban on strikes.

This meeting of the A.I.R.F., while continuously expecting such a desirable move on the part of the Government, cannot but prepare itself from now onwards to properly defend the interests of the Railwaymen and other Central Government employees if the Government decides to turn a deaf ear to all these just and proper appeals and entreaties of the T.U. movement of the Country and insists on putting forward a black Bill to regulate the relations between the Central Government and its employees.

This meeting, therefore, decides to take all necessary steps to have such a Bill changed and modified, where necessary, more or less on the following lines :

- a) Recognition and right of representation, without any discrimination, must be given to all Unions and Federations having 15% membership of the workers and employees in the given industry or undertaking; no categorical or fractional unions should be recognised or encouraged in any way.

- b) All men who are at present employed or were previously employed (Except those convicted on charges of moral turpitude) in the undertaking concerned shall be eligible to become members and Office-bearers of the Union concerned. There should, moreover, be no ban on ~~xxx~~ outsiders too in this same respect;
- c) Full protection to all T.U. workers and leaders;
- d) Direct negotiations between the unions and Government at all levels and on all disputes without exception including individual cases;
- e) The unions shall have the unfettered right to control and to recall their nominees in the Negotiating Machinery at any time they like and whatever be the name of the machinery;
- f) When negotiations fail, Government to give arbitration when unions demand it on any or all unsettled issues and disputes; Award of arbitration to be binding on both sides;
- g) A fixed time limit of, say, six months for completing all processes of negotiation and arbitration. There must not be any dilatoriness in this regard.
- h) Failing agreement through negotiation, the trade unions shall have the full freedom of action to either go in for arbitration or seek other avenues for a proper settlement of the disputes.

This meeting of the A.I.R.F. urges upon all its affiliated unions to immediately start an educative campaign amongst the masses of Railwaymen on the lines stated above in this whole resolution and thereby to invite and ~~xxxxxxx~~ mobilise them more and more against the sinister Bill if and when it is published and brought forward in the Parliament. This is imperative if the Trade Unions and the Trade Union movement of the ever-expanding State Sector is to be defended and saved from the ~~xxxxx~~ impending clutches of reaction.

This meeting is also of the emphatic opinion that only a united and co-ordinated move by the Unions and Federations of all Central Government workers and employees aided by the general T.U. and democratic movement of the Country can be really effective in bringing about the desired changes in the reactionary policies of the Government as embodied in the proposed Bill.

This meeting, therefore, directs the President and General Secretary of the A.I.R.F. to immediately start contacting the other fraternal Unions and Federations of the Central Services and exploring thereby the possibilities of a united and co-ordinated move in every respect in regard to the proposed Bill and its most reactionary provisions.

Proposed by General Secretary, South Eastern
Railwaymen's Union.

281

To: The Work Manager, LOCO,
Lallaguda.

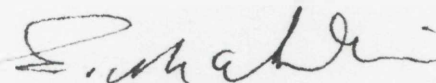
Respected Sir,

I beg to state with the following few lines of your honour kind considerations that your discharged account of (I check to private) my request Mechul.Beni Fit Funcl (1500) was standing in the office. I do not understand why your honour refusing to grant my fund money whetheryou are going to grant the (1500) or not. You may go through my accounts and grant me the 10 years serviced fund money. You taken of my payment I beg your honour to grant that ten years fund money. I am poor and family man with 4 children We are in distress kindly bestow their money and grant my accounts. I do not understand what kind a Rule you stopping all my accounts.

I beg your honour to explain to me the cause. You stopped my money kindly excuse my trouble please arrange to grant my assants.

I shall be thankful to you and obliged.

Yours faithfully,



(C.MUDRAI)
Yepral Village.

Madras 4

30.6.61

My dear Comrade,

(28)

✓

Will you let me know by return of post whether Com. S.A. Dange will be in Delhi next week.

Thanking you

Yours sincerely
Srinivasan

A. I. T. U. C.

I. R. No. 2112 Date... 1.7.61.

File No.

पोस्ट कार्ड
POST CARD

केवल पता
ADDRESS ONLY



Mr. K. G. Srivastava
All India Trade Union Congress
4 Ashoka Road
New Delhi

July 3, 1961

Dear Com.Guruswami,

In a postcard sent to you earlier today, I had informed you that Com.Dange would be reaching sometime between 7th and 10th and would stay for some days. Information just received is that he would reach Delhi on 6th July and would be returning on 8th back to Bombay. With greetings,

Yours fraternally,

the

(K.G.Srivastava)



I hope you will not forget to handover 'Notes on Gondwana' to Com. S.A. Dange. Your up
Mushyague

DA
ot by
three
well

The Passing Parade

- * Cachar Riots
- * Scramble For Tickets
- * Angola

Hailakandi Riots

THE report about the linguistic riots in Hailakandi in Silchar district which necessitated police firing would be received with widespread regret. Several persons are reported to have been killed and there is tension in the area. It is indeed distressing that riots over the language issue should have taken place when the solution to the language dispute in Assam is in sight as a result of Mr. Lal Bahadur Shastri's recent visit to Assam. The Shastri formula found wide support from different sections of people in Assam. It appears that the linguistic fanatics in Assam are bent upon creating trouble and thus mar the chances of settling the language dispute. The Assam Government should take stern measures against the trouble-shooters and speedily restore order in the region.

M. P. Congress

THERE is a scramble for Congress ticket for election to the M. P. Vidhan Sabha. The M. P. C. C. has received so far 892 applications

for 288, Vidhan Sabha seats. Mr Mulchand Deshlehra is said to be confident that in the general election, the Congress would capture all the seats that the party had lost during the last elections. According to Mr Deshlehra's calculations, the Congress would win most of the seats in the M P Vidhan Sabha. However, very few will share Mr. Deshlehra's optimistic calculations. The record of the M P Congress during the last five years has not been very impressive. There has been sharp internal dissensions within the party and some of the partymen have continuously manoeuvred to secure positions of vantage within the party instead of devoting their time to constructive work. If the Congress emerges victorious in the elections, it will be more due to the lack of unity among the Opposition parties. In any case, it is futile to hope that the Congress would be in a position to make inroads in areas considered to be strongholds of the Opposition parties.

Price Level

MR K G SHRIVASTAVA, the trade union leader, during his recent visit to Jhalpur, urged the Government to take effective steps to curb the increase in the prices of essential commodities during the Third Five-year Plan period. It is true, as pointed out by Mr K G Shrivastava, that in terms of real wages, the workers have

not been benefited in during the last ten years: the cost of living has creased enormously country has no doubt achieved great progress in the economic field. A number of projects including three steel plants have come into existence. But the dissatisfaction among the work is bound to remain if prices continue to show an upward trend. It is precisely for this reason that the Government should take all possible measures to check the sharp rise in prices.

Slaughter In Angola

A REPORT from London states that the Portuguese have massacred thousands of Africans in Angola and that largescale annihilation has been going uninterruptedly for several weeks. The barbarities committed by the Portuguese to the Africans in Angola have been vividly described in a document published by the Baptist groups. It would shock the civilised world to know that the Portuguese military authorities have been lynching and killing even women and children. It is significant to note that the Portuguese have been using NATO arms against the Africans. It is now the duty of all the civilised nations to call a halt to this mad killing. The United Nations should be asked to bring pressure on Portugal to stop the mass slaughter of the nationalists in Angola.

July 3, 1961

Dear Com. Guruswamy,

Thank you for your postcard of 30th June.

Com. Dange is expected here sometime between 7th and 10th of July 1961 and then is likely to stay for a few days.

With greetings,

Yours fraternally,

M.S.
(K.G. Sriwastava)

X

To

The Works Manager,
Loco Work Shop
Lakkaguda,
Secunderabad.

Sub: SETTLEMENT.

Respected Sir,

Most respectfully I invite your kind attention towards my humble request.

On account of severe pain in my chest and knees, I could not attend on duty from 27-6-1960 to 17-8-60 and was present on 17-8-60. Inspite of producing Medical Certificate and a letter from the Surpunch of Yapral, they enquired me personally and satisfied my statement and the termination notice was issued without warning.

On 21-10-60 the charge sheet was issued stating that I was terminated from the services with effect from 22-10-60.

Your honour is at the full liberty to enquire from the below mentioned officers regarding my spotless service:-

- | | |
|------------------------|-----------------------------------|
| 1. Hydri Saksu Shahab. | 6. Sri. Ananth Prakash. |
| 2. Hussain Saheb. | 7. King. |
| 3. Kaml. | 8. Foreman Sri. Agatari. |
| 4. Fedigan. | 9. Asst. Foreman Sri. Dhow Raj |
| 5. Ramamurthy. | 10. Charginan sri. Yadgiri Singh. |
| | 11. Mesthri. Sri. Govind Rajarao. |

During my service ~~either~~ I was fined ~~me~~ and I did not get any warnings from my officers and this was the first time that I was terminated from the service without warning.

To my application dated, 26-5-61 regarding benefit fund I did not get any reply ~~up~~ till now.

Therefore, I and my wife and children unpleore yeres honour may kindly investigate the matter and take the necessary steps regarding my application dated, 26-5-61 and I beg your highness in ~~gatharung~~ getting me the service book, if possible. For ~~the~~ which act of kindness, I shall be ever grateful with grate and thankfulness.

Thanking you,

Yours faithfully,

C. Madurai
(C. MADURAI.)
Hamerman,
T. No. 1125, Smithy Shop
Lallaguda.

Copy to:

1. The President,
All India Railway Board,
Delhi.
2. The Minister of All India Railway,
New-Delhi.
3. The General Manager,
Central Railway,
Bombay.

copy to:-

M. R. KRISHNA. M. P.

DELHI.

From

281
C. MADURAI, EX- Office Hammerman. T.No. M/1125.
YAPRAL VILLAGE,
BOLARUM P.O.

To

The Works Manager,
Works Manager's Office,
Lallaguda, Secunderabad-A.P.

SUB: Unauthorised absence from 27-6-60 (AN)
to 17-8-60 D.T. No. M.1125-C. Madurai Khalasi.

Respected Sir,

I was working as Office Hammerman under your kind control. I was discharged from the duties on 22-10-60 due to my ~~ex~~ unauthorised absence from 27-6-60 to 17-8-60.

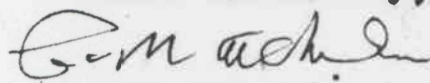
In this regard your kind attention is invited to your letter No. WEP/M.1125 dated 21-10-60 wherein you mentioned that your kindself will be settling all my dues at an early date. I beg to state Sir, so far no action has been taken on the subject. I once again request your kindself to be kind enough in settling all my dues at an early date as I am terribly facing so many difficulties.

This may please be treated as most urgent.

Thanking you in anticipation,

Yapral village,
Dated. 31-5-1961.
4-7-61.

Yours faithfully,



(C. MADURAI).
EX-Office Hammerman,
T.No. M/1125.

Com. Dange

URGENT

Camp Bezonbargh
Nagpur.
4-7-61

According to your instruction I left a copy of Notes on Gondwana in AITUC Office. According to 'Link Weekly' C.P.G. Sect.

would be meeting from 7th July. I think you will be attending the meeting. I am told by Com. Sudam that you shall be coming to Nagpur after very long time to attend the meeting of S.M.S. Parliamentary Board on 14th & 15th July.

So I request you to find time & go thru the note & guide me in this

I hope you will not disappoint me.
Yours Comradely
Mustaqe

Com. K.A.

I request you not to forget to handover my note on Gondwana to Com. Dange. It is with Do. Jee Sahel. I hope he would kindly send his opinion as promised to my Philosopher address if not already done. you will be glad to know that one Pradi organizer from Subhashpur did go to Patnamdagan for Federation meeting.

New Age says that

Crimbator Report is available. I wish if some smaller edition of it is printed in Hindi too.

As regard Five opinions

Comp Coms are of opinion that it should be reprinted with Com. Dange's Report & his Note on the proposed Mill. This would be sold. we are prepared to place an order of 100 copies if you take a risk. Please consider the suggestion.
Yours
Mustaqe

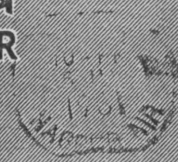
P.T.O.

Address

Mushlagne
C/O Dr. M.S. Beesoon
Dayalbandh
Bilaspur (M.P.)
S.E. Rly.

A. I. T. U. C.
I. R. No. 2176 Date 6 JUL 1961
File No. Replied on.....

अन्तर्देशीय पत्र
INLAND LETTER



Com. S. A. Dange M.P.
4 Asoka Road
New Delhi

First fold

Third fold

Second fold

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

Mushlagne
Bezombagh
Nagpur 4



To open cut here

✓
July 8, 1961

Dear Com.Mustaque,

Your letter.

Your item is with SAD. He has yet no time to go through it.

He will be in Nagpur on 14th July for the Samiti meeting or if it is postponed, then on 18th or so.

I have received report of M.P.Beedi Conference.

Re. Your suggestion, we shall discuss in the Working Committee meeting and if there is response, we will do it. Better this is done by some State TUC in Hindi-speaking region.

With greetings,

Yours fraternally,

K.G.

(K.G.Sriwastava)

(289)

MEMORANDUM.

SHREE S. G. POTHAN
GENERAL MANAGER,
Western Railway,
Churchgate,
BOMBAY. 1.

Sir,

The trains clerks of RATLAM DIVISION, beg to bring to your kind notice a glaring case of injustice meted out to most of them by absorbing as a Trains-Clerk, one Shri B. H. Shah till recently a tally clerk in the grade of Rs. 55-85. and given seniority from 10-7-53.

The facts of the case are as follows:-

(1) Shri B. H. Shah, was appointed in the grainshop Department at Dohad as a temporary clerk, on usual conditions, in the grade of Rs. 40-80 (old) and worked as such from 1-7-45 to 22-6-49 in connection with sale of vegetables.

(2) Shri B. H. Shah had studied upto Vth standard and had not passed matriculation examination, the minimum qualification for a class III staff for appointment.

(3) When he was working as Tct. Collector, a written test was held by D. T. S. GTR on 10-8-49 in which he failed. Since he failed in the above test, he was absorbed as a reference clerk in the scale of Rs. 55-85 (P) because he was not having sufficient educational qualifications.

(4) He accepted this job unconditionally and joined as such on 10-7-53 in the office of Ex-RTS/BCT. He was confirmed in the same grade (Rs. 55-85 (P)) from 15-3-52 considering him as substantive holder of the above grade which clearly shows that his lien was maintained in the grade of Rs. 55. 85 (P).

(5) With the introduction of the Divisional Scheme, from 1-8-56, he was transferred to Ratlam and worked as a tally clerk in the works, accounts and Budget branch of D. S. office, Ratlam, till 11-6-58 from which date he was promoted as officiating clerk in the scale of Rs. 60-130 (P).

(6) He was ordered to join training class at Udaipur for receiving training for the job of a Trains-Clerk commencing from 15-11-58, which he could not join and was again ordered for the same on 24-7-59.

(7) On completion of 1½ months training, he was absorbed as Trains-Clerk at Ratlam in February 1961.

(8) Before his physical absorption as a trains clerk he represented, to assign him seniority in Trains-Clerk branch from a date in 1953, which was turned down by G. M. (E) CCG. vide his letter No. E/8/2 of 27-5-60.

(9) However, subsequently for obvious reasons, he was given seniority in Trains-Clerks branch from 10-7-53.

From the above facts, it may be observed that he has wrongly been given seniority in trains clerks branch from back effect i. e. 10-7-53, keeping in view the following points:-

(1) Shri B. H. Shah's absorption as a Trains-Clerk in 1959 is not ⁱⁿ order as the cadres of clerks and TNC'S are quite different and non-interchangeable.

(2) To assign him seniority from 10-7-53 in Trains-Clerks branch is also ^{not} correct and against rules because of the fact that neither he had worked as such nor his lien was maintained in that category throughout and also never worked on any identical and equal class III post.

(3) Counting the period in the class IV service from 10-7-53 to 10-6-58 against a class III service is also against all canons of justice.

(4) Not eligible for recruitment to the Trains-Clerks branch as the same is done:-

(1) By direct recruitment of matriculates.

(2) By selection ~~from~~ amongst suitable class IV employees of the operating branch only and/or non-matric (X class failed).

And Shri B. H. Shah does neither stand eligible for this post being quite low in educational qualifications he was neither a matriculate nor a non-matric (X class failed) nor he was a class IV employee from the operating (Traffic) branch or from a category which is normally entitled to appear for selection as TNC.

Under the circumstances, the Trains-Clerks, an unfortunate and unlooked after category, request your goodself to right the wrong done to them and regularize this gross injustice at an earliest possible opportunity.

Thanking you very much.

Yours obediently,
TRAINS CLERKS
RATLAM-DIVISION

Copy forwarded to:-

Shriyut S.A. Dange
Member of Parliament,
Bombay.

With a fervent hope to get us justice.

Railway file

28

A. I. T. U. C.
I.R. No 2464 Date: 2.6 JUL 1961.
File No..... Replied on.....

N.E. RAILWAY MAZDOOR UNION

No. NERMU/S/14

Central Office,
Borakhpur, dated, 22nd July '61.

The General Secretary,
All India Railwaymen's Federation,
DELHI

Dear Comrade,

As desired, I am enclosing herewith a statement showing the cases of persons who have been dismissed or removed from service in connection with the last strike of the Central Govt. Employees. *for information and kind action*
With regard,

Yours Comradely

(K.L. Gupta)
GENERAL SECRETARY.

Enc: 1 statement.

Copy to Shri. *S. A. Dange*.....
Member Lok Sabha, *General Sec. AITUC*..... New Delhi for information and kind action.

K.L. Gupta
GENERAL SECRETARY

Copy to Branch Secretaries for information
C.E.C. members

GENERAL SECRETARY

STATEMENT SHOWING CASES OF DISMISSAL/REMOVAL FROM SERVICE IN CONNECTION WITH THE STRIKE OF THE
THE CENTRAL GOVERNMENT EMPLOYEES?

A. Dismissal/Removal consequent to departmental proceedings:-

- | | |
|--|--|
| 1. Shri Uma Shanker Khare, Clerk, Distt: Controller of Stores,
N.E. Railway, Gorakhpur. | Dismissed from service. Appeal against dismissal pending disposal with the Administration. |
| 2. " R. S. Shukla, LRTC Distt. Traffic Supdt.
N.E. Railway, Gorakhpur. | Removed from service. Appeal against removal still pending disposal with the Administration. |
| 3. " Balig Ram, Signalman Distt: Traffic Supdt;
N.E. Railway, Izatnagar. | He was acquitted by the Court under benefit of doubt. After departmental proceedings he was removed from service. Appeal against his removal still pending disposal with the Administration. |

B. Dismissal consequent to conviction by the Court:

- | | |
|---|---|
| 1. Shri Baboo Ram Sharma, Gangman, D.E.N./N.E.Rly/IZN.) | Dismissed from service consequent to conviction by the Law Court. His revision application has been admitted by the Allahabad High Court and has not yet come up for final hearing. |
| 2. " Suka Deo, Pointsman, DTS/N.E.Rly/IZN.) | |
| 3. Shri K.M. Gaur, ASM DTS/N.E.Rly/SEE) | Dismissed from service consequent to conviction by the Law Court. His revision application has been admitted by Patna High Court which has not yet come up for final hearing. |
| 4. " Ranjee Ojha, Fireman DME/N.E.Rly/SEE) | |
| 5. " Yogendra Singh, " ") | |

281

July 18, 1961

Dear Com. Dutta Roy,

Your letter. Thanks.

2. As regards your requirements of material, I have conveyed to O.P.

Other details which we ~~xxx~~ were expecting to get have not been received.

3. I have written again to Peter for calling a meeting of four organisations - even informally. No reply yet. I am told R.C. is very much against it.

4. As you would have seen from the writings of P&T leaders in their journals, there is a difference of opinion among them as regards the bill. In August when their Federal Executive meets, then only they will finalise.

Hence a joint statement by the remaining three organisations is not a practical feasibility no

5. AIDEF also observed 12th July and locally in meetings, we have passed resolutions protesting against the bill.

6. In Delhi, we are starting signature campaign for upgrading Delhi to 'A' Gde, grant of recognition of unions, reinstatement of victimised employees and enhancing D.A. I will send you copies of leaflets and memo shortly.

7. SAD was reminded of the cases and all your letters have been seen by him.

8. AITUC General Council is to meet on 19-21 August at Delhi. How many sub-committees will meet at that time, we have yet to discuss with SAD when he returns here next week.

With greetings,

Yours fraternally,

(K.G. Sriwastava)

15.7.61

1/2, Keshabgan Lane,
Calcutta, 10.

Comrade,

About 9/10 days back I
wrote you two letters to your two addresses,
and hope you received them duly.

Total absence ^{during the last fortnight} of any news
or correspondence from your end has been
causing us worry. We are specially
anxious on two counts - (a) about the
progress ^{in efforts for} joint campaign against the
proposed bill, and (b) about Com. Dange's
proposed moves re: victimisation, specially
about the Gen. Secy, S.E. Railway Union's case
and the 4 S.N.S. (Safeguarding of National
Security) cases - 3 of Kharipur and 1 of
Chidharanjan. All these 5 cases were duly
sent to you long ago by the unions concerned
and it is high time that some effective moves
are made for securing ^{early} withdrawal of these
drastic orders.

Please have a talk ~~at~~ with Com. SAD

about these and let us know the position at
your earliest.

It is learnt that the A.D. Gen.
Council would meet from 1st Aug next. Is it
not possible & proper ^{for} us also to meet at about
that time and preferably in the same place?
Developments on the Rly especially shall also
have to be thoroughly discussed with Com. SAD
and ~~some~~ suitable and proper steps evolved
without any delay if we really mean
business. Almost detailed reports about the
A.D. Gen. Council at Trivandrum were sent
to you in my last letter.

12th July was observed on the Rlys
as ^{an all India} protest day against the Bill. Observance
in Calcutta & in some other outside areas
like Adra, Jamalpur, Barakpur, etc, was more
or less a success. Reports from other centres
are awaited.

Please treat this letter as urgent
and send me your detailed reply early.

Greetings,

Yours faithfully,
P. D. Roy

अन्तर्देशीय पत्र
INLAND LETTER



Com. K. G. Srivastava
Secy, A. J. T. U. C.
H. Ashok Road,
NEW DELHI

पहला मोड़ First fold

तीसरा मोड़ Third fold

दूसरा मोड़ Second fold

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

P. Dutt Roy
Calcutta,
15.7.61.



पत्रा काट कर खोलिय - To open cut

EASTERN RAILWAYMEN'S UNION

Registered under Indian Trade Union Act 1926
 RECOGNISED BY THE EASTERN RAILWAY ADMINISTRATION
 AFFILIATED TO THE ALL INDIA RAILWAYMEN'S FEDERATION

R.C. Chakravarty,
 Genl. Secretary.

CENTRAL OFFICE
 23 & 24, Strand Road,
 16th July, 1961

No. AGM/VI

Calcutta

A. T. U. C.

I. R. No. 2452 Date 25 JUL 1961

File No. Replied on

Dear Sri Dange, ✓

I am to inform you that the Annual General Meeting of the Eastern Railwaymen's Union is going to be held at Gaya on 28th, 29th, 30th & 31st July, 1961. Apart from the routine functions of a Annual General Meeting this meeting is very much important since a quite large number of representatives from all corners of the Eastern Railway are meeting after the historic strike of July'60 where we are to discuss the prospects of the future Railway Trade Union Movement. It is the keen desire of all to have you amidst us in the open session on 29-7-61 at 5 p.m. and to hear your valuable advice. I am aware of your heavy pressure of work and other engagements but I shall be much thankful if you could kindly spare some of your valuable time and grace the occasion.

With kindest regards,

Sri S.A. Dange, M.P.,
 4, Asoka Road,
 New Delhi.

Yours sincerely,

Rehabakar

It is work along this copy:

*Ne.
 25/7/61*

July 28-1961

RAM CHAKRAVARTY

EXPRESS

EASTERN RAILWAYMENS UNION

CONFERENCE

GAYA ✓

THANKS FOR INVITATION TO OPEN SESSION ON TWENTYNINTH

STOP REGRET HAVE PRIOR ENGAGEMENT IN BOMBAY STOP WISH YOU

SUCCESS

DANGE

DAKSHINA RAILWAY EMPLOYEES UNION,
MADRAS. :: BRANCH: POLLACHI.

President:
S. GURUSAMY. ✓

POLLACHI

Vice President:
K. ANANDANAMBIAR.

Date 28-7-1961.

Ref: DREU / Misc / 18 / 1

THE PRIME MINISTER,
GOVERNMENT OF INDIA, NEW DELHI.

Sir,

Re: Resolutions.

The resolutions passed in the General Body Meeting of the Kollengode section of the D.R.E.U. at Kollengode on 9th June 1961 are appended below for your favourable consideration.

Thanking you,

A. I. T. U. C. No. 18/1
I.R. No. (28) Pat. 18/1
File No. R. 18/1

Yours faithfully,

S. Sankaranarayanan
SECRETARY.

Copy to:-
Sri. A.V. Gopalan, M.L.A.
& Sri. S.A. Dango, M.L.A. ✓
New Delhi.

The Irregularities on the part of AS/HPT and the Midwife have been brought into light in previous notices. Even to day, it is learnt, the AS/is not going to branch lines regularly. what action has been taken against AS/HPT so far?

Leaving aside all such traitors, the Sangh Traitors, without any proper reason or grounds, have exposed Sri Subramaniam, PWI/HPT in their pamphlet issued on 18-4-61. Is it justified ?

From the Engineering staff, right upto DS/GTL, everybody knows what a type of worker Mr. Ramaswamy ALOW/HPT is. DEN/II GTL has personally conveyd the news of appreciation of DS/GTL after the inspection, to Sri Ramaswamy, who was in-charge of the artisans. Is it not merely foolishness of the Sangh people for having exposed a person like Ramaswamy.

The Union, without any fear or favour, will expose any irregularity that is committed either by officers or by workers

On 29-6-1961 No. 3265 double head goods train had to run from HPT to YTG at 18 hours. It is an important train to get Iron-ore and Manganese from Samehalli and siding. But the train could not proceed further from Y.T.G. due to staff stayed away from work on the plea of their duty hours were over and on over-time wages is paid to them even if they work more hours. So this had to stay at Y. T. G. Station without any move for the whole night. Do you know how much loss incurred for this inefficient attitude of Transport movenents? Will the administration answer to the public about this?

Following are the demands of the people who work sincerely day and night, which should be looked into immediately.

1. Pucca road with electricity facilities must be laid between railway quarters and Railway station.
2. Second Pay Commission arrears must be paid without any further delay.
3. Sick salary, and leave salary must be paid in all the departments.
4. Educational facilities must be provided for colony children.
5. Loco call boy must be supplied with cycle and a light.
6. Hubli Division staff who are working in Guntakal Division must be transferred at once to Hubli Division.
7. O.T. and mileage arrears must be paid properly to S.Ms A.S.Ms, Shunting Jamadars YPs and Guards, Drivers, Fireman respectively.
8. Both for class three and class four employees relief is not being arranged whenever they are sanctioned leave. If leave is sanctioned passes would not be available and if leave and passes are granted, relief is not arranged in many cases. These difficulties must be avoided.
9. Whenever transfer orders are received, relief is not being arranged.
10. In the Engineering Department, the jurisdiction of 4 miles must be reduced to 3 miles for Gangmen.
11. Before retirement, the employee should be granted all the leave at his dues must be settled.
12. Officiating allowances must be paid regularly whenever staff work in a higher grade.
13. PF loans when applied are not being received even after months.
14. As far as possible punishing rule No. 1708 must not be brought on employees.
15. Increments and arrears thereon must regularly be paid,
16. Compensation must be given to staff who met with accident while on duty.
17. ELR labourers must be paid at the rate of Rs. 1-75 and ELR female khalasi at Rs. 1-50 per day and without any delay. ELR labourers who are working continuously for the Past 5to6 years must be confirmed in permanent vacancies.
18. All the quarters in the railway colony must be electrified.
19. TXR staff must be given 8 hours duty; if not O.T. must be allowed.
20. Extra office clerks must be allotted to TXR and PWIs.

Our Branch Union had to publish five leaflets previous to this. But no steps have been taken till now. Is the principle of administration only to punish the staff. Vehemently without caring the grievance. Just or not? Is the administration duty be an Anti-working class? or its attitude not to redress the grievance of the staff? Are its attitude always be repressive or to bring the proper relationship between its staff by taking proper settlement of their day to day grievances cordially?

Hence, this Union requests all railwaymen to stand by unitedly in redressing their grievances by joining cent per cent members as this union will always be at your side with all its help.

United we stand. Divided we fall. Do not believe the wrong propaganda of sangh at any stage, as it is no way recognised by majority of railwaymen. It is the organisation sponsored by the Government in splitting the working class for their own self-interest.

D. R. E. U. - ZINDABAD.

Date 25-7-61.

Workers Union—Zindabad.

Branch Committee. Hospet Branch.

GOVERNMENT OF INDIA
MINISTRY OF LABOUR & EMPLOYMENT.

....
Dated New Delhi, the 27-7-61

NOTIFICATION.

~~S.O. FWA/Rlys/Rules/Am.~~ The following draft of rules further to amend the Payment of Wages (Railways) Rules, 1938, which the Central Government proposes to make in exercise of the powers conferred by sub-sections (2) and (3) of Sec. 26, read with section 24 of the Payment of Wages Act, 1936 (4 of 1936), is published as required by sub-section (5) of the said section 26, for the information of all persons likely to be affected thereby and notice is hereby given that the said draft will be taken into consideration on or after the ~~31st~~ October, 1961.

Any objection or suggestion which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Government. Such objection or suggestion should be addressed to the Secretary to the Government of India, Ministry of Labour & Employment, New Delhi.

Draft Rules.

1. These rules may be called the Payment of Wages (Railways) Amendment Rules, 1961.
2. In Form IV of the Payment of Wages (Railways) Rules 1938 for paragraph 15A, the following paragraph shall be substituted, namely:-

"15A. Any loss of wages resulting from withholding of increment or promotion, reduction to a lower post or time scale or to a lower stage in a time scale or suspension does not constitute deduction from wages within the meaning of the Act. For this purpose the rules framed by an employer in relation to his employees in Railways for the purpose of any of the aforesaid penalties shall provide that-

- (1) the penalty of reduction to a lower post or time-scale or to a lower stage in a time-scale shall be imposed only after an inquiry held as far as may be in the manner hereinafter provided -
 - (i) definite charges shall be framed and served, in writing, on the person concerned who will be required to submit, within such time as may be specified, a written statement and also to state whether he desires to be heard in person;
 - (ii) for the purpose of preparation of his defence the person concerned shall be permitted to inspect and to take extracts from such records as he may specify provided that such permission may be refused if, for reasons to be recorded in writing such records are not relevant for the purpose;
 - (iii) the charges as are not admitted shall be inquired into;
 - (iv) the person concerned may present his case with the assistance of any other person approved by the inquiring authority;

- (v) such documentary evidence, as may be necessary shall be considered oral evidence as may be relevant or material shall be taken and cross examination shall be permitted;
 - (vi) the report of the inquiry and the findings on each of the charges with reasons therefor shall be prepared;
 - (vii) the report of the inquiry shall be considered and findings on each charge shall be recorded;
 - (viii) the person concerned shall be supplied with the report and the findings;
 - (ix) the person concerned shall be given a notice stating the action proposed to be taken and calling upon him to submit, within a specified time, such representation as he may wish to make against the proposed action; and
 - (x) appropriate orders shall be passed and communicated to the person concerned in writing.
- (2) the penalty of withholding of increment or promotion but excluding the penalty of stoppage of increment at an efficiency bar shall be imposed only after the person concerned has been informed in writing of the proposed action together with the allegations and given an opportunity to make any representation that he may wish to make
- (3) The person concerned is given a right of appeal against any order imposing any of the penalties mentioned in (1) and (2) above and the appeal is heard and disposed of by an authority higher than the authority which imposed the penalty.
- (4) All such rules shall also specify the person or persons empowered to impose any of the penalties mentioned in clauses (1) and (2) and the person or persons empowered to hear and dispose of an appeal under clause (3).

[P.C. 535/14/61-A7

P. D. Gaiha
(P. D. Gaiha)
Under Secretary.

To
The Manager,
Government of India Press,
New Delhi.

Copy forwarded to:-

- (i) The Chief Labour Commissioner New Delhi with reference to their U.O. No. PW.1(1)/4/61-LS-II dated: 15.4.61 (with 10 spare copies).
- (ii) Director Labour Bureau, Simla.
- (iii) Chief Inspector of Mines Dhanbad.
- (iv) Coal Mines Welfare Commissioner Dhanbad.
- (v) Ministry of Steel Mines & Fuel (Department of Mines & Fuel) (with 5 spare copies).
- (vi) Lok Sabha Secretariat.

K. Saran
for Under Secretary.

k.s.
d.a. nil.

ALL INDIA RAILWAYMEN'S FEDERATION
GENERAL COUNCIL MEETING AT V.J.T. HALL,
TRIVANDRUM, on 22nd & 23rd JUNE, 1961.

A. I. T. U. C.
I. R. No. 2140 Date 4 JUL 1961
File No. Repted on

RESOLUTION

Having heard the report of Shri Peter Alvares, General Secretary of his personal conversation with the Labour Minister on the proposed Labour Relations Bill and having carefully considered the various provisions of the proposed Labour Relations Bill, as could be gathered from such conversations, the General Council of the All India Railwaymen's Federation is of the opinion that the provisions sought to be made in the proposed Bill are highly retrogressive and anti-democratic and takes back the Labour Management Relations in the Public Sector by several decades, and negatives the achievement of the Trade Union movement in this country as a result of decades of struggle under the leadership of the great National leaders of the country and as such are un-acceptable to this Federation, as also to all freedom loving people.

In the opinion of this Council, such proposals seek to take away even the limited and meagre rights of the workers under the existing Labour Laws which have been achieved as a result of several decades of struggle and sacrifice without making provisions for an alternative and effective solution of the industrial disputes, much less does it provide for an improvement in the existing machinery.

The proposals curtailing the rights of the Trade Union to select its own office bearers are not only undemocratic but amount to an unreasonable restriction of the Fundamental rights of the Trade Union.

The proposals for setting up a machinery for settlement of disputes are retrogressive, unsatisfactory and ineffective, in as much as they do not provide for compulsory reference to arbitration of all disputes and acceptance of award of the arbitrator and reserves to the Management (Government) the right to refuse to refer to arbitration and to refuse to accept the award of the arbitrator and to select the arbitrator, as also limits the subjects for arbitration. In the opinion of this Council, no proposal for arbitration can be effective unless all unsettled differences of Industrial disputes at Union and Federation level are made compulsorily referable to arbitration either by an arbitrator appointed by the judiciary or to a Board of Arbitrators consisting of a representative both of the Management (Government) and the workers with an umpire appointed by the Judicial Head of the State or Union Judiciary as the case may be and the award

is binding on both parties.

In the opinion of this Council the provision for banning strike is also highly retrogratory and a negation of the achievements of years of struggle in the Trade Union movement.

Instead of making the Strike superfluous by introducing effective provisions for settlement of disputes, the proposed Bill seeks to impose parliamentary legislation to curtail the rights of the Unions in case of failure to resolve the differences by negotiation.

The proposal to recognise the Unions with 15% membership is also retrogratory, in as much as, instead of consolidating the Trade Union Movement on the basis of 'one union in one industry', it seeks to disintegrate the Trade Union Movement by providing for recognition of at least six unions in one industry.

These proposals, therefore, are not an improvement on the existing Labour legislation and are more ineffective and unsatisfactory, and as such, are bound to create greater bitterness between the Management and Labour in the Public Sector.

This Council, therefore, demands that the proposed Bill be dropped. This Council further feels that the proposed objective of the Government can be more effectively achieved by properly working the existing machinery and accepting the recommendations of the Second C.P.C., and giving full effect to the existing laws if the Government and their officers themselves perform their own duties under the existing laws impartially and in the proper spirit.

In the opinion of this Council with the growing expansion of industries in the Public Sector, the cause of the Trade Union Movement can only be served by following the same policy of Labour Management relations in the Public Sector as in the Private Sector and no satisfactory reasons have been given for such wide discrimination in the two sectors, and such discriminatory legislation for the Public Sector.

Northern Railwaymen's Union, Delhi
Sadiqi Building, Bara Hindu Rao.

Delhi _____

All Branch Secretaries
Northern Railwaymen's Union.

The General Council of the All India Railwaymen's Federation, held at Erivandrum on 22nd and 23rd June, 1961 has decided to observe July, 12th as "Labour Rights Day" throughout the country by holding meetings etc. to explain to the workers the stand of the AIRF and the NRMU regarding the proposed labour Relations Bill. A copy of the resolution passed in ~~this~~ respect is also enclosed for your ready reference.

The Branches are directed to observe the Labour Right Day on 12th July, 1961, by holding public meetings, procession etc. Pass resolutions and send copies to the Labour Minister, Railway Minister, General Manager, and the Central Office.

Comrades - It is high time to realise the importance of this Day and I hope the Branches will rise to the occasion and show again the strength of their organisation the NRMU.

With greetings.

Yours Sincerely,

D. Vasisht

(D.D.Vasisht)
GENERAL SECRETARY.

✓

2. The Secretary,
All India Trade Union Congress,
4, Ashok Road, New Delhi.

No. Fac. 535/14/61-A.
Government of India
Ministry of Labour & Employment

281

A. I. T. U. C.
I. R. No. 2699 Date... 27. Aug 1961
File No..... Replied on.....

From

Shri P.D. Gaiha,
Under Secretary to the Government of India.

To

1. All State Govts. and the Centrally Administered Areas.
2. The All India Organisations of Industrial Workers and Employers.

Dated New Delhi, the 5-8-61

Subject:- Amendment of Form IV of the Payment of Wages (Railways) Rules, 1938.

Sir,

I am directed to forward a copy of this Ministry's notification of even number dated the 27th July 1961, on the above subject, with the request that your comments if any, may kindly be communicated to this Ministry by the 31-10-61.

Yours faithfully,

for Under Secretary.

...2.

Copy, with copy of the enclosre, forwarded to:-

1. Director, Labour Bureau, Simla.
2. P.I.O., New Delhi.
3. LWI-I Section.

Handwritten signature
7/9

d.a.ref :to
3.8. sks.

for Under Secretary.

Added with
10/11/61



Aug 9, 1961

Dear Com. Dutta Roy,

Received with

Dear Com. Dutta Roy,

Received with

Your letter.

2. The Bill is dropped for the time being.

3. We have called a meeting of the Committee and Rly comrades also on 29th and 30th inst., at Delhi. As I am leaving today for Jabalpur, formal circular will be issued after some time. From Bengal, you are to come.

Our MPs will move for recognition and on victimisation. We can review in the meeting.

Defence Working Committee is meeting here on 17th & 18th; P&T Federation Executive on 18-21st August and probably Confederation also on the same dates. Nath Pai is now trying for an informal get together of the representatives of the four organisations at that time. We naturally support it.

With greetings,

Yours fraternally,

me

(K.G. Sriwastava)

New Delhi.
Aug 9, 1961

Dear Com. Dutta Roy,

Your letter.

The Bill is dropped for the time being.

The Bill is dropped for the time being.

We have called a meeting of the Committee and my comrades also on 27th and 28th inst. As I am leaving today for Jabalpur, formal circular will be issued after some time. From Bombay, you are to come.

Our WPA will move for resignation and on victimisation. We can review in the meeting.

Defense Working Committee is working in the on 15th & 16th; PBT Federation Executive on 15th inst and probably continuation also on 15th inst. WPA is now trying for an informal get together of the representatives of the organisations at this time. to naturally spread

With greetings,

Yours faithfully,

(Signature)



C.3



281



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Received here at _____ H. _____ M.

19/35

0 PG A 4 NAGPUR COUNCIL HALL THROUGH NAGPUR 29 17 DANGE

4 ASOKA RD' PHONENO 48771 NEWDELHI ==

REACHING WEDNESDAY NOON = MUSHTAQUE

TO ENSURE QUICK DELIVERY-ADDRESS TELEGRAMS TO TELEPHONE NUMBERS.

19/35 HRS. BY *Shrinastana*

The sequence of entries at the beginning of this telegram is—class of telegram, time landed in, serial number (in the case of foreign, telegrams only), office of origin, date, service instructions (if any) and number of words.

This form must accompany any enquiry respecting this telegram.

MGIPPAh.—660—4-7-59—89,210 Bks.

Pandit Jawahar Lal Nehru,
Prime Minister, Govt. of India,
New Delhi.

✓ (281)
IMMEDIATE.

Respected Sir,

Sub:- Vacancy of vending contract at Rohtak Rly. station in
Delhi Division, Northern Railway.

Pray permit me to encroach upon your precious time just for a couple of minutes.

The above noted vacancy was advertised in Nav Bharat Times(Hindi) of 12th Aug.'61 and the last date of entertainment of applications was fixed at 6-9-1961.

It is already into the kind knowledge of the Responsible National Govt. and more particularly the Hon'ble Prime Minister as to how the M.L.As, M.Ps. and other agencies utilise their influence and misuse their power in interfering the efficient and just working of the machinery-i.e. officials competent to allot certain things. It was because of this that necessiated the speeches in the Parliament House to the effect that M.Ps. etc. should not put undue pressure and should not use their influence in getting the things done otherwise.

It is hereby brought to your kind notice that this noble policy of the Govt. is not being followed up. In the above noted particular case, many M.Ps and M.L.As of Pmjab have come, it is learnt, in the picture, behind the curtain. Even Mr. Jagjivan Ram, Hon'ble Minister for Rlys. is utilising his influence, power and strength to benefit a man of his own.

If this be the state of affairs, how the justice can be done to the rightful and deserving persons. In this Democratic Set up of the Country, these things, as a matter of fact, should not at all be allowed to come in the way.

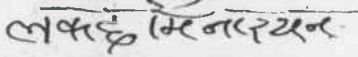
To fill up the above vacancy, the Divisional Supdt. Northern Rly., Delhi Dn. is the competent Authority. But at this stage upto his level, this vacancy has become the gamble centre and play of party politics. Several telephones are daily made to the D.S. and weighty pressure is being put on him from all sides. Various recommendations are sought for him to fetch his favour for a man of one's own choice from whom the interestee can colour his hands.

In these circumstances it is therefore requested that it would be in the fitness of things and in the interest of justice that this vacancy may not kindly be got filled up by the Divl. Supdt., who may be full with recommendations of rich and approachable men. The vacancy should be ordered to be filled up by a higher officer like Chief Commercial Supdt., to whom ill-interested persons may not have yet reached or even may not dare to approach or may not at all approach. This will avoid the injustice based on undue pressure, strong recommendation or bribery etc., so far arranged with the Divl. Supdt., if any. The Divisional Supdt. may kindly be asked to send the whole case to the Chief Commercial Supdt. together with all the applications without his note, remark or recommendation. Then only the rightful and deserving persons can hope to get the justice.

An immediate action is requested.

Delhi,
Dated 13-9-1961.

Yours faithfully,


(Laxmi Narain Gupta)
Dhiraj Pahari, Jatawali Gali, Delhi.

Copies submitted for information and necessary action to:-

- 1) Shri Lal Bahadur Shastri, Hon'ble Home Minister, Govt. of India, New Delhi.
- 2) Shri Jagjivan Ram, Hon'ble Minister for Railways, New Delhi.
- 3) The Leader, Opposite party, Parliament House, New Delhi for tabling the question.
- 4) The Chairman, Railway Board, New Delhi.
- 5) The Leader, Communist Party, Parliament House, New Delhi.
- 6) The Leader, Jansangh Party, Parliament House, New Delhi.
- 7) The General Manager, Northern Railway, Baroda House, New Delhi.
- 8) The Divisional Supdt., Northern Railway, Paharganj, New Delhi.

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A. I. T. U. C.
I.R. No. 2657 Date... 5-8-61
File No..... Replied on.....

Replied on.....
I.R. No. Date.....
A. I. T. U. C.

N. E. RAILWAY MAZDOOR UNION

No. NERMU/S/14

Dated Gorakhpur 2nd August '61

The GENERAL SECRETARY,
All India Railwaymen's Federation
B O M B A Y

Dear Friend,

Reference your letter No. Nil dated 29th July '61, I am enclosing herewith a statement showing the details of persons who have been dismissed/removed from service in connection with the last Strike of the Central Govt. Employees. There were in all 8 cases of dismissed/removal on the N.E. Railway as already intimated vide this office letter of even No. dt. 22/7/61 and none of the cases have so far been reviewed. I request for your necessary action in the matter at appropriate level. So that the cases may be reviewed in the light of changed attitude of the Govt. and the circumstances.

With regards.

Yours friendly,

DA(One). (P 10)

sd -
(K. L. Gupta)
GENERAL SECRETARY.

.....
Copy to Shri S. A. Dange, Member Lok Sabha, CPI
New Delhi. He is requested to extend his help in the matter.

sd -
GENERAL SECRETARY.



NEW DELHI
MEMBER Lok Sabha
S. A. Dange
Lok Sabha

NERM MAZDOOR UNION
GORAKHPUR
fms

Post - Post



Statement showing cases of dismissal/removal from service in connection with the Strike of the
Central Govt. Employees

Dismissal/Removal consequent to Departmental proceedings:-

S.No.	I.A.E	Designation	Department	Remarks.
1.	shri Uma Shanker Kharé	clerk	DCOS/NER/GKP	Dismissed from Services. Appeal against dismissal pending disposal with the Administration.
2.	Shri R.R. Shukle	LRTC	DTS/LKO	Removed from service. Appeal against removal still pending disposal with the Administration.
3.	Shri Salig Ram	Signalman	DTS/NER/IZN	He was acquitted by the Court under benefit of doubt. After departmental proceedings he was removed from service. Appeal against his removal still pending disposal with the Administration.

DISMISSAL CONSEQUENT TO CONVICTION BY THE COURT:

1.	Shri Basco Ram Sharma	Gangman	Distt. Engineer, N.E. Railway/IZN) Dismissed from service consequent to conviction by) the Law Court. His revision application has been) admitted by the Allahabad High Court and has not yet) come up for final hearing. The remission of sentence) given by the Court has been granted by the Governor U.P.
2.	Shri Sukh Deo	Paintsman	Distt. Traffic Supdt., N.E. Rly/IZN	
3.	Shri K.M. Gaur	A.S.M.	under DTS/Sonepore) Dismissed from service consequent to conviction by) the Law Court. His revision application has been) admitted by Patna High Court which has not yet come up) for final hearing. The remission of sentences given) by the Court has been granted by the Governor-Bihar.
4.	Shri Ramjee Dja	Fireman	under DME/Sonepore	
5.	Shri Logendra Singh	"	"	

To

The Divisional Supt
Central Railway,
Nagpur.

National Railway ~~Labour Union~~

Pulgaon C.R. T. U. C.	196
I.R. No. 2786	Date

Through National Railway Mazdoor Union,
PULGAON BRANCH

Subject :- Transfers of Five Class IVth Railway workers
from Pulgaon within a week for trade Union activities

Respected Sir,

We regret to note that 5 workers belonging to N.R.M.U. Branch
Pulgaon have been served with transfer orders in consequence within this
week by DS Nagpur.

The authorities who issued transfer orders have not cared a jot
for the troubles these workers will have to undergo in carrying out
particularly in these severe rainy days.

2. The name of the workers are as under :-

- (1) Mohan Mandlali (2) Kamal Mangal (3) Saiduddin Jamaluddin
Conservancy Sweeper (4) Shamlal Behari (5) Dulichand ~~and~~ Hiralal
CawSeeper.

Besides these transfer orders there are others on way.

3. We have information ~~of~~ ^{perfectly} our hand and reasons to believe that these
transfers are being carried out ~~of~~ the investigation and report of the
congress leaders of Nagpur and PULGAON. One sweeper leader Shri Ganpat
Shagat of Nagpur who is also as ~~present~~ ^{the centre} for congress Ticket in the ensuing
Election has particularly ~~maneuvered~~ ^{maneuvered} of the higher Ups that these
sweepers are transfers from PLO ~~cause~~ ^{break} of his activities, recently the
authorities have acted to please him as well as to ~~break~~ ^{break} the N.R.M.U.
Branch Pulgaon.

~~xx~~ N.R.M.U. is a ~~particularly~~ ^{perfectly} legal and peaceful registered trade
union trying to serve the Railway workers since last so many years
to penalise the workers for joining N.R.M.U. is against trade Union acts
and Constitutional liberty to orgnise and form trade union of choice.

We therefore lodge our strongest protest against these vindictive
en~~o~~mass transfers. We ~~regret~~ ^{regret} your honour to pay your immediate
attention and cancell these transfer orders.

Thanking you.

National Railway Mazdoor Union
Pulgaon C.R.

D-D-Shanmu
Office Secretary
Yours faithfully,

- Copy :-
- 1. G.M. Bombay C.Rly - for immediate action
 - 2. Hon Railway Minister Shri Jajivanram
to draw attention.
 - 3. General Secretary N.R.M.U. Bombay for necessary action
 - 4. President AIRF Madras.
 - 5. S.A.Danga Ashoka Regal N.D.L.S.
 - 6. Ashoka Mehata leader P.S.P. Group
 - 7. S.M. Banarjee M.P.
 - 8. T. Vithalrao M.P.
 - 9. K.N. Jogalekar.
 - 10. General Secretary NGP Division N.G.P.

.....
.....
.....

Most URGENT

Ref: 9056

Under Postal Certificate

19 AUG 1961

SUGAVKAR
M.A., LL.B.
11/76, MURANJI PETH,
SHOLAPUR.

Sir,

There are posts of Court/Law Inspectors on Rlys grade 250-380/- for which serving LL.Bs are never preferred. 75% of posts are filled direct through RSC i.e. Rly Service Commissions, where age limit is 30-~~35~~ & if serving LL.B will not get himself selected w/n this age, he must rot. (2) As a matter of fact for 250-pay no eminent practitioner will apply and in comparison with raw practitioners serving LL.Bs with departmental knowledge should be preferred w/o age restrictions (3) Percentage for departmental vacancies is only 25%. This should be 50%. (4) here in the Dept. also serving LL.Bs are not allowed to apply even unless they are officiating in 210-380 or 205-280/-grades, to reach to which officiating, any employee required 12

15 years of service & some times he may never reach to this stage even. It means serving LL.Bs cannot apply to RSCs, if overage, nor to departmental percentage unless officiating in these grades: leading to frustration, inefficiency and nervousness.

Please contact H.M.Rlys to set the matters right or disclose this irrational policy on Parliament floor through questions.

Kindly let me hear.

Yours faithfully

S. D. Sengupta

पोस्ट कार्ड
POST CARD



केवल माला
PRESS ONLY



S. A. Dange, Esqr.,
M.P.

4 Ashok Road,

New Delhi.

Copy

GOVERNMENT OF INDIA,
Ministry of Railways
(Railway Board).

no. E.55RG6-9

New Delhi,
Dated 31st August, 1960.

NOTIFICATION.

In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following amendment to the Railway services (safeguarding of national Security) Rules, 1954 namely:

1. These rules may be called the Railway services (safeguarding of National Security) Amendment Rules, 1960.
2. In rule 3 of the Railway services (safeguarding of National Security) Rules, 1954, for the words and figures "under rule 148 of the Indian Railway Establishment Code, Volume I", the words and figures "under rule 149 of the Indian Railway Establishment Code, volume I" shall be substituted.

sd/ (R.E. De sa)
Secretary, Railway Board.

no. E.55RG6-9

New Delhi,
Dated 31st August, 1960.

Copy forwarded to:

All Ministries of the Government of India including the Ministry of Finance, Department of Economic Affairs, Department of Expenditure, Department of Revenue and Defence Division; Department of Company Law Administration (C & I Divn). Department of Parliamentary affairs, Lok Sabha Secretariate, Rajya Sabha Secretariate; Cabinet Sectt; Cabinet Sectt (O&M Division); Prime Minister's Sectt; Director; Intelligence Bureau; Secretary to the President; Military Secretary to the President; Director General of Resettlement & employment; comptroller & Auditor General; supreme court; Election commission; planning commission; planning commission (P.E.O.); D.G.P. & T; Director, Secretariat Training school; Director of co-ordination (Police Wireless); principal, Indian College, Mount Abu; Inspector, General, Special Police Establishment; Union public service commission, Department of atomic Energy; Apollo pier road, Bombay-1.

All Indian Railways and all attached and subordinate offices under the Ministry of Railway.

sd/- K. Bahadur).

Deputy Director, Establishment,
Railway Board.

RULE 3 OF THE RAILWAY SERVICES (SAFEGUARDING
OF NATIONAL SECURITY) AMENDMENT RULES, 1960.

3. Where the President is of opinion that a Member of the Railway Service is engaged in or is reasonably suspected to be engaged in subversive activities or is associated with others in subversive activities and that his retention in the public service is on that account prejudicial to National security, the President may make an ~~xxxx~~ order compulsorily retiring such a person from service or terminating his services after he has been given due notice or pay in lieu of such notice in accordance with the terms of agreement of his service or under Rule 149 of the Indian Railway Servs. Code, Volume I.

CHAMURBHOOJ MAHADEV PAIK.

You are a firm believer in communist ideology and enrolled yourself as a member of communist party in the year 1946.

2. In the year 1948-49, there was a labour unrest in Dohad Rly. Workshop regarding rationed articles supplied to the railway workers, which subsequently resulted in a strike. The Western Railwaymen's Union (Communist Controlled) - DHD branch organised this labour agitation in which you had taken active part.

3. You are closely associated with all procommunist railway employees working in Dohad Workshop. You are closely associated with prominent Communist workers Shri Thakorbhaj C. Shah, Secy. of the Broach District Committee of the C.P.I. and Shri Rajendra C. Shah, (C.P.I.).

4. On 17.12.53, you attended a private meeting of the Dohad committee of CPI at DHD in the house of Shri B.L. Patil, a railway employee.

5. On 17.12.53 and 24.12.53 you attended private meeting of the C.P.I. at Surat held under the auspices of the Factory Yander Union (Communist Controlled).

6. On 10.3.58, you attended a private meeting held at the residence of Shri Lambhar, a Rly. employee which was also attended by Hamid Kadar Shaikh (CPI) and others and held some discussion.

7. On 15.3.58, you attended a private meeting held at the residence of Shri Rajendra C. Shah (Communist), a Kisan Sabha Worker and held some discussions.

8. On 19th and 21st April, 1958 a drama captioned "The Beast" was staged at Dohad, Freelandrun in the Senior Railway Institute under the auspices of the "Kerala Samaj" DHD. You rendered all assistance to make it success. An amount of Rs. 700/- was collected from the railway employees. A sum of Rs. 300/- from the amount so realised was sent to Kerala, Communist Party in aid of Devikulam bye-election.

9. On 6.7.58, you attended a private meeting at the residence of Shri K.E.P. Lambhar, a Railway employee, which was presided over by Shri Thakorbhaj C. Shah, Secy. of the Broach Distt. Committee of C.P.I., who expressed his dis-satisfaction over the Trade Union activities in the Railway workshop and advised the workers to strengthen communist activities and start membership enrolment drive in railway workshop.

10. On 8.1.59 you attended a private meeting of the C.P.I. held at the residence of Shri K.E.P. Lambhar when Sarveshri Thomas and Dube, both members

of the C.P.I., attended and held discussion on the organisational matter of the party in Dohad workshop.

11. On 9.2.59, you attended a public meeting held under the auspices of the M.F.J.P., which was addressed by Shri Ishverlal (P.S.P.), Shri Jayantkumar Sardya, MLA (CPI) and Shri Rajendra C. Shah (CPI).

12. On 10.2.59, you attended a private meeting held at the residence of Shri Nambiar organised by the Communist party. Prominent communist workers attended this meeting and discussed ways and means to collect fund for organising a public meeting of the C.P.I. on 14.2.59. You contributed Rs. 2/- towards this fund.

13. On 11.2.59, you attended a public meeting organised by the local communist party propaganda at Dohad. This meeting was addressed by communist workers.

14. On 2.7.59, you attended a private meeting addressed by Shri Rajendra C. Shah C.P.I. at the residence of Shri Rupchand Sharma, a railway employee of the DHD Workshop, and discussed party's organisational problems and condemned agitation launched by the opposition parties to overthrow the communist Government in Kerala.

15. On 4.7.59, you attended a private meeting held at the residence of Shri Gopichand Sharma, a railway employee, when Shri R.K. Malakar (CPI), Bhupendra Naraiel Mody, MLA (CPI) and Shri Rajendra C. Shah (CPI) addressed this meeting and mainly dwelt on "Kerala agitation" and organisational matters.

16. On 8.8.59, You attended a private meeting of the pro-communist railway employees held at the residence of Shri K.E.P. Rambiar. This meeting was addressed by Shri Chaidulal K. Patel (CPI) of Baroda when the issue of trade union activities in Dohad Railway Workshop was discussed.

17. On 5.9.59, you attended a private meeting of pro-communist railway employees held at the residence of Shri K.E.P. Rambiar when ways and means were devised to collect money for the Kerala Election fund, It was also decided that members of the Kerala Samaj, Dohad should contribute 2 days wages and party members and sympathisers serving in the Dohad Railway Workshop should contribute one day's wages towards the Kerala Election Fund.

18. On 13.10.59, you attended a private meeting of the party held at the residence of Shri P. J. Gargude (Pro-communist Rly. employee) when discussion on Kerala Election fund and other organisational matters were held.

19. On 25.10.59, you attended a private meeting of pro-communist Rly. employees at the residence of Shri K.E.P. Rambiar when prominent communist

workers dwelt on the party organisational matters. On the same days, you attended a public meeting at Dohad held under the auspices of the C.P.I. and addressed by prominent communist workers like Shri Thakorbbhai C.Shah (CPI) and Shri Rajendra C.Shah.

सिम्को वॉगन फॅक्ट्री मजदूर यूनियन, भरतपुर

क्र.मांक 902149

दिनांक 9/01/1961 १६

श्री प्रधान मंत्री जी,
अखिल भारतीय ट्रेड यूनियन कांग्रेस,
नई दिल्ली।

विषय :- सिम्को वॉगन फॅक्ट्री भरतपुर में २६ जनवरी का अवकाश न मिलना

माननीय महीश्वर,

केन्द्रिय व प्रान्तीय सरकारों ने २६ जनवरी व १५ अगस्त को सर्वतनिक अवकाश प्रत्येक उद्योग में रखने के लिये निर्णय लिया है और राज्यीय स्तरों में सर्वतनिक अवकाश देकर व्यक्तिगत उद्योगों में मालिकों से देने का आग्रह भी किया था।

भरतपुर में स्थापित सेंट्रल हण्डियन मशीनरी मैक्यू० कम्पनी लि० भरतपुर : सिम्को वॉगन फॅक्ट्री भरतपुर : में ४ साल के बरस में आज तक २६ जनवरी व १५ अगस्त को सर्वतनिक अवकाश नहीं दिया जाकर हमारे सरकार के आग्रह को ठहराया गया है जबकि सरकार से यह भोजमेंट लाबी स्थिति का लाभ कर्मियों के रूप में उठा जा रहा है।

हम साल की भोजमेंट में अपनी निर्दयता को चरमोत्तम पर पहुंचा दिया है। २६ जनवरी को विला वतन के अवकाश भी किल कर साप्ताहिक छुट्टी छुट्टी के लिये : में ता० २६/१/६१ को काम लिया है और इस प्रकार साप्ताहिक अवकाश में काम के खल पैमेंट की जगह सिंगल रेट से ही पैमेंट देकर कर्मियों का गला काटा है जिससे कि २६ जनवरी का दिन कर्मियों की निगाह में उपेक्षित ही न रहे अपितु हानिकारक भी की।

अतः इस पत्र द्वारा विनम्र निवेदन है कि सिम्को वॉगन फॅक्ट्री के कर्मियों को २६ जनवरी ६१ के अवकाश के दिन का वेतन दिलाया जावे व साप्ताहिक अवकाश के दिन तारीख २६ जनवरी ६१ को जो काम लिया गया है उसका खल रेट से पैमेंट दित्वाया जाकर कर्मियों के साथ न्याय किया जावे व उनमें कृते श्रेय अस्तित्व को दूर कर राष्ट्र निर्माण के लिये और प्रोत्साहित करें।

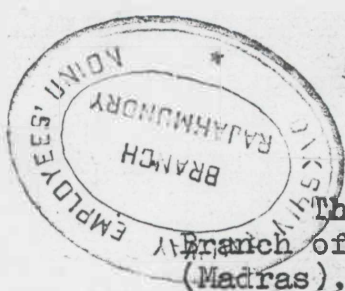
स धन्यवाद

विनयित

सुरजमान गुप्ता :

जनरल सेक्रेटरी

सिम्को वॉगन फॅक्ट्री मजदूर यूनियन, भरतपुर



PRESS REPORT

281 ✓

The first General Body of the Rajahmundry Branch of the Dakshina Railway Employees' Union (Madras), was held on 3..9..1961. Sri P.K.Kumaran, Secretary (Central) Presided over the meeting.

Sri P.Simhachalam Ex.CEC Member hoisted the Union flag.

A. I. T. U. C.
No. 328 Date: 7 SEP 1961
Replied on:

The conference observed 2 minutes silence in memory of Sri David, Treasurer, who died recently.

Sri Sivarama Sarma, the General Secretary, reported on the activities of the Union. Concluding his report, he gave a call that the Union shall enroll one lakh of members in the year 1961-62.

Sri P.Sundarayya, Leader of the opposition in the Andhra Pradesh Assembly greeted the conferences. He stressed on the necessity of establishing mutual understanding between the Railway workers and workers in other industries as well as between workers and the people.

After passing the accounts for the year 1960-61, the meeting elected a new committee for the ensuing year --

- Chairman B. Rama Seshaiah.
- Branch Secretary: M.Manga Raju.
- Asst. Secretaries: 1. M.Kondaiah.
2. Narasimha Rao.
- Treasurer: ~~S~~ K.Naganna.

General Council Members --

- 1. M.Manga Raju.
- 2. R.Suryanarayana.
- 3. L.Apparao.

Organising Secretary: A.V.Ramanaiah.

The meeting also elected 15 committee members representing different departments.

The following resolutions were unanimously passed by the members.

I. The Dakshin Railway Employees Union, is the foremost union on the Southern Railway, having membership of 42000 for the year 1960-61, and commanding the confidence of a large majority of Railwaymen on this Railway. The recognised Union on this Railway, the Southern Railway Employees Sangh, has lost the confidence of the workers and has shown its incompetency as an organisation, by losing its registration once. Hence this conference views that keeping this Dakshin Railway Employees Union unrecognised, is only against the principles of democracy and ~~by~~ norms of Trade Union code evolved by the 15th and 16th Labour conferences, and hence the conference urges upon the Railway Administration to recognise this Union immediately.

II. This conference vehemently protests against the attempts of the Government of India, to impose certain restriction on the Trade Union movement of the Central Government employees, by banning outsiders as office bearers of the Unions and banning the right to strike of the working class. This conference is of the opinion that it is the right of each individual union to elect those, on whom the workers have confidence and it is the fundamental right of the working class to resort to strike as a last effort to achieve their demands, when all their efforts towards solution by peaceful negotiations and other means fail. Hence the working class can under no circumstances agree for these two anti-democratic and anti working class provisions and calls upon all the Railwaymen to fight back the attempts of the Government to impose those restrictions. Further this conference calls upon the General council of the Union to give a programme to all the Southern Railwaymen to agitate and mobilise and record their protest against this attitude of the Government.

III. This conference regrets to note that in the Government of India departments like defence, post and Telegraphs and Railways, Employees are still not taken back to their duties from suspension, and employees who have been removed have not been reinstated in service, even though 15 months have passed since the All India strike of Central Government Employees during July, 1960. This policy of Government and the Heads of these department, is nothing but vindictiveness and contrary to the instructions given and pronouncement made by the Leaders of Government of India. This conference feels that this vindictive attitude of the Government of India towards its employees has led the Defence employees Federation to resolve to go on hunger strike to ventilate this issue to the public. This conference while expressing the Solidarity of Railwaymen with the Defence employees in their just struggle demands the Government of India to Cancel all the punishments, revoke all suspensions and re-instate all removed employees who have participated in strike and accord recognition to all unions without further delay.

IV. This conference of the Dakshin Railway Employees Union, Rajahmundry, Branch, after reviewing the present position of Trade Union movement on All India Railways, feels that there is a ~~greater~~ greater need for maximum unity amongst the Railwaymen. Following the All India strike of the Central Government employees, the Government of India is attempting to bring forward legislation imposing restrictions on the Trade Unions and banning the participation of "Outsiders" in the Trade Unions and banning the strikes by workers, which are anti-democratic and anti working class. A good number of employees who have been suspended & removed, and penalised ~~by~~ *in* various forms have not been put back to duty and punishments cancelled. In the name of incentive

scheme and economy, workload is being consistently increased. Regular vacancies of cadres caused by retirements, deaths, resignations, are not being filled in. It has become common to remove and dismiss employees on flimsy grounds as "absentism" and "neglect of duty" inspite of the increased work load. The rights of workers earned through age long fights are being snatched away day by day. In this context, the need for strengthening the workers union and unify their ranks and achieving the maximum unity of all the Central Government Employees is much more than at any time.

But unfortunately the policy of the leaders of the All India Railwaymen's Federation, is not conducive to the growth of such unity. The Dakshin Railway Employees Union, Vijayawada, and the Southern Railway Labour Union, Golden Road, which have participated together in the All ~~the~~ India strike and which have the confidence of the majority of the Railwaymen, have amalgamated into one union by name Dakshin Railway Employees Union-Madras, to fulfil the long cherished desire of Southern Railwaymen to have a strong united trade Union on the Southern Railway and also realising the need to strengthen the unity of all Railwaymen in the Country and the All India Railwaymen's Federation. This is the only union, in India, which after the strike, has consolidated the railwaymen and built up unity on the Southern Railway and strived to work as an affiliated Union of the All India Railwaymen's Federation. But it is regrettable to note that the certain leaders of the A.I.R.F. have worked for the disaffiliation of this Union from the Federation and are encouraging a third union on the Southern Railway. This Policy of the leaders of the A.I.R.F, like Sri Peter Alvares, Sri Nath Pai, and Sri R.C.Chakravarti instead of strengthening the Federation, will lead to disruptive of the Federation and form the Federation as an affiliate of a certain Political Party and renders the Federation lose its democratic and Trade Union character, which it has been maintaining since its foundation.

This conference stressing the need for the maximum unity of all the Central Government Employees in general and all the Railwaymen in particular, urges upon the General Council of the All India Railwaymen's Federation to rescind its resolution passed at Trivandrum, disaffiliating the Dakshin Railway Employees Union and forge unity amongst All India Railwaymen and march again as the main consolidating force of all central Government Employees and fight back the reactionary working class policies of the Government of India.

V. The conference of the Rajahmundry Branch of the Dakshin Railway Employees Union, deplore the attitudes of the Railway Administration in not redressing the grievances of the staff intime. There are more than one thousand vacancies of staff in the Vijayawada division and thereby the work load has increased. Gradually the hours of works of some categories of staff is being changed from 8/- hours to 12/- hours and already in the mechanical department

to rosters of TxR staff has been changed from 8/- to 12/- hours. The engagement of casual labour has been increasing day by day and is spreading to all department where it is not common previously. The payments of ~~arrears~~ due to Increase of pay, leave allowances, officiating allowances, overtime allowances Travelling allowances and etc. have always been delayed and arrears are increasing day by day. The labour acts as Hours of Employment Regulations, Work Men's Compensation act and Minimum wages Acts are not being implemented ~~at~~ all and even though the staff have represented many times there^{is} no redressal. It has~~be~~ become almost impossible for the staff to seek interviews with officers and staff are facing DAR action on every score even when they represent their genuine greivances. The staff even though having maximum leave at credit, are being marked absent, ~~when~~ they take leave just because of the fancies of the supervisors who do not grant them leave when necessary. The enblock removal of staff on the score of absentism itself stresses the need for investigating reasons for increasing absentism of staff, which is the result of negligence of superisory official, increased work loads and increased hours of employment.

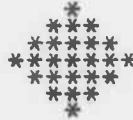
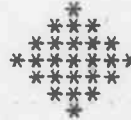
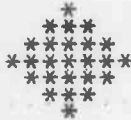
There is no proper supply of materials and tools and even the necessary and important materials are not available in almost all depots. All most all items are being removed from ~~the~~ one enquiry and placed on some other engine in Loco sheds and even break Blocks are being changed from one wagon to the other for lack of materials.

This conference feels that the Policy of Southern Railway administration is not condusive to efficient working of the Railway ~~but~~ is very vindictive and denying the normal previlages of staff and work the staff to exhaustion. The representations of staff to improve the working conditions have become futile. This conference calls ~~represent~~ on the administration to halt the present policies and demands that all the vacancies should be filled in, the arrears of payments to be made to staff, should be arranged by increasing the staff of the personnel Branch office of the division sufficiently, restoring the 8/- hours shift where ever it is withdrawn, provide sufficient leave reserve and Relieving staff in all categories and supply all the materials required for efficient working of the Railways.

This conference demands that the above conditions should be fulfilled before 31-12-1961, by the administration, failing which the union will be forced to take a strike ballot of its members in this division to achieve these minium demands. This conference requests the General Council of the Union to permit this division to take such a strike ballot after 31--12--1961 if the conditions do not improve.

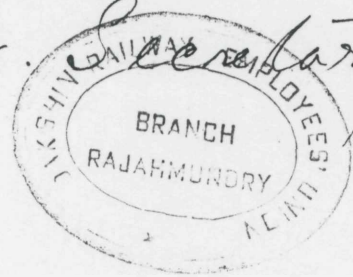
VI. The conference of the Rajahmundry Branch of the Dakshina Railway Employees Unions calls upon all the Railwaymen to enrol themselves enblock as members of this Union, and unitely fight against the undemocratic and anti-working class policies of the Government and also against the inefficient, irreponsible and alarmingly negligent attitude of the local administrators and also for achieving the recognision of this Union which commands the confidence of majority of Southern Railwaymen.

In the evening, a Public Meeting was held, Sri Rama Seshaiiah Presiding, where the proceedings of the conference was explained to the workers by Sivarama Sarma, and P.K.Kumaran, and M.Mangaraju also spoke.



Rajahmundry
4.9.61

M. Mangaraju.
By Secretary



No 1 Krishna Building
Pune Bombay 12
27-9-61

Dear Comrade,



Consequent to the restoration of the
Recognition of Rly Unions, The Annual G.C. meeting
of our V.R.M.U. fixed for 25/26 Sept. was postponed
since Dec. Instead the W.C. of the Union met
on 25th and 26th. It has been decided to enroll
new memberships during Oct. Nov. + Dec. and on that
basis have branch wise elections. The Annual
G.C. will meet after these branch wise new
formations, sometime in March 1962. Therefore
there is no prospect of our all time
representatives assembling in the near future.
In the mean while I propose to have a
all time tour and visit branches to
advise Comrades Division wise. In this
course I expect to come over to Ghansi
Div. towards the end of Oct and I shall
take a chance to meet you in Delhi.
In this behalf, if you have any suggestion
to make you can write to me on my
home address. When is your departure



Com. K. G. Shrivastava
Secretary A.T.U.C.

4 Ashok Road

New Delhi

Federation meeting likely to be held and
where Com. Dange returned!

By the way, our secondary branches have
been restored except Kolaguda workshop
branch. Similarly U.T. branch has been
split up and re-organized.

With regards to you all

I.R. No. 3360

28/9/61

K. G. Shrivastava

paid C.P.C. scales of pay as arrears for 1954-55.

vi. One Gangman Sri. Vyapuri Servai, Pollachi-9 is to be paid arrears of annual increment for the period from 1949 to 1953.

II. TRAVELLING ALLOWANCES:

Thirty Gangmen of Pollachi and Kollengode sections who had worked as night patrol men in 1955 and 1956 are eligible for travelling allowance as per Railway Board Circular No.E.R. 50 TAC/29 dated 21-8-55, which has taken effect from 1-8-55. They Gangmen have submitted T.A.Journals. The subject is still pending.

III. This general body meeting request the Prime Minister of India to kindly interview in this matter and arrangements may be made to clear the pending cases of payments dues.

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RAILWAY PROBLEMS

In the Mathur i Division of the Southern Railway, the following cases of payment of dues relating to the period from 1954 to 1957 ^{are} pending for a long time. The innumerable - representations of the workers made individually and collectively have proved to be of no avail. The representations were made to all Officers from the lowest immediate superior up to the General Manager. During the hunger strike struggle of Sri. K. Ananda Nambiyar, it was assured in 1958 that all pending cases would be cleared soon. But not so in the following cases.

I. PAYMENT OF C.P.C. SCALES OF WAGES (PRESCRIBED SCALE)

i. Nine A.L.C. Gangmen of Kollengode section had worked in regular gangs as night patrol substituted in 1954-55 monsoon night patrol period. They have to be paid C.P.C. scales of pay as arrears as per G.M. Circular No.HPB/E/793 dated 1-8-'53.

ii. Eleven A.L.C. Gangmen of Kollengode section had worked in regular gangs as night patrol substitutes in 1955-56 monsoon night patrol period. They have to be paid C.P.C. scales of pay as arrears as per G.M. Circular No.H.P.B./E/793 dated 1-8-53.

iii. Nineteen A.L.C. Gangmen of Kollengode section had worked as night patrol substitutes in 1956. They have been paid C.P.C. scales of pay from 21-11-1956. They have to be paid C.P.C. scales of pay for the period from 21-5-1956 to 20-11-1956 as per G.M. Circular No.HPB/E/13938/14/2 of 3-5-1956.

iv. ⁴ For A .L.C. Gangmen of Pollachi section (R. Rangaswamy, V. Palani, R. Palaniappan and A. Thirumalaiswamy) have worked in temporary vacancies in 1958. They have to be paid C.P.C. scales of pay as arrears of wages.

v. One Gangman Sri. Chenniappan, Pollachi - 2 has to be

DAKSHINA RAILWAY EMPLOYEES UNION,

Branch: HOSPET.



It might be recalled that it is this Union right from its inception has not only fought fearlessly to drive away the British Imperialists but also our Government and achieved many victories. You are all well aware that from our low and degrading salaries from Rs. 13/- to 30/- we have achieved from 1st Pay Commission implemented out of our great struggle we have waged in 1946. 5 heroes of our union and 5 of our brothers from Golden rock have laid their lives for the betterment of Railway working class.

It is a credit to our Union and its All India Organisation. The A. I. R. F. which again Participated in the All India strike last year July alone with the rest of the Central Government employees with a All India Slogan pressing Government of India to either reduce the prices of food grains or raise the salaries of the Central Government employees. Though the strike was not wholly successful about 6 lakhs of the employees Participated against many odds and ends, facing ordinance and proclamation of Prime Minister and Minister of Communications against the strike.

The Government itself has come down and has agreed to give some concessions. While this was the position of the Government of India our petty Railway officials, with buracratic tendencies are ruling the roost against all rules enunciated to help the Railway workers. They are by-passing the hours of the employment regulation act, payment of wages act etc. Hence we must rally round our banner and strengthen the organisation and fight for the betterment of all.

Sri Ramulu, when he was working at Nandalur Section, was caught red-handed by the C. I. D. when the former was selling Railway K-Oil and paint-you know this?

(2) And now the same PWI Sri Ramulu who is at HPM is assaulting and abusing the Gangmen, when they approach him for any leave or for passes and he tears off the G22 forms of the employees in their presence-You know this?

(3) It is a known fact that same PWI Sri Ramulu has assaulted one khaja Hussin, Gangman on 8-7-60 and left him in an unconscious state, and the latter took medical aid from DMO/GTL. But what is the legal action the administration has taken on the PWI?

(4) On 19-4-61, the PWI/HPM has assaulted the Gang Maistry and Keyman of HPM Section Gang No. 9 and stopped them away from duties after tearing their musters. Later on D. Subbanna, Central Staff Council Member, GTL interveined and brought the settlement on 23-4-61. you know this?

(5) Some have given for voluntary retirement by not withstanding to the force of the PWI/HPM. You know this comrades?

(6) The PWI/HPM is having two self styled agents, not to speak of other "Cho ta" agnts to keep on the progammes of the PWI. They are Gurrachars, Gangman who was involved in a theft case at BAY.

(7) Several Irregularities on the part of this PWI have been pointed out in provius notices. What legal action the administration has taken so far?

(8) Are there no officers who can check and punish this PWI/HPM who is doing all these blunders?

(9) Mr. Naga PWI trolley-man is deputed as E. L. R. Gangmate and there is a rumer that the above collects every month from the absentees, by marking present whenever they absent from duty and present the amount to P. W. I. This is going on from 6 months. Such bad practices have been adopted. Do any body dedected this mischief of swindling public amount? Further without trolleying the same trolleyman gets his batta. Do anybody noticed this?

(10) Do you know that the pumpers are worried much by frequent transfers every week from one pump to another pump. These repressive measures are due to failure of corruption to P. W. I. it seems by this they are forced to transfer from one place to another place four times in a month.

(11) Do you know that the P. W. I. has deputed 2 men at home for his house hold work and one man to cut fire wood from jungle and despatch daily from train to Hampapatnam?

(12) Do you know that P. W. I. and his family uses railway trolley just to see cinema at Hagiribommanahalli?

(13) Do you know that about 22 labourers worked under maistry Sidda Ramappa for metal breaking for 3 days during October 1960? No payment is made to them, so the Railway tools supplied for work were not given back by them and P. W. I. has not attempted to take them back.

(14) Is there any authority to prevent this day-to-day atrocities?

(15) Do you know the PWI/HPM clerk Munuswamy when he was at Pakala, he has stolen bridge timbars? This gentleman has assaulted one of the gang mate Kalasapa on 6-7-61 at HPM in PWI office. Did the administration taken any action?

M. S. Umapathy RASM, and D. Venkoba Rao ASM are working at HPT since 6 to 7 years without transfer. It leads to doubt, whether the officials are also getting their shares of "mamuls" of Iron ore.

may be arranged before our
General Council.

Guruswamy has recently issued
a circular, asking branches to be
prepared for verification by
Labour Inspectors. He had
met Rly Minister, Rly Board &
Gov and offered to amend the
Constitution of the Union and
make other changes. The GL
Council is to obtain sanction
for proceeding further.

Any way, please write to
me to the following address within
a week. After words to A.P. Ue
Hyderabad yours fraternally

P.K. Kumaran.
Secy, D.P.E.U.
Gooty Rs.

P.K. Kumaran

अन्तर्देशीय पत्र
INLAND LETTER



Sri K. G. Sriwastava
Secretary

H. I. T. U. C.
4, Ashok Road
NEW DELHI

तीसरा मोड़ Third fold

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

P. K. Kumaran
Secretary
Dakshin Rly Emp. Union
Gooty - R.S.



NO ENCLOSURES ALLOWED

पत्रों काट कर खोलिये To open cut here

(X^{cr})

✓

(281) Gooty R.S.
28.9.61

To K. G. Sriwastava,
Secy, AITUC

A. I. T. U. C.	
I. R. No. 2283	Date. 30 SEP 1961
File No.	Replied on.

Dear Comrade,

The Working Committee and the General Council of Dakshin Rly Emps. Union are meeting at Madras on 21st and 22nd October 1961. The Agenda-

1. Report of the Gl. Secy. & (2) Accounts.
3. Relationship with the A.I.R.F.
4. Industrial relations with the S. Ry Admn
5. Organisational problems etc.
6. Any other subject.

I have heard, you had some discussion with Peter Alwans on 15.9.61 regarding the affiliation problem. We may be having a preliminary discussion on 20.10.61. Any information or suggestion which you may have to give us must reach us before 19th at Madras. Please inform S & E also.

If any of you are coming South, it

1. u. record.

DAKSHIN RAILWAY EMPLOYEES' UNION,
(AIR)
GOOTY BRANCH.

A. I. T. U. C.

I. R. ANNUAL GENERAL BODY MEETING OF GOOTY BRANCH.

Final annual general body meeting of Gooty branch of Dakshin Railway employees Union was held at Gooty on 17-9-61. Sri. P.K.Kumaran, Secretary of Union presided over the meeting.

Sri.G.Kotaiah, victimised Railway worker hoisted the flag of the Union. Sri. G.I.Deva doss welcomed the gathering.

Sri.P.K.Kumaran in his presidential speech welcomed the announcement of Government restoring the recognition of the Unions and federations and hoped that the three hundred and odd employees who still remain dismissed or suspended will be reinstated at an early date. He urged upon the Railway administration to take note of the growing discontent among the Railway workers due to the accumulating grievances arising out of the negligence of the Authorities to implement the existing rules properly and hoped that appropriate measures will be taken forthwith. He called upon the delegates to enroll atleast 2000 members in the branch so as to reach the target of one lakh of members over the entire Railway.

Sri. Sankar Venboob, branch secretary placed the report and the resolutions before the meeting which were unanimously adopted.

Sri. P. Narayana Swamy, Divisional Secretary, Sri. G.Ramalingam, General Council member, Sri. M.S.Menon, Branch President, Sri. K.Venkata Swamy, Assistant Secretary, Sri. Anthony (Renigunta), Sri. G. Narayana, and others addressed the delegates on the grievances of Railwaymen.

The following Committee was elected for the ensuing year.

- Chairman..... K.S. Menon, Driver/ GF.
- Branch Secretary... A. Mussainappa, H.M.Helper/GY
- Assistant Secretaries: 1. K. Venkata Swamy, Brakes Man/ GF
2. Kasim Peeran, Fitter Khalasi/ GF
- Treasurer..... C. Deena Dayalu, SFT (Signal)/ GF
- General Council Members: 1. A. Mussainappa (Secretary)
2. G. Narayan, Toller Maker/ GF
3. S. S. Kalliah, S.M.'s Peon/ GF
- Branch Council Members: 1. K. P. Sarathan, Guard/ GF
2. S.K. John, Water Man/ MOC
3. S. Krishna Murthy, Lary Man/GY
4. K.S.Venkata Raju, Yard Porter/ HUM
5. G. Jayanna, Plumber Khalasi/ GF
6. Devanathra, Gang Man, PLD
7. Hanumanthu Mussain, Painter Khalasi/ GF
8. Sikari Sahib, Gate Man, RLO
9. P. Ramudu, Fireman 'C'/ GF
10. G. T. Devdoss, Driver/ GF
11. K.G. Chakravarthi, L.M.Khalasi/GY
12. P.S.Siva Raman, Driver/ GF
13. Idr. Hussain, Engine Fitter/ GF
14. Arodis Nathan, P.A.Cleaner/ GF
15. K. Mahabob, Engine Cleaner/ GF

The following resolutions were adopted by the meeting unanimously

1. The Dakshin Railway employees Union with its 41500 membership is the largest Union on the Southern Railway with real mass support. Instead of recognising this union and establishing normal employer- employee relation ship, the Authorities on the Southern Railway are showing a tendency to restrict trade union rights of and curb trade union activities by the members of this union. At the same time, the rival organisations are being encouraged and even out-of-the-way favours are being done to them with the evident intention of sowing confusion among the workers. This conference wishes to warn the administration that in a country whose economy is expected to take huge strides forward, such a policy will not pay in the long run and the whole policy is sure to recoil and affect efficiency and output

1. u. record.

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DAKSHIN RAILWAY EMPLOYEES' UNION,
(AIRI)
GOOTY BRANCH.

A. I. T. U. C.

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Sri. Shaik Mehboob, branch secretary placed the report and the Accounts before the meeting which were unanimously adopted.

Sri. P. Narayana Swamy, Divisional Secretary, Sri. G.Ramalingam, General Council member, Sri. K.S.Menon, Branch President, Sri. K.Venkata Swamy, Assistant Secretary, Sri. Anthony (Renigunta), Sri. G. Narayana, and others addressed the delegates on the grievances of Railwaymen.

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2. G. Narayana, Boiler Maker/ GY
3. B. Malliah, S.M.' s Peon/ GY
- Branch Committee Members: 1. K. P. Bharathan, Guard/ GY
2. R.K. John, Water Man/ MOO
3. G. Krishna Murthy, Lamp Man/GY
4. K.S.Venkata Raju, Yard Porter/ MUM
5. G. Jayanna, Plumber Khalasi/ GY
6. Devaputhra, Gang Man, PLU
7. Hanumanthu Hussain, Painter Khalasi/ GY
8. Bikari Sahib, Gate Man, RLO
9. B. Ramudu, Fireman 'C' / GY
10. G. T. Devdoss, Driver/ GY
11. K.G. Chakravarthi, B.M.Khalasi/GY
12. P.S.Siva Raman, Driver/ GY
13. Imam Hussain, Engine Fitter/ GY
14. Arokia Nathan, P&A.Cleaner/ GY
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This conference, therefore, urges upon the Government of India to recognise DAKSHIN RAILWAY EMPLOYEES UNION forthwith and to evolve a democratic negotiating machinery to settle the day-to-day problems of Railway men as and when they arise.

2. This conference notes with grave concern that a large number of central Government employees are still kept dismissed or suspended for their participation in the 1960 all India strike. In Secunderabad alone there are 24 Railwaymen who are out of their jobs. On the Southern Railway, there are 6 more employees to be taken back to duty. Apart from this, quite a huge number of employees have been punished by reduction in scale, reversion of grade, stoppage of increments, withholding of promotions etc.

This conference urges upon the Government to respect all the promises which the Central Ministers have made from time to time and withdraw all dismissal and suspension orders, cancel all orders adversely affecting the pay and promotion and reinstate and restore all victimised employees to their former positions.

3. This conference notes with relief that the criticism and opposition by the working class has compelled the Government of India to postpone for the present the introduction of new Industrial relations bill applicable to central Government services.

The proposed bill contains many objectionable and anti-democratic features amounting to total negation of the right to strike. While employee trade unionists are not protected from being victimised under various pretexts, the so called outsiders are sought to be banned from participating in trade union activities.

The right of Association, Collective bargaining, and the right to strike are the fundamental trade union rights of all the workers. The working class cannot tolerate any attempt for taking away these rights. It is also in the interest of democracy and the progress of our country, that the genuine rights of the workers to organise themselves and carry on legitimate activities in defence of their rights are safe-guarded.

This conference urges upon the Government of India to once for all give up the idea of introducing the bill. The conference calls upon the working class and Railwaymen in particular to continue to be vigilant in this regard so as to ensure that this reactionary bill is not revived in future.

4. During the period of the two five year plans, the passenger traffic on the Railways has increased by 30% and goods traffic by more than 100%. The speed of trains has also increased considerably. But the total number of have actually decreased. Large number of vacancies remain unfilled. Leave reserve staff and relieving staff are practically withdrawn. Availing of weekly OTs, periodical rest and leave to look after private affairs have become almost impossible. Yearly increments, travelling allowances, overtime allowances, P.F. Advances etc are being delayed for months and months. Duty hours for many categories are step by step being increased to the pre-adjudication level.

Thousands and thousands of casual labourers who have been working for the Railways on paltry daily rates of Rs 1-25 or 1-50 for the last several years with the hope of getting permanent status, continue to be shamelessly exploited by our Government.

Using of section 149 of the Railway establishment code to dismiss employees whose misconduct cannot be established by lawful procedures, has of late, become a practise on this Railway.

Above all this, non-supply of tools and spare parts and lack of other facilities coupled with the irresponsible and negligent behaviour of the Officers of the Railway who seem to think that charge sheets and punishment will set right every thing, is creating deep discontentment among the workers.

If remedial measures are not taken immediately, the whole working system is ~~likely~~ likely to breakdown and chaos and confusion will prevail.

In order to ensure prompt action by the Administration, this conference calls upon the Railwaymen to be prepared for any legitimate action for which this union may be forced to give call.

5. This conference considers it foolish and suicidal on the part of the A.I.R.F to disaffiliate Dakshin Railway employees Union at a time, when the very democratic and trade union rights of the central Government employees are being threatened. This conference calls upon the AIRF to rescind Trivandrum resolution, close up the cleavages in the ~~xxxx~~ ranks of Railwaymen and develop AIRF as a real and powerful representative organisation of Railwaymen in India.

6. This conference demands of the Railway Administration to extend the over-bridge at Gooty R.S. to the loco shed of the station in order to afford safe passage for loco shed workers and residents on that side of the station as they are all now risking their lives by crossing the yard in which shunting trains are always moving up and down.

7. This conference considers the continued harassment of Sri. David-Fernandez, Branch Secretary, Miraz as victimisation for trade union activities and urges upon the administration to cancel all punishments and restore him to his former post.

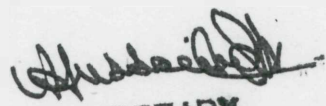
8. This conference appeals to the Railway workers in this division to contribute liberally towards the legal defence fund to meet the expenses of the Court case on Shri. Shaik Mehboob, Y.Venkatappa and Rangaiah whose appeals are now pending in the High Court at Hyderabad. This meeting unanimously decides to raise this fund as early as possible.

9. This meeting notes with sympathy the pitiable condition to which the families of the employees, who have been removed from service in connection with misuse of PTOs case, are reduced. Having also noted that the concerned employees sincerely regret their mistakes, this conference appeals to the Southern Railway administration to show mercy and reinstate all the employees so as to afford them means of living.

The meeting closed ~~xxxxx~~ after expression of thanks by the Chairman of the reception committee.

In the evening, a public meeting was held under the presidentship of Sri. K.S.Menon. Sri. P.K.Kumaran and P.Narayana Swamy explained the proceedings of the conference. Sri. G.Narayana, G. Ramalingam, K. Venkata Swamy, S G.P.Devadoss spoke on the grievances of the workers.

Meeting terminated after the presidents concluding remarks appealing ~~xxx~~ for unity among Railwaymen.


SECRETARY.
Gooty Branch.

अब रेल मजदूर इसे किसी भी कीमत पर बरदास्त नहीं करेगा—

इन्कलाब जिन्दावाद ।

मजदूर एकता जिन्दावाद !

प्रचार विभाग
पूर्वोत्तर रेलवे मजदूर सभा
गोरखपुर

मजदूर एकता जिन्दावाद !

मजदूर सभा जिन्दावाद !

इन्कलाबी मजदूर दोस्तों !

केन्द्रीय सरकारी कर्मचारियों की विगत देश व्यापी हड़ताल विफल हुई जिसका कारण था संघर्ष की अधूरी तैयारी तथा संघर्ष के गलत तरीकें, जिसे हर एक रेल कर्मचारी जानता है। रेल अधिकारियों ने किसी खास संगठन के संघर्ष तथा संघर्ष के तरीकों को देख कर यह निर्णय निकाल लिया कि रेल मजदूरों ने अब संघर्ष के माध्यम का परित्याग कर दिया और अब रेल मजदूरों के बीच कोई ऐसा संगठन नहीं जो रेल मजदूरों का 'संघर्ष' के पथ पर प्रदर्शन कर सके—अधिकारियों के आज के रुख का यही आधार है पर उनका यह रुख सोलहो आना गलत है रेल मजदूर अब भी पूर्व की भाँति संघर्ष को अपनी समस्याओं के हल का माध्यम समझता है और हर उचित मौके पर इसका प्रदर्शन भी होता रहेगा। यूनियन रेल के उच्चाधिकारियों का ध्यान आकर्षित करते हुए याद दिलाना चाहती है कि रेल अधिकारी गलतफहमी में हैं और वे श्राग से खेलने की नादान हरकत को दुहरा रहे हैं क्योंकि उनकी श्राज भी तानाशाही मनोवृत्तियों, अनियमितता तथा गैरकानूनी रवैये किसी न किसी दिन अनेच्छुक घटना की पुनरावृत्ति की सम्भावनाओं पर बल देते हैं जो रेल जैसे सार्वजनिक उद्योग तथा रेल मजदूरों के लिए विभीषिका का रूप धारण कर सकती है। अतः यूनियन रेल मन्त्रालय से अपील करती है कि वह औद्योगिक शान्ति बनाये रखने के लिए सक्रिय कदम उठाए और रेल मजदूरों की तकलीफों को दूर करने के लिए प्रभावशाली माध्यम निकाले :—

रेल मजदूरों की कुछ समस्यायें :—

१—बिला मजदूरों की राय के गोरखपुर कारखाने में मजदूरों के साइकिलों के रखने की व्यवस्था प्रशासन ने की—आर० पी० एफ० के चौकीदारों का पहरा लगा दिया गया। साइकिल रखने का कोई टोकेन साइकिल रखने वालों को नहीं दिया जाता—इस प्रकार लगभग एक दर्जन साइकिलें गायब हुई—इसका एकमात्र उत्तरदायित्व प्रशासन पर है—यूनियन माँग करती है कि प्रशासन, जिनकी साइकिलें गायब हुई हैं, उन्हें मवावजा दे और अविलम्ब उत्तरदायी व्यवस्था चालू करे।

२—डी० पी० ग्रा० इन्क्यू ऑफिस के बाक्यूओं के सीने पर चढ़ कर रात-दिन

एक करा कर काम लिया गया और अब जब आनरेरियम देने का मौका आया तो अधिकारी बगलें भाकते हैं। काम करा कर मजदूरी न देने का नया रवाज नवाब जी का अपना नुस्खा है। इस दफ्तर के क्लर्कों की तरफ़ी तथा स्थायीपन रोक रखा गया है। इस दफ्तर के मालिक हैं कर्मचारी हित व्यूरो के पिता श्री मान कौल।

३—“कर्मचारी हित व्यूरो” के पिता श्रीमान कौल साहेब का नया नुस्खा—बाबू गाड़ी का चलना बन्द कर दिया जाय—वर्तमान बाबू गाड़ियों सवारी गाड़ियों में बदल दी जाँय—सभी लोग टिकट खरीद कर उसी गाड़ी से आए जाँय। कर्मचारी हित का श्रभूत पूर्व नमूना—मजदूर दोस्तों अपना आलस्य छोड़ो और फिर संगठित होकर प्रशासन के इन अत्याचारों के खिलाफ लड़ने को तैयार हो जाओ।

४—बाढ़ की विभिधिका से सारा उत्तर प्रदेश तथा बिहार परीशान हो गया है—पिछले बीस वर्षों में ऐसी जबरदस्त बाढ़ कभी नहीं आई थी—उत्तर प्रदेश के मुख्य मन्त्री ने स्वतः उसे स्वीकार किया है पर रेलवे प्रशासन बाढ़-अग्रिम देने का नाम नहीं लेती जब कि ५३, ५४ और ५६ में उससे कम बाढ़ आने पर ३-३माह का बाढ़ अग्रिम दिया था—हम केन्द्रीय तथा प्रान्तीय सरकार से अनुरोध करते हैं कि वह जनरल मैनेजर पर दबाव डाल कर बाढ़ पीड़ितों को ३ माह का वेतन बाढ़ अग्रिम दिलावे।

५—कारखाने में मजदूरों की मुअ्तली की बाढ़ ने तो इस साल की नदियों की बाढ़ को भी मात कर दिया है। लम्बे लम्बे श्रसे तक मुअ्तल रखा जाता है और कोई औचित्य नहीं मिलता तो कुछ सजा देकर बहाल कर दिया जाता। इस प्रकार देश की गाड़ी कमाई को रेल के अधिकारी पावर के नशे में बिला सोचे समझे खर्च करते हैं। यूनिशन मांग करती है कि मुअ्तली के कुछ निश्चित नियम बना दिये जाँय जिससे इसका दुरुपयोग बन्द हो जाए। तथा देश के पैसे की बरबादी न हो सके।

६—आवासों के किराया का दर, एलाटमेन्ट तथा बिजली लगाने व बिजली जलाने के चार्ज आदि के कामों में मनमानी किया जाता है। कायदों का भी उल्लंघन किया जाता है—यह ज्यादती तथा अधिकारियों की जमीदाराना हरकत तुरन्त बन्द की जाय।

७—मुना जाता है कि वर्कशाप के अधिकारी अपना अपना गुणों पाले हैं जिनका काम है अधिकारियों के घर का इन्तजाम सम्भालना तथा रेल से वेतन लेना और रेल

मजदूरों को तबाह करना जो उनके उलटे पलटे कामों के सम्पादन में मदद नहीं देते यह भी मुना जाता है कि नवाबचन्द तिवारी APO को कोढ़ की बिमारी है और वह संक्रामक है जिसे छिपाया जा रहा है। यूनिशन की मांग है कि चिकित्सक बोर्ड द्वारा इसकी जाँच करा कर उचित कार्यवाही की जाए। श्री शर्मा क्लर्क को इसी-लिये तंग किया जा रहा है कि वह चीफ क्लर्क तथा ए० पी० ग्री० को खुश नहीं कर सका।

८—श्री गंगा प्रसाद क्लर्क को ए० पी० ग्री० ने चार दिन की छुट्टी माँगने पर मुअ्तल कर दिया—यह है बरसाती अफसरों के कारनामों—

९—केन्द्रीय अस्पताल की व्यवस्था से मरीज रेल कर्मचारी तथा उसके परिवार के लोग तबाह हैं—आउटडोर की अव्यवस्थाओं की चर्चा करना असम्भव काम है। अधिकतर दवायें नहीं मिलती बाजार से खरीदने के लिये बाध किया जाता है पर उसके लिए भी नियमित पुर्जियाँ नहीं दी जाती—इस प्रकार रेल कर्मचारी को बाध होकर बाजार से दवा खरीदनी पड़ती है और उसका पैसा भी नहीं वापस होती—बिला मर्ज अच्छा हुए ही अस्पताल से निकाल दिया जाता है या नहीं तो ३, ४ महीने अस्पताल में रखा जाता है, मर्ज अच्छा होने के बजाय बढ़ता ही जाता है 'इसके अनेक कारण हैं जिसमें एक मुख्य कारण यह भी है कि डा० सत्येन्द्र सिंह डी० एम० ग्री० लगभग २४ घण्टे शराब के नशे में चूर रहते हैं ऐसे व्यक्ति के हाथ में सरकार ने हजारों नर-नारियों का जीवन सौंप दिया है केन्द्र पर आप इसलिये बने हैं कि रेल के बड़े बड़े अफसरों तथा उनके परिवार वालों की दवा घर पर जाकर करते हैं। यूनिशन जोरदार शब्दों में माँग करती है कि इनके चाल-चलन की जाँच गुप्त रूप से विशेष अधिकारी द्वारा कराया जाय और उनको यहाँ से तत्काल स्थानान्तरित किया जाय—इस जाँच को सफल बनाने के लिए यह भी जरूरी है कि वर्तमान सी० एम० ग्री० श्रीचौधरी को भी हटाया जाय अथवा कोई निष्पन्न जाँच नहीं हो सकती क्योंकि श्रीमान चौधरी जो डा० सिंह के प्रभाव में हैं। मजदूर साथियों !

तुम अब समय रहते चेतो समाज में सम्मान पूर्वक जीवन रहने के लिए अपने सामूहिक ताकत का प्रदर्शन करो और सरकार को बताओ कि सारी बुराइयों और अत्याचारों की जड़ अफसरों की बदमाशी और तानाशाही मनोवृत्ति है उसे समाप्त किया जाय अन्यथा औद्योगिक अशान्ति बढ़ेगी और अगर इसकी रोक थाम नहीं की गई तो

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October 2, 1961

Dear Com. Kumaran,

Your letter I saw on my return from tour of Bengal.

Yes, I had a ~~letter~~ talk with Shri Peter Alvares in Bombay. He told me that the charges ~~against~~ against the union were accepted by Com. Guruswamy, the President of the DREU who alone was present in the Council meeting. Disciplinary action in the circumstances were inevitable according to him.

He told me that they will not affiliate the PSP-sponsored union on the Southern Railway immediately. He was not prepared to commit as regards restoration of affiliation or re-affiliation but was not against it. They are now very much against Guruswamy. When in Calcutta, I got the same report of ~~xxxxxxxxxx~~ comments from Ram Chakravarty. He was willing to consider restoration of affiliation if regret was expressed for violation of discipline. Our spokesman said there is no need of expression of regret. Ram Chakravarty, according to this source, is not averse to taking the union back.

I learn Guruswamy is very much against restoration or re-affiliation. We will have to persuade him.

Also that he should not resign or press resignation from the presidentship of the AIRF. Peter told me that Guruswamy is still the President of the AIRF. This post will help us in getting back.

I am going to Bangalore by the deluxe Express which leaves Delhi on 4th evening. I shall be in Bangalore upto 10th inst. SAD will reach Bangalore from Bombay on 8th. Can we meet somewhere?

With greetings,

Yours fraternally,

ms.

(K.G. Sriwastava)

Oct. 2, 1961

Dear Com.Joglekar,

Thanks for your letter of 27th Sept.

I returned from Calcutta today.

This means your meeting is also postponed indefinitely.

What I suggest is that you fix up a date and during your tour, ~~take~~ them of the date and venue. This will be helpful.

I am going to Bangalore on 4th October and return on 12-13th or so. Northern Rly people are likely to meet on 14-15 Oct.

With greetings,

Yours fraternally,

mg.

(K.G.Sriwastava)