

For Favour of Publication


Shri Madhu Limaye, is  
the following letter which  
Dange, Chairman of the Com  
Secretary of the A.I.T.U.C

17 Gurudwara, Bakloh, Punjab  
India - 141111

May 13, 1974

It has released for publication  
the address he had addressed to Mr. S.A.  
Communist Party of India and General  
S. yesterday,

Yours sincerely,



Office Secretary

26th April '74

Published by S.E. Railway  
Labour Union.



ARE THE GOVERNMENT SERIOUS IN NEGOTIATIONS ?

It is said that Govt. is desirous of a negotiated settlement on the demands of Railwaymen. From the Prime Minister to Railway Minister - everybody is expressing their keenness for a negotiated settlement to avert a Railway Strike, which will be a disastrous for the economy of the country. But how these negotiations are going on ?

About two months have passed since the National Convention of Railway Workers held at Delhi wherefrom it was announced that if settlement could not be reached on 6-Point demands of the Railwaymen through negotiations by 10th April '74, Railwaymen would be compelled to go on strike from any day after that period. Government was silent all along. But Govt. came forward only when there was a big stir and agitation amongst the Railwaymen through the length and breadth of the country during the demand week observed from 2nd to 8th April '74. After much fuss and fun, when discussion was opened as late as on 15th April '74 and that too from a lower level, like the Member Staff, Railway Board, who had no jurisdiction to take decision on any of the demands, there was a complete deadlock as Member Staff offered flat 'NO' to all the six demands of the Railwaymen.

The discussion started on 18th April '74 could not be continued more than 45-minutes as chief negotiation on behalf of the Government, Md. Quereshi had to leave the meeting due to sudden death of his father. Com. George Fernandes, Convenor, N.C.C.R.S., then requested Shri L.N. Mishra to resume the discussion personally, as he is the man in charge of Railway Ministry, but he declined, allowing the matter to be drifting till arrival of his Deputy.

When this is the position of discussion, Govt. is not sitting idle. They are adopting measures after measures to vitiate the atmosphere of negotiations. They are adopting arresting hundreds of Railway Workers under D.I.R., M.I.S.A. etc.,

which is contrary to the earlier assurances. All the mass media have been pressed into services to spread half truths, untruths and conflicting reports to raise the public wraths against the Railway Workers. They also cancelled a lot of train services much ahead of the strike only to cause public inconvenience.

The delay-dalling methods being adopted by the Govt. in negotiations and the repressive measures already taken or under way of taking, have naturally given rise a doubt as to how far the Govt. is keen to bring about a settlement through negotiations on the demands of the Railwaymen.

However, from the side of Railway workers, it can be only said that they are anxious for a settlement through negotiations, but if it fails, the Railwaymen are determined to go into striking their colorless mode of action throwing aside all the intimidating policies and pressures of the Govt.

JAT END

The untiring services 'FORUM' rendered for promoting the causes of Rly. men have been acknowledged by many & we consider the acknowledgment received from Com. Fernandes, President, AIRF and Convenor, NCCRS is topping them all, we therefore, publish his letter dt. 11-4-74 here to share this pleasure along with our members, supporters and sympathisers.

No. AIRF/160-B. April 11, 1974

Dear Com. Subramaniam,

I have the copy of the circular to your units and also a copy of your bulletin. I hope you are doing everything possible to organize action of your Rly.

With greetings,

Yours fraternally,  
Sd/-George Fernandes

NEWS AND VIEWS:

Why now retreating ?

During Dec '72 both AIRF and NFIR made a joint demonstration before Parliament on the question of Bonus and other demands of the Rly:workers. During May/June of the last year NFIR posed also that they would go to the extent of strike on the issue of Bonus. General Secretary of NFIR, Sri Kulkarni has spoken very recently that they are committed to strike on the question of Bonus.

Now, NCCRS of which AIRF is the main force has given a Call for indefinite strike from 6 Hrs. on 8th May '74 for realisation of Six Demands including Bonus.

At the present moment what we observe is that Unions affiliated to NFIR are dissociating themselves one by one from the ensuing struggle. What further Role they will be playing in new future is no longer a matter of guess.

May we now ask the supporter of NFIR why they are retreating from the struggle of Bonus ? When they have already taken Ballot on this issue ?

NO DIALECTICS BUT DOUBLE STANDARD

Having praised the unity move of Com: Fernandes, President, AIRF in the National Convention of Rly:workers at Delhi in full-throated ease, Com:Dange's first initiative was to form a 3rd Federation parallel to AIRF comprising all the Rly:Unions affiliated to AITUC. He advanced arguments in support of his disruptive action saying that the leadership of AIRF is reactionary.

• Dange has recently stated that SERly: Men's Union though an affiliate of AITUC will not join the newly formed Workers Federation but will remain within the AIRF of whose leadership he himself has termed as reactionary.

This ~~apparently~~ contradictory stand cannot be explained by the application of any Dialectical theory. It can be realised only if one can muster some knowledge of "Double Standard" policy being pursued by Com:Dange and his supporters so skilfully in the field of politics and Trade Unions.

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, CONTRIBUTE GENEROUSLY '  
, FOR STRUGGLE FUND. '  
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NEWS ABOUT STRIKE PREPARATION

A meeting of the National Co-Ordination Committee for Rly:Men's struggle was held at Delhi on 15th April/74. The resolutions adopted at the meeting are appended below :-

- a) That Rly:men have no alternative but to go on an indefinite strike from 6 hours on 8th May '74.
- b) That all Unions/Associations/Organisations which are a part of the NCCRS are directed to serve a 14 day's notice of Strike on the local Adms. by 23rd April/74.

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Central Council Meeting of Labour Union was held at Kharagpur on 21st & 22nd April to discuss and review the whole situation on SERly: in the context of the ensuing struggle.

Apart from taking various resolutions and action programmes to make the coming struggle a complete success, the meeting also decided to serve strike notice on behalf of this Union as per resolution of NCCRS.

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SERly: Labour Union has served a Strike Notice on 22-4-74 on the local Rly:Admn: at GRC along with other Unions/Associations.

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SERly: Accounts Sub-Head Association in its general meeting held on 22-4-74 at Garden Reach has unanimously resolved that in case of non-settlement of the demands by negotiations with the leaders of NCCRS, this Association will actively support the proposed strike by Rly: men commencing from 6 hours on 8th May '74.

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A meeting of the SERly: Co-Ordination Committee for Rly:Men's struggle was held on 22-4-74 at Garden Reach. Convenor Com: M. G. Roy Chowdhury discussed various problems in connection with the ensuing struggle and submitted a programme for holding a series of meetings in various strategic points of this Rly. which was accepted unanimously. Com: Subrahmaniam, General Secretary, SERly:Labour Union suggested certain steps to be taken immediately for augmentation of the strike preparation which were also accepted unanimously after discussion from all points of view.



SOCIALIST PARTY  
CENTRAL OFFICE

16/17 Vithalbhai Patel House  
16/17 Lane, Howrah-1  
May 15, 1974.

FOR FAVOUR OF PUBLICATION:

Mr. H.G. Gony, M.P., Leader of the Socialist Party Group in the Rajya Sabha, has released for publication, a letter which he had written to the Prime Minister on May 13, 1974, concerning Railwaymen's Demand.

The text of the letter is as follows:

" " The country-wide strike of the Railwaymen continues but it appears that even the collective wisdom of the Government and the opposition is unable to evolve a solution honourable to both the sides. It is a pity.

For a day after our meeting on Friday everybody, including the national press and the AIK was talking of the three point formula. But you pricked the bubble when in your speech in the Congress Parliamentary Party you observed that the so called formula was only a personal opinion of a member. It means that the flimsy uncertain base provided by the formula has also gone and we are back to square one. In this circumstance I am afraid the suggestions made yesterday by the Action Committee that they are ready to enter into negotiations without insisting on the release of its members who are in jail, has little relevance. Does it mean that the Government has finally decided to allow things to deteriorate still further without taking into consideration its after effects? A resentful and humiliated working class will not exactly be an asset either to our economic development or to our democratic structure.

I write you today because I still feel that the awareness you show of the basic issues involved in this confrontation, if pursued in the right way can still show a way out of this tangle. The two main issues as you know are: (a) bonus to Railwaymen and (b) parity of wage scales with the employees in other public sector undertakings. I felt encouraged when I perused your speech in the Lok Sabha on May 9. Though it does not amount to a comprehensive analysis of these issues, in a speech no one can expect it, there are enough indications to show that your sympathies are with the workers, that you have realised the need of a national wage policy which has been generally against labour as a class.

I suggest that both the issues, that of bonus and parity of wages be taken together as bonus also has been considered by the government itself as deferred wage. While considering these twin demands, the question arises whether they should have any linkage with productivity or they could be considered as isolation. I think the main thrust of your speech on the 9th was towards this point. Time and again you said that whenever demands were conceded they did not ensure better production. In my opinion it was a very appropriate and significant observation.

And there I will like to ask you two questions. The Railway Minister has many times said that the demand for bonus could be considered after the publication of the report of Bonus Review committee. It is said that in your opinion the question of bonus to Railwaymen cannot be considered at all. Which of these obviously contradictory stands is true? If what Shri Mishra says is true then what prevents the Government from writing to the Bonus Review Committee that their review should include the case of railwaymen too? If what you say is the Government's policy, then its only justification can be that the Railwaymen have not given increased production.

7 I want to submit that it is here that you and the Railway Ministry are caught on the wrong foot. Even a cursory perusal of the official publication 'A Review of the Performance of Indian Railways', February 1974 will show how the staff productivity has gone up from 122 in 1950-51 to 200 in 1972-73, how the labour productivity has increased in the same period by 64% and that of the workshops by 54%. On the other hand number of workers has declined by 9%, and as the Third Pay Commission has admitted the real earning of the Lower Division Clerk has come down by 10%, that of the Upper Division Clerk by 18% and that of 'A' Grade Driver by as much as 22%. As you can guess the last two years must have greatly added to this erosion, which was already substantial.

My submission to you is if it could be proved from official documents that the Railway workers is giving constantly increasing production, should you not be liberal enough to promise consideration of his demand for bonus and parity in wage structure? It is necessary to remember that in many public sector undertakings, with whom the railwaymen is seeking parity, increased production is a rare phenomenon! Even a partial step indicative of your willingness to entertain these demands of bonus and parity will have a far-reaching impact.

With every day that passes new problems get added to the old ones. For instance the question of victimisation is assuming alarming proportions. It is all the more urgent therefore to tackle the situation without further loss of time.

I hope this submission of mine, made with the sole purpose of ending this confrontation will be given the consideration it deserves.

Yours sincerely,

Sd/- N.G. Gorey

Smt. Indira Gandhi  
Prime Minister of India  
New Delhi



Nagdas Chambers,  
167, P.D'Mello Road, Bombay-38

FOR FAVOUR OF PUBLICATION:

Mr. Mahesh Desai, General Secretary of Hind Mazdoor Sabha has issued the following statement on the commencement and continuation of railwaymen's strike from May 8, 1974.

"Hind Mazdoor Sabha congratulates the Indian Railwaymen on their unity and valour in the biggest ever strike that has commenced peacefully inspite of premeditated provocation by the Railway Ministry and the Government of India. A number of railwaymen's Unions in the various zones have been HMS affiliates they command our support and allegiance in their strike for legitimate demands. Ten years ago HMS had put forward the demand of the railwaymen to be treated as industrial workers in all respects and had demanded for them a Wage Board as in the case of port workers. Consistent with its policy HMS has demanded along with the All India Railwaymen's Federation in the Railway Minister's Meeting of February 4, 1974 that a specific framework of negotiations between the railwaymen and railway ministry was an indispensable pre-condition for their success and for averting a showdown on the railways. The Railway Minister Shri L.N. Mishra studiously avoided defining this framework then, has avoided doing so before breaking up the negotiations by the arrest of railwaymen's leaders and continues to do so after the commencement of the strike. It is patent and clear that nether Shri Mishra nor the Union Government is serious or sincere about negotiations. Their insistence on the withdrawal of the strike before resuming negotiations is crude way of telling the railwaymen that their demands for bonus and wage parity are not only unacceptable but non-negotiable. Why else should leaders be arrested and abandonment of strike be insisted upon before resumption of negotiations.

The savage but selective arrest is a political manouvre to divide the rare trade union unity and solidarity achieved by the railwaymen behind their matter-of-fact, mundane demands for wages and bonus. It is the Government and not the National Co-ordinating committee which is importing politics in the struggle of the railwaymen. The INTUC and its National Federation of Indian Railwaymen have also demanded bonus. How then can the strike for bonus be politically motivated? How can a trade union support the workers' demand and simultaneously condemn them for adopting the time-honoured method of strike in getting it? Let the INTUC join the railwaymen's struggle instead of disrupting it.

No condemnation could be too strong for the kind of cynicism, prevarication, provocation and vindictiveness packed by Shri L.N. Mishra his utterances and actions since the pre-dawn arrest of All India Railwaymen's Federation President George Fernandes and his railway colleagues. But condemnation is not enough. Proclamation of solidarity with railwaymen's struggle is not enough. Shri Mishra and his Government should be turned back from the slippery path of dangerous escalation. At the same time the railwaymen have to be protected from the irrational fury of those who see in their strike the long sought opportunity of 'Disciplining' the Indian workers and their trade union Movement. More, much more that the railwaymen's demands for bonus and wage parity are at stake.

for Hind Mazdoor Sabha

Sd/-  
Office Secretary.

TRUE COPY

HIND MAZDOOR SABHA

Nagindas Chambers,  
167, P. D'Mello, Road  
Bombay 400038

May 2, 1974.

FOR FAVOUR OF PUBLICATION

Shri Mahesh Desai, General Secretary,  
Hind Mazdoor Sabha has issued the following  
statement to the Press:

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"Mahesh Desai, general Secretary of Hind Mazdoor Sabha has strongly condemned the arrest of All India Railwaymen's Federation President George Fernandes and other Railwaymen's leaders a few hours before the scheduled crucial negotiations in Delhi with the Railway Minister Shri L.N. Mishra. There can be no doubt, Mr Desai said, that this was a premeditated provocation on the part of the Government to precipitate a showdown on the Railways and incite public feelings against the legitimate demands of the railwaymen. IMS has supported the railwaymen's demands for wage parity and bonus and would stand by them in their struggle to achieve them".

for HIND MAZDOOR SABHA

Sd/-

Office Secretary.

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UNION INTERNATIONALE DES SYNDICATS  
DES TRAVAILLEURS DES TRANSPORTS  
(I. S. M.)

TRADE UNIONS INTERNATIONAL  
OF TRANSPORT WORKERS  
(W. F. T. U.)

UNION INTERNACIONAL DE SINDICATOS  
DE TRABAJADORES DE LOS TRANSPORTES  
(I. S. M.)

МЕЖДУНАРОДНОЕ ОБЪЕДИНЕНИЕ  
ПРОФСОЮЗОВ ТРУДЯЩИХСЯ ТРАНСПОРТА  
(в. ф. п.)

MEZINÁRODNÍ ODBOROVÉ SDRUŽENÍ  
PRACUJÍCÍCH V DOPRAVĚ  
(S. O. F.)

SECRETARIAT:  
OPLETALOVA 57  
PRAGUE 1 — TCHECOSLOVAQUIE  
TELEPHONE: 22 12 10  
ADRESSE TELEGRAPHIQUE:  
INTERTRANSPORT PRAGUE

Prague, May 6, 1974

To all affiliated and friendly  
organisations of transport  
workers.

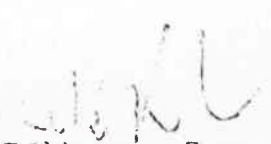
12/5/74

### PRESS DECLARATION

Following the failure in negotiations between the Railway Ministry and the National Coordination Committee for Railwaymen's Struggle /composed of the railway trade unions of the AITUC-WFTU, AIRF-ICFTU and other central and autonomous railway trade unions/ relating to the settlement of the various general and sectional demands of railwaymen /in particular revision of wages upwards following an erosion in real earnings due to enormous increase in prices, a need-based minimum wage, wage parity with the other public sector undertakings, 8-hour working-day, decasualisation of all casual railwaymen, etc/, two million Indian railwaymen have given a strike notice from May 8.

The TUI considers the railwaymen's demands as just and reasonable. It demands an immediate settlement of the dispute by conceding the railwaymen's demands, an end to repressions and an immediate release of the arrested leaders. A cable containing these demands was sent to the Prime Minister of India.

Should the general strike of Indian railwaymen materialize, the TUI Secretariat appeals to all its affiliated and friendly organizations to extend their active support and solidarity to their Indian brothers, including protests to the Prime Minister of India and messages of solidarity to the railway unions involved in the dispute.

  
Deb Kumar Ganguli  
General Secretary

Grams: SURAKSHA

Tel. No. 386427

ALL - INDIA DEFENCE EMPLOYEES FEDERATION  
( DEHI REGIONAL COMMITTEE )

H-351 Narain Vihar DDA New Delhi -28



PRESS RELEASE

8 May 1974

Santokh Singh, Regional Secretary of the All India Defence Employees Federation has issued the following statement to the press :

" Delhi Regional Committee of the All India Defence Employees Federation warmly congratulates the railway workers of India on their successful and united strike launched today in favour of their eight demands. This is the first ever united action of railway workers in the history of Indian railways .

Inspite of indiscriminate arrests , repression and police terror , the Government has miserably failed to break the determination to fight for the justice which this Government has denied for the past many years .The Government has not learnt any lesson from the past two strikes of the Central Government Employees of 1960 and 1968 when inspite of promulgation of Essential Services Maintenance Ordinance , mass arrests, firing on innocent workers etc , could not suppress their just movement . The same story of terrorisation and mass victimisation of the employees is being repeated in the present strike of the railway workers .

We call upon the Government not stand on false prestige and order forthwith release of a-all the arrested persons , revoke the suppressive orders and start negotiations with the National Co-ordination Committee of Railway strike.

We also call upon the working class of India to stand unitedly behind the railway workers and defeat the anti-working class and pro-monopolist policies of this Government .

We assure the railway workers of our full support in their just struggle and call upon the Defence workers to remain alert to move into action at a short notice , in support of the railway workers ."

*Santokh Singh*  
( Santokh Singh )  
Regional Secretary

GRAMS: SURAKSHA

Tel.No. 392404/386650

ALL- INDIA DEFENCE EMPLOYEES FEDERATION  
H- 351 Narain Vihar , New Delhi -28

PRESS RELEASE

9 May 1974

DEFENCE WORKERS SOLIDARITY TOOLS DOWN STRIKE

S.M.Banerjee M.P., President and K.G.Sriwastava ,  
Joint Secretary of the All India Defence Employees Federation  
have issued the following statement to the press :

" We congratulate the railway workers for their  
magnificent unity and strike on an unprecedented scale and  
against all odds .

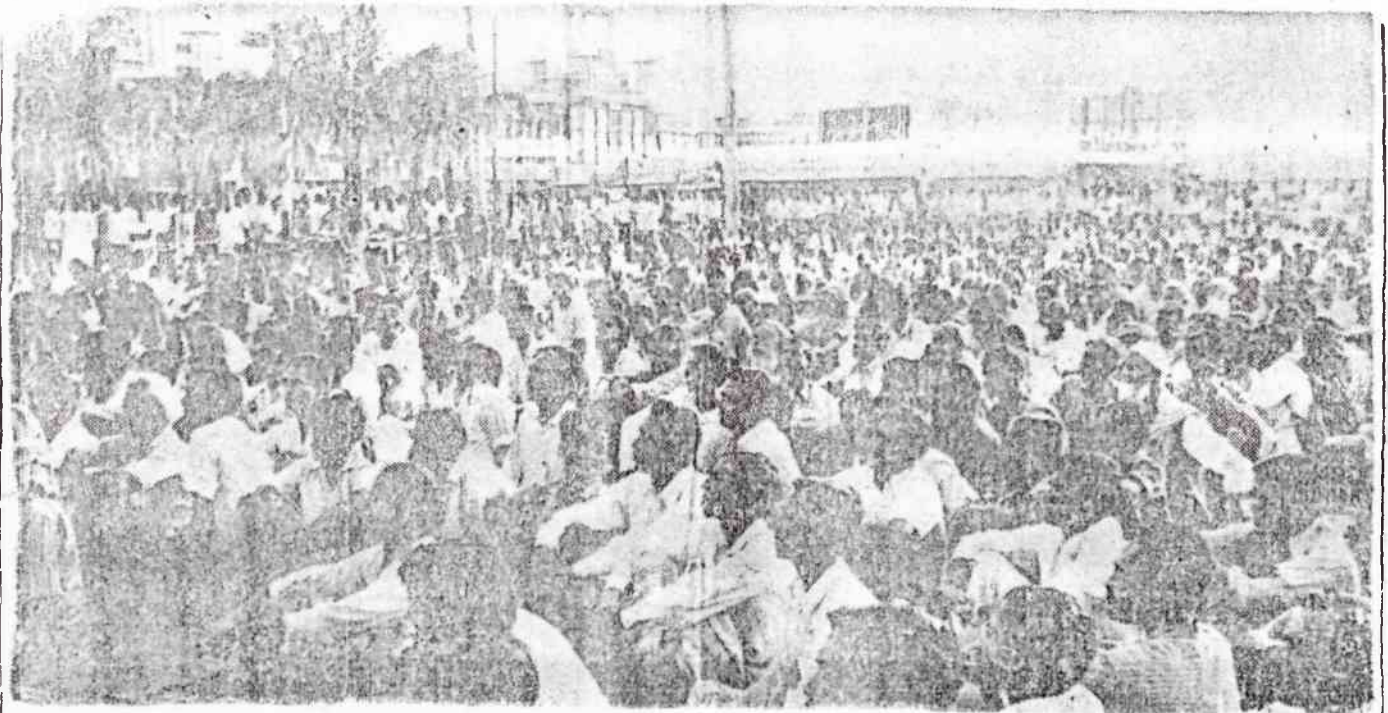
All sorts of repression , lies and slanders of  
the Government have failed to demoralise railway workers .

To express solidarity with the struggle of  
the railway workers for their just demands and to protest  
against the repressive measures of the Government , 5 lakhs  
Civilian Defence Workers will go on ONE DAY TOOLS DOWN STRIKE  
on Wednesday , 15th May 1974.

All the unions are requested to make this  
programme a success peacefully . "

*Santokh Singh*  
( Santokh Singh )





Railmen's rally at Charbagh on Thursday.—N.H. Photo.

## Railmen's Rally At Charbagh

By Our Staff Reporter

LUCKNOW, Thursday.—A large number of Northern Railway employees belonging to 60 different unions held a joint rally in front of the Charbagh railway station here this evening, to press their demands.

Addressing the rally various union leaders urged the workers to unite and prepare themselves for "a grim struggle to gain their rights". Railway employees all over the country are observing 'Demands Week', which began on Tuesday.

Later a seven-point charter of demands was submitted to the Divisional Superintendent, Northern Railway, and other officials. The employees have been agitating for recognition as industrial employees, grant of salary on par with public sector employees, fixation salary after proper re-evaluation and classification, grant of cent per cent dearness allowance, payment of bonus at the rate of 8-1/3 per cent from 1971 onwards. They are also demanding establishment of cheap grain shops for railway employees and scrapping of casual labour.

Earlier the employees from various unions converged on the meeting ground from their offices in separate processions, shouting slogans condemning the Government's attitude towards them. The workers will demonstrate in front of their offices throughout the week.

MORADABAD, April 4.—One person of Amroha was found guilty of selling spurious medicines and was sentenced to undergo one year imprisonment and a fine of Rs. 500.

## Transport Facilities For Kumbh Pilgrims

LUCKNOW, Thursday.—The State Road Transport Corporation has pressed into service an additional fleet of 650 buses, besides the scheduled buses to cope with the pilgrim traffic on the occasion of the Purna Kumbha at Hardwar. In addition, 200 more buses will be available to meet the transport needs of the pilgrims as and when required.

The SRTC has acquired land in

Nirmal Chhaoni at Hardwar and set up a bus station and a workshop there. Similarly, at Sohrab Gate in Meerut, a bus station and workshop has been put up and arrangements have been made for special booking for the Kumbh mela. All modern facilities will be available to the pilgrims at these bus stations. The amenities provided include canteens, lavatories, shelters and sheds for the passengers and arrangement for relay of information. The services of guides will also be available to them.

## SEJC STIR PLAN FOR SUKUL'S RELEASE

KANPUR, Thursday.—The State Employees' Joint Council has chalked out an agitational programme to protest against the dismissal of council president, Mr. P. N. Sukul and Mr. S. K. Misra, the organising secretary of the council, Mr. R. N. Shukla said here today.

On April 9, the employees will observe "Black Day" all over the state. They will wear black badges and observe "pen-down strike" from 11 a.m. to 1 p.m. from April 10 to 15 and meet MLAs and MPs of their respective districts and hold public meetings on April 16. The employees will hold demonstrations and rallies at Lucknow in front of the Civil Secretariat and at district headquarters at the residences of district magistrates and present a memorandum.

From April 23 to May 7, employees will participate in a 24-hour picketing and hunger-strike in front of the Secretariat at Lucknow.—PTI

## Opposition Gives Up Plan To Gherao PM

POONA, April 4.—Congress circles here heaved a sigh of relief today following the opposition announcement that it was abandoning its plan to gherao Prime Minister Indira Gandhi when she visits the city on April 6.

Bunting and welcome arches have come up all along the 12-km route from the airport to Raj Bhavan. Thousands of posters with Mrs. Gandhi's portrait are on the city walls.

About 1,00,000 people from the rural areas of western Maharashtra are expected here to participate in the reception. About 1,100 trucks have been requisitioned for the purpose.

Mrs. Gandhi is scheduled to arrive here by an IAF aircraft from Delhi at 10 a.m. for a nine-hour stay.

She will inaugurate the silver jubilee celebrations of Poona University. Her other engagements include a visit to the Aga Khan

## Bibhuti Mishra's Appeal To JP

NEW DELHI, April 4.—Mr. Bibhuti Mishra, MP, an associate of Mahatma Gandhi in the famous Champaran satyagraha, today appealed to Mr. Jayaprakash Narayan "not to abet" the strong internal and external forces which wanted to create confusion and chaos in the country and thus jeopardise the very existence of "our independence."

In a letter to Mr. Narayan, Mr. Mishra said "statements like the one made by you would only create confusion and would act against the interests of Bihar. We freedom-fighters and both of us are fortunately still alive. We know the agonies with which we had to suffer which brought freedom to the country. We must fight the external conspiracy unitedly and strengthen the hands of Mrs. Gandhi in this moment of crisis".—PTI.

## MAHABIR JAYANTI AT KANPUR

From Our Staff Reporter  
KANPUR, Thursday.—Functions to celebrate Mahabir Jayanti were held in various parts of the city today. The day being declared a gazetted holiday by the state Government, all the offices and educational institutions remain closed.

In the morning, a big procession of devotees started from General Ganj and after passing through the main streets terminated at Nani Rao Park in the afternoon.

RAJ BHAVAN NEWS

RAJ BHAVAN  
LUCKNOW

**BMT**



Phone: 40347

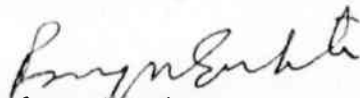
Telegram: RAILWAYMEN

ALL INDIA RAILWAYMEN'S FEDERATION.  
(Estd. 1924)

125-B, Babar Road,  
New Delhi-1.  
Dated April 29, 1974.

PRESS RELEASE.

The Northern Railway Licensed Porters' Association extended its support to the demands of the railwaymen and assured of its co-operation in the event of a strike on railways. The Association has also sent a contribution 101/- to the Struggle Fund of the railwaymen.

  
Priya Gupta  
General Secretary.

favour of publication.

The News Editor.

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Gorakhpur May 23, 1962. Mr. T. S. Ghose Senior Advocate Supreme Court of India  
Working President of Railway Magistrate Union has issued the following  
to press:-

160-8  
On receipt of a telegraphic communication that summary proceedings  
have been adopted by the Judicial Magistrates in trying Railwaymen charged  
with alleged offences under various Sections of the Indian Penal Code and  
Rule 112 of A.I. Rules and they have been convicted also on Summary Trial  
in some parts of the country, I came to Gorakhpur for consultation with  
local Advocates. I am glad to find that quite a very large number of  
brother Advocates have been working for the Railwaymen and defending them  
before the Chief Judicial Magistrate and Railway Magistrate to whom some  
of these cases have been transferred. We have chalked out a new line of  
defence and judicial question and questions of law are being raised in all  
such cases.

I maintain and have no doubt that the notice for strike was not  
illegal and the unions did not act illegally in giving strike notice. I  
have also no doubt that whatever steps were taken by the Unions in that  
connection were in accordance with law. But it can not be contested by any  
one who has kept himself informed about the matter, that before the strike  
took place the Executive authorities all over the country acting under the  
direction of Shri L.N. Mishra, Railway Minister had while keeping the  
Railway leaders engaged in negotiation for settlement sharpened his weapons  
in collaboration with the Union Ministry for Home to strike at the railway  
leaders and struck them on 2nd May, leaving no option to the Railwaymen but  
to sustain from work even without waiting for the Federation and Union to  
give a ~~final~~ <sup>normal</sup> call for strike.

It does not mean that the All India Railwaymen's Federation  
or its affiliates are not taking fullest responsibility for strike.

Naturally the Government of India and this time Mr. Indra Gandhi  
has taken the courage to have gone all out for a strike at the railwaymen.

contd...2...

No method, known to the worst Fascist administration has been spared. Intimidation, coercion, even beating up womenfolk all these have been resorted to, earned wages have been frozen, April pay has been withheld and false propaganda in the *Time* *Goebbelsian* time has been let loose over the All India Radio and press notes published in the newspapers.

The Union and the Federation are taking every step to protect the railwaymen and their families <sup>and</sup> to indicate their position in law and will do every thing it can to that end. I can only remind those who suffer intimidation, coercion and humiliation that those who stand for first cause and legal rights are bound to suffer, and have suffered since the days of Jesus Christ and Sri Chaitanya. But a just cause is bound to *Succeed* at last.

(.K.R.CHATTERJEE)  
for General Secretary:  
N. F. Railway Masdoor Union  
Gorakhpur.

3-May STRIKE COMMITTEE:

4/7, Asaf Ali Road, New Delhi-110001

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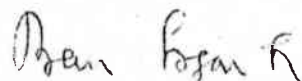
May 2, 1974

FOR FAVOUR OF PUBLICATION

The 3-May Strike Committee of Delhi in a resolution adopted today strongly condemned the provocative arrests or hundreds of Railway Trade Union leaders in the country including Shri George Fernandes, Convenor of the National Co-ordination Committee of Railway men's struggle.

Such arrests, while negotiations were to be resumed today clearly prove that the Government wants to suppress the strike by repression instead of settling it through negotiations.

The Committee assured the Railway workers of unstinted support of the working people of Delhi in their just struggle for their legitimate and patently justified demands.



PREM SAGAR GUPTA

Convenor.



Telephone No. 40947

Telegram ' RAILWAYMEN

ALL INDIA RAILWAYMEN'S FEDERATION  
(Estd. 1924)

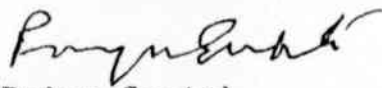
125-E, Babar Road,  
New Delhi,  
Dated May 2, 1974.

PRESS RELEASE

The All India Railwaymen's Federation feels very much shocked and surprised at the sad news of the untimely demise of our respected leader, Shri V.R. Malgi, who expired to-day at Bombay, while in Police custody, after having been rounded up by the Police. He literally lived and died for the Railwaymen's cause.

The All India Railwaymen's Federation condemns the action of the Police and their irresponsible way of tackling an old heart patient like Shri V.R. Malgi.

The entire railwaymen's fraternity to-day pays the departed leader its humble homage and offers its most sincere condolences to the bereaved family.

  
(Priya Gupta)  
General Secretary.

For favour of publication

To  
The News Editor,

.....

Telephone 49947

Telegramme: DAILY ACTION

ALL INDIA RAILWAYMEN'S FEDERATION  
(Estd. 1924).

125-B, Babar Road,  
New Delhi-1.  
Dated April 29, 1974.

PRESS RELEASE

The Northern Railway Licensed Porters' Association has extended its support to the demands of the railwaymen and has assured its support co-operation in the event of a strike on the Railways. The Association has also sent a contribution of Rs.101/- to the Struggle Fund of the railwaymen.

  
Priya Gupta  
General Secretary.

For favour of publication.

To the News Editor,

.....

Indian EXPRESS dt 11.4.74

# Khalasi's death leads to strike

Express News Service  
VIJAYAWADA, April 10

Movement of passenger and goods trains starting at and passing through Vijayawada was paralysed since this morning as loco men and staff of other departments went on a lightning strike here.

Several express and passenger trains, which arrived here in the morning, were held up at the station while others scheduled to arrive during the course of the day were regulated en route.

The strike call was given after the death of a khalasi, Mr. Fredericks, working as steam man at the loco shed here, last night and the refusal by the railway authorities to suspend the assistant loco foreman who, the workers alleged, was responsible for his death.

Representatives of the striking staff said that Mr. Fredericks, was forced to work beyond his duty hours by the assistant loco foreman. They demanded immediate suspension of the foreman, full compensation to the family of Mr. Fredericks and a job to his widow or any family member.

Mr. T. V. Srinivasan, divisional superintendent, when contacted, said that the khalasi was not forced to work beyond his duty hours.

ed to continue until the full length of the shift so that he could avoid coming to the night shift again, he said.

The khalasi reported giddiness when he got down from duty about 10 last night. He collapsed and died while on way to hospital.

On the demand of the striking staff for the suspension of the assistant loco foreman, the divisional superintendent said that he did not agree to it as he felt it was not proper to suspend the employee without an inquiry. He offered to take action against the foreman after an inquiry by a senior officer from Secunderabad, the zonal headquarters of the South Central Railway.

## Called off

Express News Service

VIJAYAWADA, April 10

The lightning strike by the loco running staff and other railway employees was called off tonight.

A settlement was arrived at following hectic consultations the District Collector Mr. K. R. Venugopal, had with both the employees' representatives and the administration till late in the night.

Following the settlement the assistant loco foreman who was accused by the employees to be responsible for the death of the khalasi would be relieved of his charge to facilitate an open inquiry by the railway authorities at 10.30 a.m. tomorrow and the striking employees would report for duty with effect

superintendent said that he did not agree to it as he felt it was not proper to suspend the employee without an inquiry. He offered to take action against the foreman after an inquiry by a senior officer from Secunderabad, the zonal headquarters of the South Central Railway.

He said that all other demands of the staff had been met. An ex-gratia payment of Rs. 500 had been given to the family and an assurance of a job to the wife or any family member and compensation as per the workmen's service regulations.

The body was handed over to the family without a post-mortem examination following a demand from the employees. It was taken in a procession in front of the railway station and divisional railway office in the evening.

The striking locomen went to different railway offices and asked the employees to come out. The divisional office staff came out during the afternoon shift.

Important trains affected by the strike were the No 52 New Delhi-Madras Link Express, No 37 and 22 Howrah-Madras Janata Express, No 43 Madras-Kakinada Circular Express and the No 48 Hyderabad-Puri Passenger. Besides, a number of passenger and goods trains which started from Vijayawada could not leave the station as the engine staff left the trains. In some engines, the striking staff put out the engine fire immobilise the trains.

A large number of passengers who were stranded at the station left for their destinations by road in the evening.

The No 37 Howrah-Madras Express with about 400 passengers was stranded at Gunadala station, near here, since morning. No effort could be made to bring it to the station here until evening.

Meanwhile the district collector, Mr. K. R. Venugopal, held discussions with the divisional superintendent of police, Krishna, the railway superintendent of police and the divisional superintendent in a move to resolve the strike.

Units of Local police, special railway police, CRP and Andhra Pradesh Special Police have been requisitioned by the railway authorities to clear the striking locomen and other railway staff squatting on

Turn to page 5, Col. 5

# Steamman's Death Sparks Loco Strike

Hindu DL-11474

FROM OUR CORRESPONDENT  
VIJAYAWADA, April 10.

Train services in and around Vijayawada junction remained paralysed for 12 hours from 8 a.m. to-day following a lightning strike by loco running staff and loco shed maintenance staff demanding the suspension of an Assistant Loco Foreman on duty for alleged dereliction of duty which resulted in the death of a steamman.

The loco staff contended that the Assistant Loco Foreman should be suspended for having permitted the steamman to work beyond his working hours.

The situation worsened as the day wore on, with almost all the railway employees working in cabin, carriage, wagon and train lighting depots and the divisional offices, walking out. The authorities were forced to terminate, cancel and regulate a number of passenger and express trains, including long-distance ones, touching Vijayawada.

## DISPUTE RESOLVED

The Collector and District Magistrate of Krishna, Mr. K. R. Venugopal, the Superintendent of Police, Mr. H. J. Dora, and the Superintendent of Railway Police, Mr. V. Srinivasa Rao intervened to-night and resolved the dispute between the agitating Railway employees and the Vijayawada Divisional Superintendent, which had brought the train movement into and out of Vijayawada to a stand still for over 12 hours to-day.

After 34 hours of separate talks with the Divisional Superintendent and leaders of the agitating employees, the Collector persuaded the Railway administration to relieve the Assistant Loco Foreman of his duties forthwith and order an enquiry to be held to-morrow.

L. Frederick (35), employed as a steamman (whose work is to light up engines and maintain steam) died around 11 last night. The employees contended that no relief was arranged for him

reaching the hospital. They also alleged that the steamman was not given a sick memo in time.

The railway authorities refuting the charges said that the steamman volunteered to work when 12 noon and it was not an unusual feature. They also said that the employee was given a sick memo after he signed off and he died when he was being taken to the hospital.

The divisional railway authorities agreed to the demands of the employees for the provision of a job to the son or wife of the steamman, ex-gratia payment to his family and payment of compensation. They, however, turned down the demand for the suspension of the Assistant Loco Foreman concerned.

Demanding his suspension, the maintenance staff and the loco staff held up the movement of locomotives into and out of the shed.

The authorities managed to run the New Delhi-Madras Link Express after a detention of over two hours by using a diesel loco-motive. The Vijayawada-Secunderabad Passenger was detained at the loco-shed and the Howrah-Madras Express at the outer signal. The Madras-Kakinada-Circular Express on the platform and the Secunderabad-Puri Passenger at the outer signal were also detained from about 8 a.m. As all the platforms were blocked with stranded trains the movement of other trains touching Vijayawada had to be regulated by detention at other places. There was no movement of goods trains.

Earlier in the day, a delegation of railway employees' leaders called on the Divisional Superintendent and renewed their demand for the suspension of the Assistant Loco Foreman. But the Divisional superintendent rejected it. Following the breakdown of talks, almost all the employees in the Divisional offices walked out

## Rail strike From Page 1 col 4

the track and obstructing train movement.

Two divisional railway unions, the South Central Railway Mazdoor Union and the Dakshina Madhya Railway Karmika Sangh came out with statements in the evening criticising the Divisional Superintendent as being responsible for the situation which led to the strike.

The two statements issued separately by Mr. Ch. Srihari Rao and Mr. A. Satyanarayana, secretaries of the two unions, alleged that when the deceased worker complained that he was not feeling well, he was not allowed to report sick and that this resulted in his death later.

They said that when the matter was brought to the notice of the Divisional Superintendent, he refused to suspend the concerned official.



Gen RAILWAYMEN.

PHONE: 40947

NATIONAL CO-ORDINATION COMMITTEE FOR RAILWAYMEN'S STRUGGLE

125-E, Babar Road,  
New Delhi.

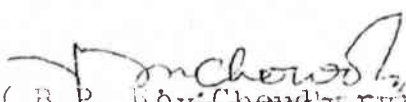
April 16, 1974

PRESS RELEASE

I am directed to enclose herewith two copies of the resolutions adopted in the National Co-ordination Committee for Railwaymen's Struggle held in the Constitution Club, Vishalbhair Patel House, Razi Marg, New Delhi on 15th April, 1974 under the Chairmanship of Shri George Fernandes, Convener of the National Co-ordination Committee for Railwaymen's Struggle, with the request to give proper publicity through your esteemed daily.

Thanking you,

DA/as above.

  
( B.P. Roy-Choudhury )  
for and on behalf of the  
Convener,  
National Co-ordination Committee  
for Railwaymen's Struggle.

To

The News Editor,  
\_\_\_\_\_

New Delhi.



ALL INDIA RAILWAYMEN'S FEDERATION

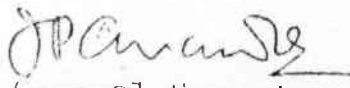
125/E, Babar Road, New Delhi.  
April 13, 1974.

PRESS RELEASE

The following statement has been issued by  
Mr. Jayaprakash Narayan:

"Feeling encouraged by the reports published this morning about the possibility of an amicable settlement of the railwaymen's dispute, I am encouraged to address these remarks, first of all, to my old comrades in the All India Railwaymen's Federation and then to the Railway Ministry and the Railway Board. Though it happened a long time back, yet I remember with pleasure and pride and a touch of nostalgia my association of five years with the All India Railwaymen's Federation. During those years though strike notices were served and even strike ballots were taken several times with overwhelming affirmative votes, there was no occasion for an actual general strike to materialise. And yet, any dispassionate study of those years of the railwaymen's struggle will show how much they gained as a result of their unity, patience and good sense. Of course, we do not have towering personalities like Dr. John Mathai and Shri Gopaldaswami Aiyangar any more in this country with whom I had to negotiate several settlements. Yet, I feel that the crippling blow that a general railway strike will certainly deliver to our already tottering national economy should be enough reason for both sides to show a spirit of accommodation and sense of patriotic responsibility. I am happy that after years of hibernation, the All India Railwaymen's Federation under its present dynamic and yet wise leader, Mr. George Fernandes, has regained some of its old strength and vigour.

I should also like to take this opportunity to appeal to the Federation as well as the sectional unions to reach some effective manner of coordination which may give the sectional units a measure of autonomy and at the same time preserve the unity of railwaymen of all categories and classes and help to keep the organisational and moral authority of the Federation unchallenged and unaffected. I offer my good wishes to both sides at this critical stage of their negotiations."

  
for General Secretary

To  
The News Editor,  
\_\_\_\_\_  
New Delhi.

News and Views

For preaching but  
for practice.

In the historic National Convention of Rly. Workers at Delhi, Com. Dange is reported to have appreciated in glowing terms the unity achieved through that convention and advised the Rly. Workers to carry forward this message of unity and spread them amongst Rly. workers to get their demands fulfilled. He is further reported to have praised George Fernandes, President AIRF in unequivocal language for the gigantic task he has performed in assembling in one platform of all types of Trade Unions and categorical Associations of Rly. Workers.

A few days have passed since then, it has now appeared in the News papers that a new Federation of Rly. Workers has been formed with Com. Dange as President.

Probably, Com. Dange and his followers think that formation of third Federation parallel to AIRF is a step towards forging unity amongst Rly. Workers.

Controversy over  
Convenorship

S.E.Rly. Workers Convention held at Khargpur on 11.3.74 to form Zonal Co-ordination Committee witnessed a peculiar scene. The ruling group of Men's Union was found engaged in bitter quarrel against their rival group in the same Union over the question of convenor or Joint convenorship. The reached such a high pitch that a decision had to be deferred till the next meeting.

National Convention at Delhi.

The National Convention of Rly. workers held at Delhi on 27th February under the sponsorship of A.I.R.F was attended by this Union with a group of representatives including our General Secretary, Com. Subrahmaniam as leader of the party. The resolutions adopted at that convention were circulated to the branches of this Union for their information and necessary action.

Central Council Meeting.

The Central Council Meeting of the S.E.Rly. Labour Union will be held at Khatgpur on 21.4.74 (Sunday) to discuss ways and means for implementing the decisions of National Co-ordinating Committee for Rly. men's struggle.

Rly. Workers convention at KGP on 11.3.

Com. Naba Ganguli and Com. Kanai Mondal of this Union attended the above convention. Com. Ganguli in his speech assured the delegates assembled there that Labour Union will afford its best efforts to make successful the decisions drawn up by the National Co-ordinating Committee for Rlymen's struggle.

Contemplated action to resist increase in  
House Rent for Rly. Accommodation.

According to the latest circular issued by the CPO, the increase in house rent for all types of Rly. accommodation will be effective from 1.10.70. This Union has protested against this move and even waited on a mass deputation before CE-GRC some time back. The Union is now exploring possibilities of instituting a court case in Calcutta High Court among other contemplated actions to resist this increase in house rent.

Letters sent to Rly. Administration &  
others.

<u>Letter No. &amp; Date</u>	<u>Addressed to whom</u>	<u>Subject matter.</u>
1. LU/REP dt. 16.3.74.	CPO/GRC C/CE/GRC	Reversion of Sri G.L.Naidu, PWI WKRE violating Rly. Bd's order.
2. AIRF/115 dt. 7.3.74	Rly. Bd. New Delhi.	Age limit for promotion of transportation staff to higher grade.

11/11/71

# रेलवे सेन्टिनल

11/11/71

## “वेस्टर्न रेलवे एम्प्लॉयज यूनियन”

VOL III

हड़ताल विशेषांक

केवल सदस्यों के लिए

### वेस्टर्न रेलवे एम्प्लॉयज यूनियन संघर्ष पथ पर—पश्चिम रेलवे के दो लाख मजदूर तैयार

समस्त पश्चिम रेलवे पर यूनियन की शाखाओं ने हड़ताल की तैयारी जोर-शोर से आरम्भ कर दी है। जोशी खरोश से यूनियन के कार्यकर्त्ताओं ने रेल मजदूरों में हड़ताल का कार्य व आम सभाओं का आयोजन प्रारम्भ कर दिया है। साथ ही सभी मुख्य स्थानों व शाखाओं में “संघर्ष समितियाँ व संयुक्त समन्वय समितियाँ” आदि का निर्माण किया जा रहा है।

वम्बई—“संघर्ष समितियाँ” व “क्षेत्रिय समितियाँ” जी० एल० आ० चर्च (ट स्टेशन, कार्मिक वन्दर माल डिपो, ग्रान्ट रो स्टेशन पारसल डिपो सब स्टेशन (पावर), व्म ई सेंट्रल स्टेशन, डी० ए० दफ्तर वम्बई सेंट्रल ट्रेन लाईटिंग, कारशेड, आंवर हेड, सी०एफ०ओ० (केरिज) वम्बई सेंट्रल, स्टोर डिपो, प्रिन्टिंग प्रेस, सिगनल वर्कशाप केरिज-रिपेयर शाप महा लक्ष्मी, ल वर पटेल लोको शेड, सिगनल शाप, आई० ओ० डू व पी० डब्ल्यू वर्कशाप, केरिज, रिपेयरशाप, लेल, दादर पाटुंगा स्टेशन क्षेत्र, वांदरा स्टेशन, वां० रा रेलवे कोलोनी (दोनों पूर्व व पश्चिम) वांदरा म र्शल याड' (लोको डिजल शेड, ट्रैफिक याड', केरिज डिपो) अन्धेरी याड' व डिपो, जागेश्वरी, गारोग्राम ाड' मलाड, स्टेशन एरिया, बोरोवली (पी० डब्ल्यू अ व आई ओ० डब्ल्यू वर्कशाप) पालघर, दाहनु, पार, त्रिलियारा, सूरत, बधना, व्यारा, नन्दुर व. दि पर बना दा गई है।

स्वयं सेवक के नामों का काम भी शुरू कर गया है। सर्वे श्री जाजं फरनान्डिस, मणीवेनकार,

उमरावमल पुरोहित, वी० आर० मलगी व वी० एस० महादेश्वर आदि ने १८ मार्च १९७४ तक संयुक्त सभा में भाषण दिये जिसे वे०रे०ए० यूनियन व ने० रे० प० यूनियन ने आयोजित किया था। २०,००० से अधिक रेल कामगारों ने उसमें भाग लिया। व चर्च गेट व वी० टी० पर विशाल प्रदर्शनों का आयोजन मजदूरों की मांगों के समर्थन में किया गया।

बड़ोदा—यहां पर संघर्ष की तयारी एक निश्चित योजन से की जा रही है अधिक से अधिक पदाधि-कारियों ने खुद की लुट्टिया लेकर शाखाओं का भ्रमण किया है व सब रेल मजदूरों से उनके घर पर या काम के स्थान पर सम्पर्क कायम किया है।

संघर्ष समितियों का निर्माण भरोच, आनन्द, नडियाद, मियागाम, डबोही, अंकलेश्वर, वीरमगाम, धान्गधा, प्रतापनगर, बड़ोदा, गोधरा, शंकरिया, अहमदाबाद स्टेशन, सावरमती, बड़ोदा नोधरा, कोसम्बा, मियागाम, चुचीपारा, जम्बूसर, पेटलाद, मेहमदाबाद, सनद, असारवा आदि शाखाओं में कर लिया गया है।

अहमदाबाद, सावरमती क्षेत्रों, बड़ोदा स्टेशन व याड' व प्रतापनगर आदि में मुख्य जोर दिया जा रहा है ताकि गाड़ियों को रोक जा सके। श्री उमरावमल पुरोहित ने बड़ोदा, भरोच, डबोही प्रतापनगर, आनन्द, नडियाद व वीरमगाम आदि स्थानों पर २६ से २९ मार्च ७४ के बीच आमसभाओं रेल मजदूरों की मांगों व तैयारी के बारे में



रतलाम—अधिक से अधिक रेल कर्मचारियों को संघर्ष के लिये तैयार करने का काम यहां पर प्रारम्भ कर दिया है। श्री पुरोहित ने कई शाखाओं पर सभाएं की हैं। “संघर्ष समितियां” देवगढ़ वारिया, दोहद स्टेशन, लोकोशेड, डिजलशेड, केरिज व ट्रैफिक स्टाफ रतलाम, नागदा, उज्जैन, नीमच, नसीराबाद, चित्तौड़, महु, इन्दौर आदि में आगे आने वाले संघर्ष में काम करने के लिये बना दी गई है। रेलवे के अन्य संगठन भी “संघर्ष समितियों” में शामिल हुए हैं।

कोटा—संघर्ष समितियों का निर्माण, शामगढ़, गुना, मकसी, कोटा याड, लोकोशेड, बकशाप, गंगापुर (लोको ट्रैफिक याड), इन्जिनियरिंग, केरिज सवाई माधोपुर, बयाना, भरतपुर, आगरा फोर्ट, आगरा ईस्ट बक; आगरा ईदगाह आदि स्थानों में कर दिया गया है। संयुक्त संघर्ष समितियां स्वयं-सेवक आदि के काम में भी प्रगति हो रही है। “महिला समितियों” का निर्माण भी किया जा रहा है। कोटा के यूनियन कार्यकर्त्ताओं का विश्वास है कि हड़ताल सफल होकर रहेगी।

अजमेर—सारे अजमेर डिवीजन में हड़ताल के लिये एक योजना बद्ध कार्यक्रम शुरू कर दिया गया है। डिवीजन व शाखाओं में “समन्वय समितियां” व संघर्ष समितियां अजमेर स्टेशन, अजमेर लोकल, अजमेर जी०एल०ओ०, जी०एल०ओ० (अकाउन्ट्स) स्टोर, बकशाप शाखा, व्यावर, मारवाड, सोजत, रानी, फालना, आबूरोड, पालनपुर, भिलडी, राधनपुर, गांधीधाम, कामली घाट, मावली जंक्शन, उदयपुर, उदयपुर ट्रेनिंग स्कूल, डूंगरपुर आदि पर बनाई जा चुकी है।

सुबह व शाम सभी बड़े यूनिटों पर नारे लगाना प्रारम्भ कर दिया गया है। हर रोज किसी न किसी यूनिट पर सभा की जा रही है। दूसरे संगठनों व कैटेगरीकल असोशियेसन्स का पूरा समर्थन प्राप्त

रहा है। युद्ध स्तर पर हड़ताल का काम जारी है अजमेर यूनियन का दृढ़ विश्वास है कि हड़ताल पूर्णतया सफल होगी।

जयपुर—यूनियन के मण्डल पदाधिकारियों के अलावा सर्व श्री कु० मणी बेनकारा व पुरोहितजी ने इस मंडल का दौरा किया फुलेरा सवाई माधोपुर दिल्ली, ईदगाह, अलवर, सीकर बांदी कुई, रीगस, किशनगढ़ आदि शाखाओं पर संघर्ष समितियां बना दी गई है। यूनियन की अध्यक्ष मनीबेन ने ३० व ३१ मार्च ७४ को जयपुर में हड़ताल की तैयारी की योजना तैयार की महिला सम्मेलन व आम सभा का आयोजन भी इस मौके पर किया गया। समन्वय समिति भी बना ली गई है।

भावनगर—सर्व श्री सी० एस० मेनन, अश्विन मेहता, एन० एस० भट्टी, शांतिलाल कुन्दानी, अरुण देसाई व अन्य नेता अपने छुट्टियां लेकर व लाल कुर्ते पर मांगों को लिखकर हर डिवीजन के एक कोने से दूसरे कोने में घूम रहे हैं। “संघर्ष समितियों” का निर्माण, धोल का, धन्धु का, झोटाद, वाधवान, धोला, मेहवा, तलाजा, पालीटाना, मण्डल, जेतलसर, पोर बन्दर, जूनागढ़, वीरावल, जूनागढ़, व भावनगर आदि में कर लिया गया है। संघर्ष की तैयारी में भावनगर यूनियन आगे बढ़ रही है।

राजकोट—इस डिवीजन में प्रादेशिक गड़बड़ी के कारण कई आम सभाएं न की जा सकी, फिर भी हड़ताल की तैयारी के लिये वातावरण बन रहा है। “संघर्ष समितियां” अहमदाबाद, हिम्मतनगर, सावरमती, लाल, मेहसाना, सिधपुर, पाटन, करोसन, सुरेन्द्रनगर, बीकानेर, मोरवी, हापा, जामन, ओखा, खम्भालिया, द्वारका व राजकोट आदि स्थानों पर बना दी गई है। कलोल पर ३ अप्रैल ७४ को कार्यकर्त्ताओं का सम्मेलन रखा गया है, मणीबेन, पुरोहितजी, व जार्ज फरनान्डिस वहां पर आम सभा में भाग लेने देगे।



## कितना संघर्ष कोप ?

यूनियन ने संघर्ष कोप के लिए १०)६० ५)६० व १)६० को किताने छपवाई है इसका हिसात्र अलग से रखा जावेगा व केवल संघर्ष के लिये ही इसका उपयोग किया जावेगा। यह भी फैसला किया गया है कि "संघर्ष कोप" का ४०% वे०रे०ए० यूनियन के हेड क्वार्टर को भेजा जावेगा पर अभी तक पूरी रिपोर्ट नहीं मिल पाई है कि किसने कितना धन एकत्रित किया है। नाचे हम डिबीजनों को दी गई कितानों को कामत व उनसे प्राप्त राशि दिनांक ३१-३-७४ तक का विवरण दे रहे हैं।

नाम	कितानों की कोमत	प्राप्त राशि
बम्बई	६३,५००	१६,२००
अजमेर	६५,५००	१५,०००
भावनगर	७२,९००	१०,०००
बड़ोदा	१,२०,०००	५,०००
कोटा	२१,५००	५,०००
रतलाम	५६,५००	४,०००
जयपुर	२६,३००	४,५००
राजकोट	४६,३००	३,६००

### वर्कशाप—

अजमेर	२०,०००	२,०००
प्रतापनगर	५,०००	१,५००
दोहद	६,०००	—
कोटा	२,५००	—
स्टोर सावरमती	५००	—
इन्जी. गिगनल सावरमती	२००	—
जी०एल०ओ० चर्चगेट		—
महालक्ष्मी पटेल शाप	४४००	१,०००

जो भी धि एकत्रित की गई है व अनिश्चित की हड़ताल को चलाने के लिये पूरी नहीं है। हमने का लक्ष्य निश्चित किया है व हमें उसे पूरा करना पर सभी डिबीजनों व शाखाओं से अनुरोध है कि १५ अप्रैल

१९७४ से पहले, एकत्रित धि का ४० प्रतिशत व सब कितानें यूनियन हेड क्वार्टर को हर हालत में अवश्य भेज दिया जावे।

## वे०रे०ए० यूनियन की कार्यकारिणी का फैसला—

यूनियन की कार्यकारिणी की सभा कु० मनीवेनकारा की अध्यक्षता में बम्बई में १७, १८ व १९ मार्च को हुई। ताकि हड़ताल की तैयारी का जायजा लिया जा सके। महामंत्री श्री उमरावमल पुरोहित ने सिकन्दराबाद अधिवेशन के बाद की घटनाओं का ब्योरा दिया व आने वाले संघर्ष के लिये की गई तैयारी व संघर्ष कोप का विवरण पेश किया। इस अवसर पर फेडरेशन (AIRF) के अध्यक्ष श्री जार्ज फरनाण्डिस भी उपस्थित थे, उन्होंने भिन्न २ रेलवे क्षेत्रों में हड़ताल की तैयारी का ब्योरा दिया व संघर्ष के लिये बनाई गई योजना व ब्यूह को विस्तार से बताया। उन्होंने "हड़ताल" को जरूरी बताया व कहा कि बिना हड़ताल किये सरकार हमारी मांगें नहीं मानेगी इस निश्चय के साथ कि हमें १० अप्रैल १९७४ के बाद किसी भी दिन हड़ताल करनी पड़ेगी हमें तैयारी करनी चाहिये।

## कार्यकारिणी ने निम्न फैसले लिये:—

- यह दोहराया कि संघर्ष कोप की एकत्रित राशि का ४० प्रतिशत यूनियन हेड क्वार्टर आफिस को तुरन्त भेजा जावे।
- ३१-३-७४ तक का बकाया हेड आफिस कोटा तुरन्त भेज दिया जावे।
- २७ फरवरी ७४ को दिल्ली में हुए रेल कर्मचारियों की राष्ट्रीय समन्वय समिति के फैसलों को स्वीकार किया व उसके अनुरूप सम्मिलित सभी संगठनों व एसोसियेशनों के साथ समन्वय समितियां सभी स्तरों पर बनाई जावेगी ताकि हड़ताल सफल हो सके।

ASRP  
NDIS

- ४—I.D.A. (औद्योगिक झगड़ा कानून) के अन्तर्गत वे०रे०ए० यूनियन हड़ताल का नोटिस देगी।
- ५—एकमत से यह फैसला किया गया कि हड़ताल की निश्चित तारीख (A.I.R.F.) फेडरेशन देगी।
- ६—यह फैसला किया गया कि स्वयंसेवक, महिला शिमितियां, थकीलों की शमितियां, नागरिकों की शमितियां आदि भी जहाँ सम्भव हो बनाई जावे।

**देशव्यापी "एकता व मांग सप्ताह"—**

२ अप्रैल से ८ अप्रैल तक सारे देश में रेल मजदूरों की जायज मांगों के समर्थन व सरकार के मजदूर विरोधी रवैये के विरोध में, "एकता व मांग सप्ताह" आने वाली

अपना उचित व अधिकारपूर्ण पार्ट केन्द्रीय सरकारी कर्मचारियों की आधार भूत, सेवसन बाईज व श्रेणीगत मांगों के बारे में होने वाले संघर्ष में साथ दे सकें व सभी से अपने विरोध त्यागकर एकता के सूत्र में बंधकर समय को पुकार का साथ देने का अनुरोध करता है।

एक अन्य प्रस्ताव द्वारा इस सम्मेलन ने राजकीय कर्मचारियों की देशव्यापी एक दिन की सांकेतिक हड़ताल, जो ९ अप्रैल १९७४ को होगी, को भी पूर्ण समर्थन देता है व राज्य सरकारों से अनुरोध करता है कि वे राज्य कर्मचारियों की जायज मांगे मानले।

**भारतीय कम्युनिस्ट पार्टी द्वारा—**

**रेल मजदूरों की एकता तोड़ने का प्रयत्न**

श्री श्रीअमृतपाद डांगे ने, ७५ वर्ष की पकी उम्र में, लेखने पर १५ मार्च १९७४ को एक राष्ट्रीय रेलवे मजदूर (राज्य

हड़ताल में एक संछिन्न शक्ति के रूप में मनाया जावेगा।

## केन्द्रीय सरकारी कर्मचारी संगठनों के राष्ट्रीय सम्मेलन में रेल-मजदूरों के संघर्ष का जोरदार समर्थन

इस सम्मेलन ने रेल कर्मचारियों को इस फैसले के लिये बधाई दी कि, यदि रेलवे बोर्ड १० अप्रैल १९७४ तक, न्यूनतम वेतन, बोनस, शतप्रतिशत मंहगाई भत्ता, काम के ८ घण्टे व सस्ते अनाज की दुकानों आदि की जायज मांगें नमाने तो वे अनिश्चित काल की हड़ताल कर देंगे।

क्योंकि इनमें से कुछ मांगें, सभी सरकारी कर्मचारियों के हित के लिये हैं, व क्योंकि रेल मजदूरों की हड़ताल का देशव्यापी असर होता है इसलिये व इस स्थिति से अलग नहीं रह सकते।

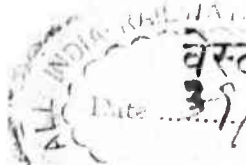
इन परिस्थितियों में सम्मेलन यह अपील करता है कि विभिन्न संगठन संयुक्त रूप से व अलग २ अपने विचार विमर्श पूर्ण कर लें ताकि निश्चित समय के पश्चात् वे

वेस्टर्न रेलवे एम्पलाइज यूनियन, ग्रान्ट रोड, बम्बई  
व मदनसिंह सीसोदिया द्वारा अनुवादित।

रेलवे पर १२ मार्च १९७४ को एक नया फंडरेशन ( आल इण्डिया रेलवे वर्कर्स फंडरेशन ) को जन्म दिया है, वे स्वयं इसके अध्यक्ष हैं व उनकी सुपुत्री श्रीमती रोसा देश पांडे महामंत्री, अन्य पदाधिकारी कम्युनिस्ट पार्टी के संसद सदस्य हैं व नाममात्र को अपने रेल मजदूर श्री डांगे जो कि देश विदेश के कई श्रमिक संगठनों से सम्बन्धित है, व जिन्होंने २७ फरवरी ७४ को रेल मजदूरों के राष्ट्रीय सम्मेलन में रेल मजदूरों के आने वाले संघर्ष को तहे-दिल से सहारा देने की बात कही थी, ने इस फंडरेशन को बनाने का यही अवसर क्यों चुना? क्या वे श्री इन्द्रा गांधी सरकार के हाथ मजबूत बनना चाह रहे हैं व 'इन्टक' का काम निभाने का प्रयत्न कर रहे हैं?

क्या उनका यह बयान कि एटक (A.I.T.U.C.) भी रेलमजदूरों के साथ हड़ताल पर जायेगी पर...तेल,कोयला व लोहे की आमदनी में बिना रोके? क्या हम आशा करें कि श्री डांगे का ये बयान एक राजनैतिक बयान ही रहेंगे या वे रेलवे वाली हड़ताल में पूरे दिल से रेल मजदूर का साथ दे सकेंगे? श्री जार्ज फरनान्डिस अध्यक्ष (A.I.R.F) ओलिवर रेलवेमेन्स फंडरेशन ने इस बारे में श्री डांगे का बयान खरा है पर जवाब का अभी भी इन्तजार है।

जगदीश अजमेरा द्वारा सम्पादित एवं प्रकाशित  
ग्रान्टर्स, जयपुर रोड, अजमेर द्वारा मुद्रित।



वेस्टर्न रेलवे एम्प्लॉईज यूनियन, अजमेर

Date 31/5/74

## ✿ आत्मा की आवाज ✿

चाहे वह किसी वर्ग का कर्मचारी हो वह काम करके तनह्वाह पाने वाला मजदूर है। केवल काम को मुत्तारूप से चलाने, कानून कायदों को लागू कराने की दृष्टिसे सुपरवाइजर व क्लास १ व २ के अफसर वर्ग बना रखे हैं। इसका यह मतलब है कि वे मौलिक नहीं है। बल्कि मजदूर वर्ग में उन्हें काय के हिसाब से स्थान दे रखा है।

आज के सुपरवाइजर्स तृतीय और चतुर्थ श्रेणी के मजदूर और क्लास १ और २ के मजदूर के बीच बफर की तरह से है। बुराई का वह स्वयं जिम्मेदार है और नामबरी के लिये क्लास १ और २ का नम्बरदार। यह एक ऐसा कड़ु सत्य है कि जिससे मुकरा नहीं जा सकता।

नं० १ व २ मजदूर चाहे रेलवे में हों, पी० एण्ड टी० में हों या पुलिस में हों सरकार की दोहरी नीति से क्षुब्ध हैं। होने समय समय पर रोष भी प्रकट किया है इतना ही नहीं काम के आधार और जिम्मेदारी के अनुसार तनह्वाह, पूरा मंहगाई भता व बोनस की मांग पर अमहयोग आन्दोलन और मूक प्रदर्शन भी किया है। वे वचनबद्ध हैं कि वे अपने कर्मचारियों के आन्दोलन को जोड़ने का पृणित कार्य नहीं करेंगे।

केन्द्र के दूसरे संस्थाओं में वर्ग भेद को छोड़कर आन्दोलन होने के कारण ही उनका भविष्य सुधरा है और इसी शक्ति से नं० १ व २ के रेल कर्मचारी परिचित हैं।

इस संदर्भ में आप आत्मा की आवाज को ही सुनेंगे ऐसा विश्वास है। इतना ही नहीं आप नं० १ व २ के मजदूर के लिये अपने साथियों को कामयाबी दिलाने में उनका यथोचित मार्गदर्शन करेंगे।

मजदूर मजदूर की मांग में वर्ग भेद नहीं है यह मानकर इस हड़ताल में भाग लेना है यही आत्मा की आवाज है और परमात्मा आपका साक्षी होगा।

वर्ग से पीड़ित उन्मूलन की अपेक्षा में

जगतनारायण भटनागर

मण्डल मन्त्री

माया प्रिन्टर्स, जयपुर रोड, अजमेर



दैनिक जागरण 3 अप्रैल 1974, पृष्ठ 6, झाँसी समाचार के अन्तर्गत प्रकाशित ।

### रेलवे स्टेनोग्राफरों में असंतोष व्याप्त

झाँसी । वेतन आयोग द्वारा रेलवे स्टेनोग्राफरों के साथ अन्यायपूर्ण रवैये व रेलवे बोर्ड द्वारा सीनियर स्टेनोग्राफर के पद कम करने व जूनियर स्टेनोग्राफर के पदों-नति के अवसर समाप्त करने के एकांतरपर निर्णय से रेलवे स्टेनोग्राफरों में भारी असंतोष व्याप्त है ।

आज सायं राष्ट्रीय रेलवे मजदूर संघर्ष समन्वय समिति के तत्वावधान में रेड्डी पार्क सोपरी बाजार झाँसी में आयोजित 15 हजार रेल मजदूरों की प्रस्तावित हड़ताल में रेलवे स्टेनोग्राफरों ने भाग लिया और उनकी उचित माँगों का समर्थन किया । एक प्रस्ताव द्वारा उपर्युक्त आदेश की तीव्र भर्त्सना करते हुए इसे शीघ्र रद्द करने की माँग की गई । विशाल जुलूस में रोष व्यक्त करते हुये उपर्युक्त आदेश की सार्वजनिक होली भी जलाई गई ।

NORTHERN RAILWAYMEN'S UNION

115/E, Babar Road, N w Delhi.  
April 27, 1974.

PRESS RELEASE BY SHRI J.P. CHAUBEY, PRESIDENT OF  
THE NORTHERN RAILWAYMEN'S UNION AND A MEMBER OF  
13 MEN NEGOTIATING COMMITTEE

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The Northern Railwaymen's Union deploras the decision of the Railway Administration to cancel over 200 passenger and mail trains in a bid to prepare to break the railwaymen's strike, which is scheduled to commence from May 8, 1974. These are in addition to about 100 trains which were cancelled, following last Loco Strike in December 1973. On the one side the Railway Minister assured the Parliament and the country that he was prepared for a negotiated settlement and also hopeful to avert the railwaymen's strike and on the other, the Railway Administration is intensively preparing to break the strike. The cancellation of these trains was uncalled for, which will entail a loss of over a crore of rupees, per day. The Railwaymen are anxious for a negotiated settlement and if the Govt. of India also shares this concern and responds to this gesture there would be a settlement. Some of the newspapers have apportioned the blame on the Coordination Committee for being hasty in serving the strike notice. It has, therefore, become necessary to clarify that the strike decision along with the railwaymen's demands was communicated to the Ministry for Railways in November, 1973, by the All India Railwaymen's Federation and again on 3rd March, 1974, by the Coordination Committee, wherein it was urged that the Govt. should come to a negotiated settlement by 10th of April, and if no settlement was reached by then the Railwaymen would be free to go on strike on any date after April 10.

The Govt. did not start negotiations prior to April 10. The first meeting was held between the Railwaymen's Unions and the Minister for Labour on April 11, and the Railway Minister met the representatives of the Railwaymen's Coordination Committee on the 12th April. In this meeting he appointed Member Staff, Railway Board to discuss the demands charter on behalf of the Govt. The Member Staff fixed the meeting on the 15th April, and in the 30-minute meeting with the Coordination Committee he said a "FIAT NO" to all the demands. He in fact, stated that he was not competent to discuss the issues involved.

Again the Minister for Railways met the Coordination Committee on the 18th April and without any conclusion on the demands he appointed Mr. Mohd. Shafi Qureshi, Dy. Minister for Railways to negotiate on behalf of the Govt. Mr. Qureshi fixed the meeting for April 21. Unfortunately, Mr. Qureshi's father expired on 21st April and, therefore without transacting any business the meeting was adjourned within half an hour. The Railway Minister did not respond to the Coordination Committee's urge that in the absence

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