

Ref. No. PSS(SR)/55.

208

Dated 14th August, 1958.

25th

To,  
Com. Satish Loomba,  
Secretary, Punjab State Committee,  
A. I. T. U. C.

Com. K. T. K. Thangarani, M.P.  
Secretary, Tamilnad State Committee,  
A. I. T. U. C., MADRAS.  
C/o. A. I. T. U. C.

Secretary,  
Bombay State Committee,  
A. I. T. U. C.

Subj:- T. U. Movement in Bicycle Indus-  
try.

Dear Comrade,

The four leading Bicycle producing units are situated in Madras (T. I.), Bombay (Hind), Sonapat (Atlas), Punjab, and Asansol, West Bengal (Sen-Raleigh). The Trade Union in Sen-Raleigh is affiliated to A. I. T. U. C. and it represents A. I. T. U. C. in the Development Council (Bicycle Wing). We have been told that the Trade Union in Atlas is also affiliated to A. I. T. U. C. The position of A. I. T. U. C. in Hind and T. I. is not known to us.

In matters of Wages, amenities and Trade Union Rights A. I. T. U. C. is in a far better position in Sen-Raleigh than elsewhere in the Bicycle Industry. The Union is recognised and is at present busy in negotiating with the management on a 900 Producing Scheme.

Before we enter finally into the Agreement we need the following informations from you.

F. T. O.

Ref. No. ....

Dated ..... 19

Page 2.

- (i). Total No. of workmen.
- (ii). Total No. of staff.
- (iii). Total No. of production per day and per year, (Last financial year of the Company).
- (iv). Basic wages, D.A., Incentive Bonus, Other Bonus, if any.
- (v). Leave and Holiday facilities.
- (vi). Canteen, Housing and Medical facilities.
- (vii). Transport facilities.
- (viii). Working condition.

At the same time, I request you to consider the necessity of building up an All-India Movement of the Bicycle Workers. APLAS & SSK-RALEIGH can unite in efforts, just now. But with T.I. and Hind off-the-scene, nothing can be done worth the name. So, it is necessary to explore means and ways of building up A.I.T.U.C. Unions in T.I. and Hindi. But, information must in the meantime reach the A.I.T.U.C. Centre about these two Units.

We have advanced considerably in SSK-Raleigh. But, unless, we advance in other major units also, we will not be able to register further advance.

Please reply at your earliest.

Greetings,

Yours sincerely,

Paternal Kr. Ghosh.

SECRETARY.

C.C.  
To,  
Com. S.A. Dange, M.P.  
General Secretary,  
A.I.T.U.C.  
4, Ashok Road,  
NEW DELHI.

File  
How  
1.1a

201  
Sept 15, 1958

Secretary,  
Sen-Raleigh Employees Union,  
Dhadka Road,  
Asansol.

Dear Comrade,

With reference to the nomination of Com.Sunil Basu Roy as alternate delegate of the AITUC in the Development Council for Bicycle Industry, we are just informed by the Ministry of Commerce & Industry that Com.Basu Roy can be appointed as a Member, only if Com.Dihider submits his resignation.

Will you please therefore let us know if Com.Dihider's health permits him to take upon the work in the Development Council or else he may be requested to resign his seat, since no alternates are accepted by Government. On hearing from you, we shall do the needful.

With greetings,

Yours fraternally,

*Mrs. Gupta*  
(K.G.Sriwastava)  
Secretary

P.S. Please let us know if Com.Sunil Basu Roy attended the Council Meeting on August 4.

*Mrs. Gupta*  
Sept 15

15 SEP 1958

No.4(2)IA(II)(G)/58  
Government of India  
Ministry of Commerce and Industry.

New Delhi, the 2 SEP 1958.

From

Shri A.K.Chakravarti,  
Under Secretary to the Government of India.

To

The Secretary,  
All-India Trade Union Congress,  
4, Ashok Road,  
**N E W D E L H I**

Subject:-Development Council for Bicycles-appointment of  
Shri Sunil Basu Roy as a substitute member for  
Shri Niranjan Dihider.

Dear Sir,

I am directed to refer to your letter dated the 25th July, 1958, on the above subject, and to say that as the said letter was received in this Ministry on the 30th July 1958, orders permitting Shri Sunil Basu Roy to attend the 13th meeting of Bicycles Development Council held on the 4th August 1958 could not be issued in time. I am to enquire whether Shri Sunil Basu Roy attended the aforesaid meeting in place of Shri Niranjan Dihider in anticipation of orders ~~appointing~~ ~~Shri~~ from this Ministry. If so, suitable orders appointing ~~Shri~~ Sunil Basu Roy as a substitute member for Shri Niranjan Dihider for the purpose of attending the 13th meeting of the Council will be issued by this Ministry to regularise the affairs.

2. In this connection I am to state that if your intention is that Shri Sunil Basu Roy may be appointed as a regular member of Bicycles Development Council in place of Shri Niranjan Dihider, the latter has to resign his membership of the Council in terms of rule 5(2) of the Development Councils (Procedural) Rules, 1952 (copy enclosed) in the first instance. Suitable action, if any, would be taken on receipt of your reply.

Yours faithfully,

*A.K. Chakravarti*  
(A.K.Chakravarti)

Under Secretary to the Government of India.

*Dihider h. and  
'k' h. i. a. stie  
'm' h. i. a. janki  
h. m. h. i. a.  
15/9/58*

208

**SEN-RALEIGH INDUSTRIES OF INDIA LTD.**

---

**CHAIRMAN'S ADDRESS**

To be presented at the  
**EIGHTH ANNUAL GENERAL MEETING OF THE COMPANY**

To be held on  
Friday, the 27th Day of June, 1958.

Mercantile Buildings,  
Lalbazar,  
CALCUTTA-1.

# SEN-RALEIGH INDUSTRIES OF INDIA LTD.

---

## CHAIRMAN'S ADDRESS.

---

It gives me pleasure to welcome you to the Eighth Annual General Meeting of the Company. The Directors' Report and the Accounts of the Company for the period ending 30th September 1957 have been with you for sometime and with your approval I shall take these as read.

Sales for the year recorded a further expansion of approximately Rs. 30 lacs and the profit at Rs. 15,91,546/60 compares favourably with Rs. 14,36,292/23 earned in the previous year. This result has allowed your Directors to recommend payment of the same dividend on the Preference and Ordinary Shares of the Company as in the last year. As in the past your Company has followed a policy of strengthening reserves.

The improvement in turnover was achieved solely through an expansion in production in the component section of the factory. By the end of the year, this section was supplying components to most of the other bicycle manufacturers in the country thereby contributing largely in saving foreign exchange. Bicycle production however could not be raised as anticipated owing to the difficulties experienced on more than one occasion in the year in maintaining a continuous supply of imported materials.

The introduction of a large number of new items into our manufacturing programme in order to reduce the imported components used in a cycle to a figure below Rs. 5/- by 1958 also had repercussions to some degree on production. Introduction of new components always requires some time for proving and testing, and whilst in earlier periods of easier licencing there had always been sufficient buffers to tide over the transition period, the position in 1957 was often a race between manufacture of new items ahead of schedule against stocks of imported components running out on a given date. The reaction of a section of workers to the rapid introduction of a large number of new components was not always as co-operative as could be expected in such a crisis, and some time was also lost on this account in developing full production of the new components. A power failure in the D. V. C. System too was instrumental in affecting production for over a week in the year under review.

In my last report I had mentioned that the demand for our products justified the Company's undertaking a major expansion and had outlined the steps taken by the Company to double its turnover and bring the Company nearer self-sufficiency. This demand for our products still persists, and I am glad to be able to inform you, that the plant required for the expansion as well as for manufacturing all such components as had been planned to be made at Kanyapur, has now mostly arrived in India and is in the course of installation. No great progress however can be made in expanding production,



until and unless the Government can afford to release foreign exchange for raw-materials which are not as yet manufactured within the country. Although it is realised that the situation facing the country and its Government in relation to foreign exchange is critical, with restricted licences, and diminishing buffers, a state of emergency dominates industry. Emergency measures are necessary to tackle such a situation and only a more dynamic approach on the part of licencing authorities in dealing with the limited licence applications now reaching them, can keep the wheels of Industry turning without a break. On marginal stocks with which the light engineering industry is endeavouring to maintain production programmes, long delays in disposal of licence applications may well lead to disruption in production—so costly to the Company and the country.

Outside suppliers of components both in the large and the small scale sector have been affected in the same manner as we have by the foreign exchange shortages, and although it is still hoped that supplies from ancillary units mentioned in my last report would still be available within the year, so far it has not been possible for them to deliver any materials. In most cases, however we are covered for some time on imported components so our production would not be affected immediately.

Supplies of Indian made tubing have in most cases replaced imported tubing without much difficulty during the change over. In steel strip, a beginning has also been made in using Indian supplies, but with quotas in this material running to only 10% of requirements, we have still to go a long way before being independent of imports.

The last few months had been a period of paradoxes for the bicycle industry. On the one hand, at the highest level we have been exhorted to increase capacities to meet Plan targets and have even been asked to consider an upward revision of the targets on the other hand, we have noted with concern the various pronouncements on the dwindling foreign exchange which has made the difficulties previously experienced in obtaining import licences for components appear as nothing compared to the formidable ones now faced in obtaining import licences for even raw materials at a level of production frozen to past performance.

From the various pronouncements at ministerial level, the future of the bicycle along with so many other industries in India would seem to be linked with the speed of progress in bringing the three steel mills in the public sector into production. Not only would it then be possible for us to obtain our own requirements of steel from within the country, but by exporting steel, the country would earn exchange that would then allow it to import such other materials as would still not be available within the country. Our future aspirations would therefore seem to depend on the success of these projects, to which we bid Godspeed.

Some time back we were approached by the Government of India to explore the possibilities of developing export markets. I am pleased to inform you that our request to Raleigh Industries Limited in this connection was received in a spirit of accomodation and rights of export of Raleigh products to The U. S. S. R., Czechoslovakia, Poland, Rumania, Bulgaria, and The Peoples Republic of China, have been vested at present in the Indian Company. Steps have already been taken to explore the possibilities of sales in these markets.

The Articles of Association of the Company have now been duly amended to comply with the Indian Companies Act 1956, and at today's meeting, resolutions are being moved to amend the Agreements of the Company with Raleigh Industries Ltd. and with its Distributors. These changes had been necessary for some time, and the adoption of the resolutions would regularise the position of the Company in conforming with the new Act as well as working practice.

I would welcome to the Board, Mr. C. D. Khanna, a nominee of the Industrial Finance Corporation who has been appointed to the Board from the 17th May in terms of Article 89 of the Company's Articles of Association.

Negotiations with the Company's recognised Union are now under way for implementing its Expansion Schemes. The negotiations are based on improved earnings and amenities for workers against higher productivity, and the approach of the Union so far to the schemes drawn up on this base would indicate greater realisation of the problems facing the Industry and a more logical approach to planned expansions than previously. It is hoped that these negotiations would be completed without a break-down of production so that transitions to higher productions wherever materials are available could take place immediately. This would re-affirm our faith in the possibilities of negotiated agreements and point towards a further advance in the Trade Union movements in the country.

Finally, before closing I would like to thank my colleagues, all staff and workers, our foreign associates and dealers without whose unflinching effort these results could not have been achieved.

CALCUTTA,  
The 27th June, 1958.

S. K. SEN