

(14)



Eastern Railwaymen's Union.

Registered under Indian Trade Union Act 1926 (Regd. No. 2770)

Recognised by the Eastern Railway Administration.

Affiliated to The All India Railwaymen's Federation.

Bimal Dey,
General Secretary.

.....

CENTRAL OFFICE

23 & 24, Strand Road.

Cal-1 29- 10- 1974.

No. ~~108~~ Strike/74.

Handwritten notes:
Kishore
Auto prepared
Name in file
G.M.

The President,
All India Railwaymen's Federation,
125-E, Babar Road,
New Delhi.

Dear Comrade,

Re:- Fact finding mission of I.I.F.

Ref:- your letter No. AIRF/160-B dated
23th Sept. 1974.

Kindly connect this with my previous letter of even number dated 12- 10- 74 addressed to the General Secretary, A.I.R.F. New Delhi with a copy to you, a copy enclosed for ready reference.

I have already informed you that the Eastern Railwaymen's Union Congress Office Bearers were fully utilised by the Eastern Railway Administration to break the Strike in addition to the B.S.F, Police and Military Personnel. The ruling Congress Organisation, especially the Youth Congress was also utilised to intimidate the inmates of the residence of the leaders of the Strike. It was also stated that the Police arrested not only the Strikers but the family members from the residence of the Strikers at Bahati, Sitarampur and elsewhere. The Booklets, Leaflets and Posters issued or used by the Eastern Railway Administration are sent herewith as desired (3 Booklets, 2 Brochures, 7 Leaflets and 5 Posters issued in different languages).

In my last letter I indicated the number of reinstatement etc. upto 13-10-74. The present figure of reinstatement etc. may be found in the enclosed circular letter of even number dated 13- 10- 74. It may be mentioned here that 2 office bearers of the Jamalpur (Open Line) Branch of this Union were arrested while on duty on 2- 10- 74 in connection with Bihar movement of Sri Jalprakash Narayan and they are still in jail custody. A Habeas Corpus Petition will be moved on 4th November-1974 for these 2 Office Bearers viz. Sri A.H. Roy, Guard Jamalpur otherwise Branch Secretary of Jamalpur (O.L.) Branch and Sri D.P. Chau, 2nd Fireman-Jamalpur otherwise General Secretary of the Jamalpur (O.L.) Branch of this Union.

E/A- as refd. to.

AB/-

.....

Yours Comradely,
(Signature)
General Secretary.



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General Secretary.

Post-Strike/74.

At.....

CENTRAL OFFICE

23 & 24, Strand Road,

Cal-1 12- 10- 74.

The General Secretary,
All India Railwaymen's Federation,
New Delhi.

Dear Comrade,

Sub: Visit of the fact finding mission of the I.T.F. in India and also of other International Labour Organisations to investigate complaint lodged by A.I.R.F.

In response to circular No. AIRF/160-B dated 7.9.74 I am directed to send you some of the materials as desired by you serially for submission to the I.T.F. Fact Finding Committee.

Item-1. Details of the victimisation including those by the Zonal Administration, Police, CRP, BSF and Military authorities etc. etc.

Upto 1st May'74 the activities of the Rly. Administration was confined only in the meeting with State Govts. and Police and making arrangement of facing the situation during the strike. Issuing of different leaflets and circulars threatening the workers if they join the strike - stopping all sorts of leave and medical certificate. But after 1st May i.e. from 2nd May'74 midnight the administration started arresting the leaders of the different organisation and also the active workers. In colonies like Howrah, Asansol, Andal, Moghalsara, Kanchrapara, Sitarampur and Burdwan, Border Security Force paraded and created a panic amongst the Railwaymen who were in the quarters. By 8th May'74 almost all the active men were put to Jail and many had to go underground. Even then the strike in this part (E.Rly.) at several places was total strike. Congress party & the ERIC employed several youths who threatened the railwaymen who were assembling everyday during the strike and some of these youths also assaulted our comrades.

Very frequent police patrolling through the Rly. colonies and whimsical arrest of the passerby during the Railway strike scared the workers extremely.

At Kanchrapara, ladies of the colony when came out to lodge protest to the patrolling of police party on 12.5.74, abrupt and indiscriminate lathi-charge on the gathering of the ladies injured some 35 of them of whom 11 severely injured had to be admitted to Railway Hospital where they had to undergo prolonged treatment.

contd.

On the same day on 12.5.74 when another batch of ladies went to Buzpur Police Station as a protest to the police atrocity in the Rly. colonies, they were again dispersed by Lathi Charge and some were pushed back in the big drain. The Police even manhandled women and picked them up by hair. On 16.5.74, teen-aged girl at Dangapara colony was badly manhandled by the police. Tuft of hair from her head was forcibly torn off and as a result of the injury, the girl had to be admitted in the Railway Hospital. When the mother of the girl came to her rescue, she was also attacked and injured by the police.

At Mughalsarai, Managanagar colony was literally sealed off from the rest of the locality and nobody was allowed to go in or out of the colony even in dire necessity for one day on 15.5.74 when even Vendors and Milkmen were not allowed to enter into the colony. All the other colonies of Mughalsarai were also sealed by the B.S.F & CRP making it impossible for the strikers to go inside. Mostly all the surrounding areas and villages were knocked by police authorities for the striker's hide-outs.

At many places in Bihar & U.P. Coorki in several quarter of railway employees were made and the belonging were taken away by the police which they returned in a deplorable condition after the strike was over in the month of June'74.

No. of arrest in E.Rly. from 2nd May'74
to 23th May'74 under MISA, DIR - and
Rly. Act. .. 1139.

These men were not given bail and on persuasion they were given bail at the end of the strike. MISA arrested men were released long after the strike is over. DIR & Rly. Act case are still pending the court, a very little of those cases have been discharged for want of sufficient proof.

Still there are 4 persons in Jail custody under
MISA.

Burdwan Jail	-	2
Patna Jail	-	1
Chinsurah Jail	-	$\frac{1}{4}$

- *Total permanent employees were removed - 2475
- of these 1456 men have so far been reinstated.
- *62 employees have filed Court case in Calcutta High Court.
- *547 appeals have been rejected so far.
- *Rest appeals have not been received or under process.
- *Substitutes & Casual labourers were removed - 4476.
- of which about 2000 have again been taken back.
- *Premature retirement - 19
- of which about 10 cases considered and notice cancelled.
- *Reversion - 20
- *Suspension - 15

Besides this the Railway Administration has started transferring employees, even office-bearers at their whims within Division and inter-Division. Suspension and transfers are now a days done on very small lapses on report even by the EMC.

There has been a break-in-service as per Rlys for
1,10,000 employees.
Out of which upto 1.10.74 - 62169 have been condoned.

2. Strike-breaking activities by the Govt. and its stooges.

Police raided colonies with the help of CRP, GRP, & RPF personnel with Pick-up vans and arrested employees and dependants who were available beating mercilessly and entered each and every Railway and adjacent public quarters forcibly even breaking the doors, threatened the female members by using filthy languages, ordering to vacate the quarters if the male members fail to resume duties immediately. In many cases house-hold properties were broken and found missing, cooked foods were thrown away from the kitchens. While female members were forced to live alone with minor children in Rly. Quarters they were badly insulted even at dead of night for failing to give the whereabouts of the employees concerned. The police atrocities had gone to such an extent that the female of the colonies were forced to protest to the SDOs concerned.

In addition to the direct police activities some unemployed youths of local Congress and other stooges of the Rly. Administration like E.R.M.C were utilised to create panick in the colonies with lure of assurances given by the Rly. authorities to provide them and their dependants in the Rlys. Police picked up many employees with the help of these persons and forced them to resume duties failing which they were arrested under D.I.R.

The Railway officials also took active part in breaking the strike by holding colony meetings with the help of stooges, threatening the female members by knocking doors and giving false informations of strike positions. In many cases these Rly. Officials lead the police and stooges to launch attack on the family quarters.

Besides all these, the Rly. authority spent huge money unaccounted for breaking the strike. The black-leggers and the office-bearers of the ERMC were given money as much as they wanted to break the strike- money in the shape of allowance @ Rs.50/- or Rs.100/- per trip to the member of Running staff were paid, free meals and tiffin were also given to the black-leggers. Money was also given to the employees of the important categories (who can keep the wheels move) if he could bring one or more employees back to duty.

These sorts of activities have been made in almost all the places in E.Rly. to break the strike, but even then the percentage of those who joined midway was limited to 5% to 10%.

3. Whatever the Railway Board and Zonal Railways have advertised during the strike in the news-paper and/or other publicity media.

The Central Govt., State Govt. and the Railway Administration started propaganda through leaflets, newspaper advertisement and Radio Broadcast and also in spot-light programme of the Radio to break the moral of the Railway employees sometime by threat, sometime by appeals to railwaymen to join their duties. Even the State Chief Minister and the General Manager broadcasted on the Radio. Office-bearers of E.R.M.C. and certain fake organisation representative were put to broadcast from the A.I.R. as if there was no strike and trains were moving as usual. Always false and fictitious propaganda were let loose by the Railway Administration to break the strike. Cuttings of News papers are available and kept here for placing before the fact finding mission of the I.T.F.

I hope this will give you a first-hand information to equip yourself, so far Eastern Railway is concerned, before the fact finding mission of the I.T.F.

Comradely yours,
SD/-
General Secretary.

Copy to Comrade George Fernandes, President/MLA, & Convener
E.C.N.S., New Delhi for information.

General Secretary

EASTERN RAILWAYMEN'S UNION

23 & 24, STRAID ROAD,
CALCUTTA.

Dated 19th October-1974.

No. Post-Strike/74.

All Branch Secretaries,
Eastern Railwaymen's Union.

IMPORTANT.

Dear Comrades,

Sub:- Post-Strike Situation- Reinstatement.

I am directed to refer to this office letter of even No. dated 23-9-74 wherein you were given a picture of post-strike situation and also the position as on 23-9-74 about re-instatement of permanent employees. To-day on 19-10-74 (afternoon) the position is as follows so far re-instatement is concerned.

Name of Unit.	Total Removed.	Total appeal received.	Total reinstatement.	Under Process.	Returned to Unit.	Rejected.
Hd. Qrs.	107	90	77	x	x	13
Howrah	854	815	639	51	20	105
Sealdah	472	338	335	3	-	-
Asansol	252	189	74	39	1	75
Dhanbad	74	65	30	9	-	26
Danapur	674	616	355	1	4	256
Jamalpur(W)	17	2	x	2	x	x
Kanchrapara	20	13	5	8	x	5
Liluah	43	37	11	x	x	26
Moghalsarai Plant Depot.	17	14	x	x	x	14
Totals:-	2530	2184	1526	113	25	520

From the figures given above, you will find that within this one month the progress have not been so encouraging though the General Manager and the Chief Personnel Officer, Eastern Railway were requested several times to review the position for reinstatement of the employees without further delay but the policy of the Administration remains the same. The President of this Union met the General Manager on 17-10-74 and has apprised him the latest position and requested him for reinstatement of removed employees specially at Asansol & Danapur Division. The Railway Office will remain closed from 22nd October and will re-open on 28th October and before Puja there is no chance of any further reinstatement other than the position given above. So far the Casual Labours & Substitutes are concerned, the progress is very much slow and though some casual labours in all the Divisions have been re-engaged but the progress of such re-engagement is very slow in comparison to the number of such casual labours removed from service. About 2,000 out of 4,476 Casual Labours have so far been engaged.

From the attitude of the Railway Administration it is felt that unless an extensive and intensive struggle is started, no improvement in getting back the removed permanent and casual employees into service can be visualised. There should be a well-thought programme to regain momentum in the Trade Union activities.

You are, therefore, requested to discuss the matter in your Council Meeting and send your wise views in this regard. The Central Office Bearers are meeting on 28-10-1974 at Howrah and it will be appreciated if your Counsel is received before 28-10-1974.

Yours Comradely,

Sujit Roy
General Secretary.

AS/-

(6)

R. Sorhad
Secy. to the President.

MRP/160-B

October 24, 1974.

28

Dear Com. Ajmera,

Ref: Your letter No. WREU/10/74,
dated 15.10.74.

...

I am sorry to state that I could not lay hand on the report said to be submitted to the President, MRF. Therefore, I would make an earnest request ~~you~~ to you to kindly arrange to furnish a copy of the same so that the finalisation and compilation of a consolidated report may not be further delayed. However, I am still continuing my efforts to find out if the report already submitted by you can be had.

With fraternal greetings and good wishes,

Yours fraternally,


(R. Sorhad)

Handwritten notes:
To be submitted
date of completion
R. Sorhad

Shri Jagdish Ajmera,
Secretary,
Western Railway Employees' Union,
Grant Road Station/East,
Bombay-7.

President :
MANIBEN KARA

General Secretary :
UMRAOMAL PUROHIT

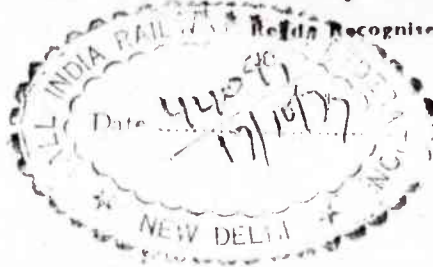
Secretaries :
JAGDISH AJMERA
K. C. TRIVEDI
C. KURIAKOSE



5

Tele { Team : RAILEADER
Phone: 374813

Western Railway Employees' Union



Railway Station Bldg., (East,
Grant Road,
BOMBAY-400 007.

R- No. WREU/10/74

Date 15th Oct 1974.

Dear Com.Sarhadi,

Sub; Report for ITF Fact Finding Mission
Ref: Your No.AIRF/160-B of 9-20-74:

In reply to above, I have to state that we have already submitted one report to Com.George Fernandes and the copy of the same report was sent to Com.Priya Gupta subsequently.

Please advise as to whether you have received the copy of report sent on behalf of WREU.

with greetngs,

yours fraternally,

Shri R.Sarhadi,
Secretary to President,
AIRF, New Delhi.

(Jagdish Ajmera)



(4)

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General Secretary.

Post-Strike/74.



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Cal-1 12-10-74.

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Comradely yours,

Sd/-
General Secretary.

Copy to Comrade George Fernandes, President/AIRF, & Convener N.C.R.S., New Delhi for information.

General Secretary

National Railway Mazdoor Union

SEVA SADAN, DR. BABASAHEB AMBEDKAR ROAD, PAREL, BOMBAY-400 012

Ref. No. ITF/123

Date 4-10-1974

The General Secretary
A.I.R.F., New Delhi.

Dear Comrade,

Fact-Finding Mission of the I.T.F. -
May 1974 Railway General Strike.

Ref: Your letter No. AIRF/150-B dated 28-9-74.

In this connection I have to write for your information that we do not have machinery immediately available to call for the FIRs of all the Court cases to ascertain whether the allegations pertain to violence, sabotage and loss to the Railway property. As you are aware the strike on the Central Rly. was generally confined to the Bombay Division. On Bombay Division there was one incident of stabbing of an on duty ASM by ^{one} of the Khalasi from Kurla Carshed during the strike period. The Khalasi, named Muskar, is only an ordinary member of the Kurla & Branch of the Union. He was arrested on the spot and was remanded to custody of the police for about three weeks. While in the police custody usual police methods were employed on him to extract whether the incident was a pre-planned and conspired one by the Union sponsoring the strike. Police did not get any such evidence. His case has been committed to the Sessions Judge by the Lower Court and hearing in the Sessions Court has not yet started. On enquiries it has been revealed that this Khalasi, Shri Muskar, is somewhat mentally deranged person. There is a previous history of his having been treated in the Railway hospital and also by private medical practitioners for mental disease. If at all he has stabbed the ASM, Shri Myres, he must have done so entirely on his own initiative and most probably because of the mental upset. Shri Muskar was on strike. The Defence Counsel of Shri Muskar is also going to put forward as his defence plea the previous history of mental disease of his client.

Second incident of alleged violence took place at Jhansi on 3rd May '74. It is alleged that one PAC Sepoy died and adiesel engine was manually pushed from the Locoshed with a view to bring it on the main line but the engine derailed. It is also alleged that the engine was set on fire. The incidence of stone throwing and dismantling of railway tracks by removal of fish-plates etc. have also been alleged to have taken place at Jhansi. Initially more than 50 Rly. employees were arrested and remanded to the jail custody on the charges of murder, sabotage, damage to the railway property etc., but in the identification parade most of them have been let off. Some 7 employees have been finally subjected to prosecution of these charges. News of sudden demise of Com. V.R. Malgi on 2-5-1974, immediately after his arrest spread throughout the length and breadth of the Central Railway like a wild fire. Shri Malgi was most popular union leader on the Central Railway. On the night of 2nd May local leaders of Jhansi were also arrested. The general impression of the employees at Jhansi, since avenues of communications were lacking and hardly inxx any one was there to communicate the proper circumstances of Com. Malgi's death, was that Shri Malgi was murdered by the police. This created a sharp reaction and added to it was the arrest of the local leaders of Jhansi. The cumulative result of all these was a spontaneous action of declaring strike by the employees on their own initiative from 3rd May itself. Jhansi did not have any tradition of organised strikes for the last 30 to 40 years. Moreover, the employees were rendered leaderless. It may be ascertained from the police authorities that a good number of employees who are known for years for their active association and allegiance to the CRMB (I.N.T.U.C.) were also arrested by the police on the spot in connection with dismantling of railway track, removal of fish plates, stone throwing etc. Some of those C.R.M.S. activists who were arrested are also known in the local police circles for their unsocial activities. However,

National Railway Mazdoor Union

SEVA SADAN, DR. BABASAHEB AMBEDKAR ROAD, PAREL, BOMBAY-400 012.

Ref. No.

Date

: 2 :

according to the records of the local police office of Jhansi, the total damage and loss to the Railway property as a result of the incident of 3rd and 4th May is not more than Rs.100/-. There was detention to 58 Up (Amritsar-Dadar Express) by about 6 hours.

At the same time there are incidence galore of violence and atrocities committed by police, members of PAC and Railway Protection Force on the Railway employees and their family members, including female members and children. The N.C.C.P.S. JCB had erected 2-3 shamanas for volunteers, it being extremely hot season. Most of the shamanas were burnt and reduced ~~ashes~~ ashes by the police. On the Bombay end side of Jhansi station at a distance of about 2 furlongs there is a hasty known as No.9 ward. It is thickly populated, 99% population being railway employees. On 12th June 74 I visited this Basti along with a correspondent from U.N.I. I found that most of the doors were broken into pieces. When enquired the occupants stated that those were broken by the members of the PAC and Police. The incident occurred on 3rd and 4th May 74, but even on 12th June, when the male and female members of the Basti spoke to me, they were shivering and talking in a voice of grave fear and grief as if the ghastly incident was still green in their memory. A number of railway employees were mercilessly beaten up causing fractures. They were not given proper medical treatment and were forced behind the bars. One of the arrested railway employees was subjected to such a barbaric treatment that not contented with the physical assault on his person, the police made him naked and made an attempt to insert ball pen refill in his penis. He was bleeding for several days.

It has been further alleged by the Administration that there was large scale sabotage of electrical multiple units, i.e. Bombay suburban local trains as well as plant and machinery in the Kurla Carshed. In this connection, it may be pointed out that due to the manouring and repressive measures of the State Government, Chief Minister as well as State Minister for Home Department also being instrumental in it, certain Motormen and Guards, who were behind the bars in different jails in Bombay were goaded to resume duty. When these Motormen and Guards were initially arrested they were asked by the Police Prosecutor and the Metropolitan Magistrate concerned whether they were willing to go to duty in which case they were offered to be let off on bail, i.e. ~~their~~ personal bail bond. Since they refused, they were kept in jail custody as under trials. The report goes to show that not only some police high officials and railway high officials, but even State Minister for Home Department of the Government of Maharashtra also went to visit these Motormen and Guards in the jails. They were allured by giving promises of different types, including complete ~~amnesty~~ amnesty etc. These Motormen and Guards were let off on bail on 17th and 18th May 1974. On the same dates Chief Secretary to the Govt. of Maharashtra, Shri D.D. Sathé, as well as Shri B.D. Mehra, General Manager, Central Railway, made statements to the Press, which were flashed with leading banners to the effect that Motormen and Suburban Guards having resumed duty in large numbers the suburban services will be put into commission to the extent of more than 50% immediately with effect from the next day. Some of the local newspapers wrote columns appreciating this important/promising commuters some relief. But the very next day Railway Administration and Maharashtra State Government Spokesman came out with another statement in the Press Conference, being again widely published with leading banners, stating that though the Motormen and Guards have resumed duty the promised suburban train services could not be operated because of the heavy damages to 2/3rd suburban rakes as a result of sabotage activities of the strikers. Here one thing becomes very clear that the Railway Administration has come out with the story of ~~alleged~~ sabotage of suburban rakes only on 19 and 20th May, whereas on 17th and 18th they had promised to run more than 50% suburban trains. The fact is that the rakes were not maintained from 8-5-74 onwards. There were few showers of monsoon and all the brake blocks had jammed and several other accessories needed running repairs. They did not have any staff as the entire Kurla Carshed, including 90% supervisors were on strike. The story of sabotage and damage to 2/3rd suburban

Tele. { Gram : RAILWAYMAN
Phone : 442052
" : 7711 C. RLY.

National Railway Mazdoor Union

SEVA SADAN, DR. BABASAHEB AMBEDKAR ROAD, PAREL, BOMBAY 400 012.

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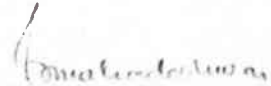
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Page
running into several matches about the so called sabotage and damage to suburban rakes. It was sent to the Security Department for their comments. The Security Department of the R.P.F. refused to accept the Report of the DEE (TRS) Kurla and demanded that if what has been brought out in the Report as damage a result of sabotage activities, then the DEE (TRS) Kurla should immediately lodge a proper complaint with the Kurla city police authorities as required under the Rules. No such complaint has been lodged with the Police about the so called damage and sabotage by any Railway authorities so far. This in itself is a clear cut evidence as to how the so called complaint of sabotage activities in the Kurla Shed is baseless and unfounded.

This is for your information please.

Yours fraternally,


(V.B. MAHADESHWAR)
GENERAL SECRETARY.

Copy to: Shri R. Sarhadi, Secretary to the President of A.I.R.F. for information.

Northern Railwaymen's Union

REGISTERED & RECOGNISED

Affiliated to: ALL INDIA RAILWAYMEN'S FEDERATION & HIND MAZDOOR SABHA

Central Office :
115-E, Babar Road,
NEW DELHI.

Branch Office :
Opp. N. Ry. Locomotive Workshop,
G. T. Road,

Ref. No. NRMU/W-S/ A-10/Strike

AMRITSAR 4/10/1974

*President
please see as
confidential
B.S. 2
st*

The General Secretary,
Northern Railwaymen's Union,
115 E/Babar Road,
New Delhi.

*PL. ensure that
no threat all way
is sent.
B.S. 2*

S/SIR,

Subject - Fact Finding Mission of I.T.F.

I have come to know that a four member commission of I.T.F. will be visiting India this month to enquire about the repressive measures and atrocities of Police, GRP, CRP, etc during the last may strike. Please find herewith a report regarding ASR. of shop.

44005-
5/10/74

1. Police raided the houses of all the office bearers on 2/5/74 at 1. A.M with heavy Police force. Only Sh Rishikesh Bhand Coshian was arrested.
2. As a protest against these Police raids and the arrest of National leaders including Sh George Fernandes, the

Workers struck work and the W/Shop was totally closed. (The daily Tribune dated 4/5/74 may please be referred)

3. The workers of Asm W/Shop, JN-Line Branch gathered in the Golden Temple to assess the situation and to further line of Action.

The Golden Temple was gheraughed by the police which remained up to 27th and so many workers were arrested when they tried to come out of the Temple.

(Kindly see if this point is to be placed before or not)

4. All the house holds of Sh. Kapoor Singh Vice President of this Branch were taken into custody on 7/5/74 under section 550 CRP. By the Police which raided the house (located at Hasi Pura AsR.)

5. The following Union officials & workers were badly beaten up by Police on 8/5/74 before W/Shop Gate when they offered themselves for arrest. They were arrested under section 188 I.P.C.

1. Sh. Gurdial Singh Branch President

2 " Devinder Pal

3 " Prithpal Singh

4 " Gauri Shankar

5 " Darsan Singh Hundal

at 12. P.M.

6. Darsan Singh

7. Palwinder Singh

8. Santolok Singh

9. Balbir Singh

8. A.M.

P.T.O.

6. On 11/5/74, The following workers were beaten up by Police & were arrested under Section 188 IPC before W/Shop Gate.

- 1.) Kapon Singh
- 2.) Jagdish chander
- 3.) Maya Devi
- 4.) Mohan Singh
- 5.) Tarlok Singh
- 6.) Lall Singh
- 7.) Mohan Singh
- 8.) Chaman Lal

} at 8 AM on
11/5/74

7. Police raided the house of Sh. Tarzan Lal Asst Secy on 4/5/74, 5/5/74, 6/5/74 - and when he was not available his two brothers Narind Kumar & Naresh Kumar were taken into custody and remained under the Police custody for four days i.e. from 6/5/74 to 9/5/74 (They were arrested from Islamabad from their own homes whereas Sh. Tarzan Lal is residing separately i.e. opposite W/Shop.)

8. Two sons of Sh. K.K. Suri Secy Linc Road Am were also detained by Police and they remained in illegal police possession from 5/5/74 to 8/5/74

9. The House of Sh. Jaswant Singh Vice President ALARSA was raided on 5/5/74 at Kot Icheta Colony and when he was not available his wife was taken to police station & was only let off on the intervention of Political pressure.

cc - President A.I.R.F.
125E/Bahadur
New DELHI

Yours faithfully
[Signature]
(S.D. KAPOR)
Secy NRM
12/5/74

ALL INDIA RAILWAYMEN'S FEDERATION

125/E, Babar Road, New Delhi.
September, 28, 1974.

AIRF/160-B

To
All the General Secretaries
and Working Committee Members/AIRF.

Dear Comrades,

Re: Fact-Finding Mission of the ITF and
presentation of the AIRF's demands before them.

...

Com. George Fernandes has already informed you
about the forthcoming visit of a delegation of the ITF
and it is hoped that you must have by now prepared a
full report of what is happening in your respective
railways. If you have not done so, kindly expedite such
compilations so that we may be able to place a detailed
picture before the delegation when it arrives in India
in November, 1974. Further delay in submission of the
above report shall be placing us in an embarrassing
position

Yours fraternally,

(R. Sarhadi)

Secretary to the President.

ALL INDIA RAILWAYMEN'S FEDERATION

125/E, Babar Road, New Delhi.
28th September, 1974.

AIRF/4

To
All the General Secretaries and
Working Committee Members/AIRF.

Dear Comrades,

Sub: Accidents on Railways.

I have been directed to collect and formulate
detailed analysis about the causes of the Rly. accidents
and also their effect on the working of the railwaymen.

The accidents over the railways are a matter of
serious concern for the general public and the Rly. Admn.
nevertheless Railwaymen's image is tarnished for the
vague allegations levelled against them.

Therefore, it is requested that you may kindly
furnish a detailed version in this respect if possible
referring to certain accidents, judgements pronounced by
the Enquiry Committee set up thereon. Such documents will
assist this office to prepare exhaustive compilation indica-
ting our point of view for purposes of public education
about the Rly. working and the responsibilities shouldered
by the Railwaymen.

Yours fraternally,

(R. Sarhadi)

Secretary to the President.