

Bill No. 27 of 1960

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**THE MOTOR TRANSPORT
WORKERS BILL, 1960**

(AS INTRODUCED IN LOK SABHA
ON 29TH APRIL 1960)

THE MOTOR TRANSPORT WORKERS BILL, 1960

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Bill No. 27 of 1960.

THE MOTOR TRANSPORT WORKERS BILL, 1960
(AS INTRODUCED IN LOK SABHA)

A
BILL

to provide for the welfare of motor transport workers and to regulate the conditions of their work.

Be it enacted by Parliament in the Eleventh Year of the Republic of India as follows:—

CHAPTER I

PRELIMINARY

5 1. (1) This Act may be called the Motor Transport Workers Act, 1960. Short title, extent, commencement and application.

(2) It extends to the whole of India except the State of Jammu and Kashmir.

(3) It shall come into force on such date as the Central Government may, by notification in the Official Gazette, appoint and different dates may be appointed for different States.

(4) It applies to every motor transport undertaking employing ten or more motor transport workers:

15 Provided that the State Government may, after giving not less than two months' notice of its intention so to do, by notification in the Official Gazette, apply all or any of the provisions of this Act to any motor transport undertaking employing less than ten but not less than five motor transport workers.

2. In this Act, unless the context otherwise requires,—

Definitions.

20 (a) "adolescent" means a person who has completed his fifteenth year but has not completed his eighteenth year;

(b) "adult" means a person who has completed his eighteenth year;

(c) "child" means a person who has not completed his fifteenth year;

(d) "city service" means a motor transport service classified as city service under section 3;

(e) "day" means a period of twenty-four hours beginning at midnight;

(f) "employer" means in relation to any motor transport undertaking, the person who, or the authority which, has the ultimate control over the affairs of the motor transport undertaking, and where the said affairs are entrusted to any other person whether called a manager, managing director, managing agent or by any other name, such other person;

(g) "hours of work" means the time during which a motor transport worker is at the disposal of the employer or of any other person entitled to claim his services and includes— 15

(i) the time spent in work done during the running time of the transport vehicle;

(ii) the time spent in subsidiary work; and

(iii) periods of mere attendance at terminals of less than fifteen minutes; 20

(h) "long distance freight service" means a motor transport service classified as long distance freight service under section 3;

(i) "long distance passenger service" means a motor transport service classified as long distance passenger service under section 3; 25

(j) "motor transport undertaking" means a motor transport undertaking engaged in carrying passengers or goods or both by road for hire or reward, and includes a private carrier;

(k) "motor transport worker" means a person who is required to work or is engaged in a professional capacity on a transport vehicle or who attends to duties in connection with the arrival, departure, loading or unloading of such transport vehicle and includes a driver, cleaner, station staff, line checking staff, booking clerk, cash clerk, depot clerk or attender, but does not include— 30

(i) any such person who is employed in a factory as defined in the Factories Act, 1948;

(ii) any such person to whom the provisions of any law for the time being in force regulating the conditions of service of persons employed in shops or commercial establishments apply;

5 (l) "period of mere attendance" means the period during which a person remains at his post solely in order to reply to possible calls or to resume action at the time fixed in the timetable;

10 (m) "prescribed" means prescribed by rules made under this Act;

16. 1956. 15 (n) "qualified medical practitioner" means a person having a certificate granted by an authority specified in the Schedule to the Indian Medical Degrees Act, 1916, or notified under section 3 of that Act or specified in the Schedules to the Indian Medical Council Act, 1956, and includes any person having a certificate granted under any Provincial or State Medical Council Act;

20 (o) "running time" in relation to a working day means the time from the moment a transport vehicle starts functioning as such at the beginning of the working day until the moment when the transport vehicle ceases to function as such at the end of the working day, excluding any time during which the running of the transport vehicle is interrupted for a period exceeding such duration as may be prescribed during which period the persons who drive, or perform any other work in connection with the transport vehicle are free to dispose of their time as they please or are engaged in subsidiary work;

30 (p) "spread-over" means the period between the commencement of duty on any day and the termination of duty on that day;

(q) "subsidiary work" means work in connection with a transport vehicle, its passengers or its load which is done outside the running time of the transport vehicle, including in particular—

35 (i) work in connection with accounts, the paying in of cash, the signing of registers, the handing in of service sheets, the checking of tickets and other similar work;

(ii) the taking over and garaging of the transport vehicle;

(iii) travelling from the place where a person signs on to the place where he takes over the transport vehicle and from the place where he leaves the transport vehicle to the place where he signs off;

(iv) work in connection with the upkeep and repair of the transport vehicle; and

(v) the loading and unloading of the transport vehicle;

(r) "wages" has the meaning assigned to it in clause (vi) ¹⁰ of section 2 of the Payment of Wages Act, 1936; ^{4 of 1936.}

(s) "week" means the period between midnight on Saturday night and midnight on the succeeding Saturday night;

(t) all other words and expressions used but not defined in this Act and defined in the Motor Vehicles Act, 1939, shall have ¹⁵ ^{4 of 1939.} the meanings respectively assigned to them in that Act.

CHAPTER II

REGISTRATION OF MOTOR TRANSPORT UNDERTAKINGS

Classification
of motor
transport
services.

3. For the purposes of this Act, the State Government shall classify the services run by every motor transport undertaking ²⁰ operating in the State into the following categories, namely:—

- (a) city service,
- (b) long distance passenger service,
- (c) long distance freight service.

Registration
of motor
transport
undertaking.

4. (1) Every employer of a motor transport undertaking to which ²⁵ this Act applies shall have the undertaking registered under this Act.

(2) An application for the registration of a motor transport undertaking shall be made by the employer to the prescribed authority in such form and within such time as may be prescribed. ³⁰

(3) Where a motor transport undertaking is registered under this Act, there shall be issued to the employer a certificate of registration containing such particulars as may be prescribed.

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CHAPTER III

INSPECTING STAFF

5 5. (1) The State Government may, by notification in the Official Gazette, appoint for the State a duly qualified person to be the chief inspector and as many duly qualified persons to be inspectors subordinate to the chief inspector as it thinks fit. Chief ins- pector and inspectors.

10 (2) The chief inspector may declare the local limits within which inspectors shall exercise their powers under this Act, and may himself exercise the powers of an inspector within such local limits as may be assigned to him by the State Government.

of 1860. (3) The chief inspector and all inspectors shall be deemed to be public servants within the meaning of section 21 of the Indian Penal Code.

15 6. Subject to such conditions and restrictions as the State Government may by general or special order impose, the chief inspector or an inspector may— Powers of the inspectors.

20 (a) make such examination and inquiry as he thinks fit in order to ascertain whether the provisions of this Act and of the rules made thereunder are being observed in the case of any motor transport undertaking;

(b) with such assistance, if any, as he thinks fit, enter and inspect any premises under use or occupation of any motor transport undertaking at any reasonable time for the purpose of carrying out the objects of this Act;

25 (c) examine any motor transport worker employed in a motor transport undertaking or require the production of any register or other document maintained in pursuance of this Act, and take on the spot or otherwise statements of any person which he may consider necessary for carrying out the purposes of this Act; and

30 (d) exercise such other powers as may be prescribed:

Provided that no person shall be compelled under this section to answer any question or make any statement tending to incriminate himself.

35 7. Every employer shall afford the chief inspector and an inspector all reasonable facilities for making any entry, inspection, examination or inquiry under this Act. Facilities to be afforded to inspectors.

Certifying
surgeons.

8. (1) The State Government may appoint qualified medical practitioners to be certifying surgeons for the purposes of this Act within such local limits or for such motor transport undertakings or class of motor transport undertakings as it may assign to them respectively. 5

(2) The certifying surgeon shall perform such duties as may be prescribed in connection with—

(a) the examination and certification of motor transport workers;

(b) the exercise of such medical supervision as may be prescribed where adolescents are, or are to be, employed as motor transport workers in any work in any motor transport undertaking which is likely to cause injury to their health. 10

CHAPTER IV

WELFARE AND HEALTH 15

Canteens.

9. (1) The State Government may make rules requiring that in every place wherein one hundred motor transport workers or more employed in a motor transport undertaking ordinarily call on duty during every day, one or more canteens shall be provided and maintained by the employer for the use of the motor transport workers. 20

(2) Without prejudice to the generality of the foregoing power, such rules may provide for—

(a) the date by which the canteens shall be provided;

(b) the number of canteens that shall be provided and the standards in respect of construction, accommodation, furniture and other equipment of the canteens; 25

(c) the foodstuffs which may be served therein and the charges which may be made therefor;

(d) the constitution of a managing committee for a canteen and the representation of the motor transport workers in the management of the canteen; 30

(3) The State Government may, subject to such conditions as it may impose, delegate to the chief inspector the power to make rules with reference to clause (c) of sub-section (2).

10. (1) In every place wherein motor transport workers employed in a motor transport undertaking are required to stay on duty at night, there shall be provided and maintained by the employer for the use of the motor transport workers such number of rest rooms or such other alternative accommodation, as may be prescribed. Rest rooms.

(2) The rest rooms or the alternative accommodation to be provided under sub-section (1) shall be sufficiently lighted and ventilated and shall be maintained in a cool and clean condition.

10 (3) The State Government may prescribe the standards in respect of construction, accommodation, furniture and other equipment of rest rooms or the alternative accommodation to be provided under this section.

11. (1) The State Government may, by notification in the Official Gazette, make rules requiring an employer of a motor transport undertaking to provide for such of the motor transport workers employed in that undertaking such number and type of uniforms, rain-coats or other like amenities for their protection from rain or cold as may be specified in the rules. Uniforms.

20 (2) There shall be paid to the motor transport workers by the employer an allowance for the washing of uniforms provided under sub-section (1) at such rates as may be prescribed.

12. There shall be provided and maintained by the employer so as to be readily available such medical facilities for the motor transport workers at such operating centres and halting stations as may be prescribed by the State Government. Medical facilities.

13. (1) There shall be provided and maintained by the employer so as to be readily accessible during all working hours a first-aid box equipped with the prescribed contents in every transport vehicle. First-aid facilities.

30 (2) Nothing except the prescribed contents shall be kept in a first-aid box.

(3) The first-aid box shall be kept in the charge of the driver or the conductor of the transport vehicle who shall be trained in the use thereof.

CHAPTER V

HOURS AND LIMITATIONS OF EMPLOYMENT

Hours of work and spread-over for motor transport workers engaged in city services.

14. (1) No adult motor transport worker engaged in any city service shall be required or allowed to work for more than eight hours in any day and forty-eight hours in any week. 5

(2) The hours of work of such motor transport workers shall be so arranged that inclusive of interval for rest under section 18 they shall not spread-over more than ten-and-a-half hours in any day.

(3) In the case of motor transport workers engaged in the running of extra services on such festive and other occasions or during such peak hours as may be notified by the prescribed authority, the hours of work under sub-section (1) or the spread-over of such hours of work under sub-section (2) may, with the approval of that authority, be increased to such limit as may be prescribed. 10 15

Hours of work and spread-over for motor transport workers engaged in long distance passenger services.

15. (1) No adult motor transport worker engaged in any long distance passenger service shall be required or allowed to work for more than nine hours in any day and forty-eight hours in any week:

Provided that the aforesaid period of forty-eight hours may, with the approval of the prescribed authority, be increased to fifty-four hours. 20

(2) The hours of work of such motor transport workers shall be so arranged that inclusive of interval for rest under section 18 they shall not spread-over more than twelve hours in any day and sixty-three hours in any week: 25

Provided that the aforesaid period of sixty-three hours may, with the approval of the prescribed authority, be increased to seventy-two hours.

Hours of work and spread-over for motor transport workers engaged in long distance freight services.

16. (1) No adult motor transport worker engaged in any long distance freight service shall be required or allowed to work for more than nine hours in any day or forty-eight hours in any week: 30

Provided that the aforesaid period of nine hours may, with the approval of the prescribed authority, be increased to ten hours.

(2) The hours of work of such motor transport workers shall be so arranged that inclusive of interval for rest under section 18 they shall not spread over more than twelve hours in any day and two hundred and fifty-two hours in a period of four weeks: 35

Provided that the aforesaid period of twelve hours may, with the approval of the prescribed authority, be increased to fourteen hours.

17. No adolescent shall be employed or required to work as a motor transport worker in any motor transport undertaking—

Hours of work for adolescents employed as motor transport workers.

(a) for more than six hours a day including rest interval of half-an-hour;

(b) between the hours of 10 P.M. and 5 A.M.

18. (1) The hours of work in relation to adult motor transport workers on each day shall be so fixed that no period of work shall exceed five hours and that no such motor transport worker shall work for more than five hours before he has had an interval for rest for at least half-an-hour:

Daily intervals for rest.

Provided that the provisions of this sub-section in so far as they relate to interval for rest shall not apply to a motor transport worker who is not required to work for more than six hours.

(2) The hours of work on each day shall be so fixed that a motor transport worker is allowed a period of rest of at least nine consecutive hours between the termination of duty on any one day and the commencement of duty on the next following day.

19. (1) Subject to the provisions contained in section 14 the hours of work of an adult motor transport worker engaged in a city service shall not be split into more than three spells on any day.

Split duty.

(2) Each spell of work referred to in sub-section (1) shall be followed by an interval of rest of not less than two hours.

20. (1) There shall be displayed and correctly maintained by every employer a notice of hours of work in such form and manner as may be prescribed showing clearly for every day the hours during which each adult motor transport worker may be required to work.

Notice of hours of work.

(2) Subject to the other provisions contained in this Act, no such motor transport worker shall be required or allowed to work otherwise than in accordance with the notice of hours of work so displayed.

21. (1) The State Government may, by notification in the Official Gazette, make rules providing for a day of rest in every period of seven days, which shall be allowed to all motor transport workers:

Weekly rest.

Provided that in the case of a motor transport worker whose duty ends after mid-night but before 9 A.M., such day of rest shall be reckoned as twenty-four consecutive hours beginning when his duty so ends and the hours he has worked after mid-night shall be counted in the previous day.

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(2) Nothing contained in this section—

(a) shall be deemed to prevent a motor transport worker from voluntarily working on any day of rest which is not a closed holiday so, however, that the motor transport worker does not work for more than ten days consecutively without a holiday for a whole day intervening;

(b) shall apply to any motor transport worker whose total period of employment including any day spent on leave is less than six days.

Compensatory day of rest.

22. Where, as a result of any exemption granted to an employer under the provisions of this Act from the operation of section 21, a motor transport worker is deprived of any of the days of rest to which he is entitled under that section, the motor transport worker shall be allowed within the month in which the days of rest are due to him or within one month immediately following that month, compensatory holidays of equal number to the days of rest so lost.

CHAPTER VI

EMPLOYMENT OF YOUNG PERSONS

Prohibition of employment of children.

23. No child shall be required or allowed to work in any capacity in any motor transport undertaking.

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Adolescents employed as motor transport workers to carry tokens.

24. No adolescent shall be required or allowed to work as a motor transport worker in any motor transport undertaking unless—

(a) a certificate of fitness granted with reference to him under section 25 is in the custody of the employer; and

(b) such adolescent carries with him while he is at work a token giving a reference to such certificate.

Certificate of fitness.

25. (1) A certifying surgeon shall, on the application of any adolescent or his parent or guardian accompanied by a document signed by the employer or any other person on his behalf that such person will be employed as a motor transport worker in a motor transport undertaking if certified to be fit for that work, or on the application of the employer or any other person on his behalf with reference to any adolescent intending to work, examine such person and ascertain his fitness for work as a motor transport worker.

(2) A certificate of fitness granted under this section shall be valid for a period of twelve months from the date thereof, but may be renewed.

(3) Any fee payable for a certificate under this section shall be paid by the employer and shall not be recoverable from the adolescent, his parent or guardian.

26. An inspector may, if he thinks necessary so to do, cause any adolescent employed as a motor transport worker in any motor transport undertaking to be examined by a certifying surgeon. Power to require medical examination.

CHAPTER VII

WAGES AND LEAVE

of 1936. 27. The Payment of Wages Act, 1936, as in force for the time being, shall apply to motor transport workers engaged in a motor transport undertaking as it applies to wages payable in an industrial establishment as if the said Act had been extended to the payment of wages of such motor transport workers by a notification of the State Government under sub-section (5) of section 1 thereof, and as if a motor transport undertaking were an industrial establishment within the meaning of the said Act. Act 4 of 1936 to apply to payment of wages to motor transport workers.

28. (1) Where an adult motor transport worker works for longer hours than those fixed in respect of him under Chapter V or where the spread-over of the hours of work of any such worker exceeds the limits fixed under that Chapter, he shall be entitled to wages at the rate of twice his ordinary rate of wages in respect of the overtime work or the excess hours of the spread-over, as the case may be. Extra wages for overtime.

Explanation.—Where both the hours of work and the spread-over exceed the limits fixed under Chapter V, the extra wages payable to an adult motor transport worker under this sub-section shall be calculated with reference to the overtime work or the excess hours of spread-over, whichever is more advantageous to him.

(2) For the purposes of sub-section (1),—

(a) “ordinary rate of wages” in relation to a motor transport worker means the basic wages plus such allowances to which he is for the time being entitled to, but does not include a bonus;

(b) the hours of work or the limits of the spread-over of the hours of work fixed under Chapter V shall not include any increase of such hours of work or the limits of sperad-over permissible under that Chapter.

Annual
leave
wages.

with 29. (1) Without prejudice to such holidays as may be prescribed, 5
every motor transport worker who has worked for a period of two
hundred and forty days or more in a motor transport undertaking
during a calendar year shall be allowed during the subsequent calendar
year leave with wages for a number of days calculated at the
rate of— 10

(a) if an adult, one day for every twenty days of work performed by him during the previous calendar year; and

(b) if an adolescent, one day for every fifteen days of work performed by him during the previous calendar year.

(2) A motor transport worker whose service commences otherwise than on the first day of January shall be entitled to leave with wages at the rate laid down in clause (a) or, as the case may be, clause (b) of sub-section (1) if he has worked for two-thirds of the total number of days in the remainder of the calendar year. 15

(3) If a motor transport worker is discharged or dismissed from service during the course of the year, he shall be entitled to leave with wages at the rate laid down in sub-section (1), even if he has not worked for the entire period specified in sub-section (1) or sub-section (2) entitling him to earned leave. 20

(4) In calculating leave under this section, fraction of leave of half a day or more shall be treated as one full day's leave, and fraction of less than half a day shall be omitted. 25

(5) If a motor transport worker does not in any one calendar year take the whole of the leave allowed to him under sub-section (1) or sub-section (2), as the case may be, any leave not taken by him shall be added to the leave to be allowed to him in the succeeding calendar year: 30

Provided that the total number of days of leave that may be carried forward to a succeeding year shall not exceed thirty in the case of an adult or forty in the case of an adolescent. 35

(6) In this section, "calendar year" means the year commencing on the first day of January.

Explanation.—For the purposes of this section, leave shall not include weekly holidays or holidays for festival or other similar

occasions whether occurring during or at either end of the period of leave.

30. (1) For the leave allowed to a motor transport worker under section 29, he shall be paid at the rate equal to the daily average of his total full time wages, exclusive of any overtime earnings and bonus, if any, but inclusive of dearness allowance and the cash equivalent of the advantage, if any, accruing by the concessional supply by the employer of foodgrains for the day on which he worked.

Wages during leave period.

(2) A motor transport worker who has been allowed leave for not less than four days under section 29 shall, before his leave begins, be paid his wages for the period of the leave allowed.

CHAPTER VIII

PENALTIES AND PROCEDURE

31. (1) Whoever obstructs an inspector in the discharge of his duties under this Act or refuses or wilfully neglects to afford the inspector any reasonable facility for making any inspection, examination or inquiry authorised by or under this Act in relation to any motor transport undertaking shall be punishable with imprisonment for a term which may extend to three months, or with fine which may extend to five hundred rupees, or with both.

Obstructions.

(2) Whoever wilfully refuses to produce on the demand of an inspector any register or other document kept in pursuance of this Act, or prevents or attempts to prevent or does anything which he has reason to believe is likely to prevent any person from appearing before or being examined by an inspector acting in pursuance of his duties under this Act, shall be punishable with imprisonment for a term which may extend to three months, or with fine which may extend to five hundred rupees, or with both.

32. Whoever knowingly uses or attempts to use as a certificate of fitness granted to himself under section 25 a certificate granted to another person under that section, or having been granted a certificate of fitness to himself, knowingly allows it to be used, or an attempt to use it to be made, by another person, shall be punishable with imprisonment which may extend to one month, or with fine which may extend to fifty rupees, or with both.

Use of false certificate of fitness.

33. Whoever, except as otherwise permitted by or under this Act, contravenes any provision of this Act or of any rules made thereunder, prohibiting, restricting or regulating the employment of persons in a motor transport undertaking, shall be punishable with imprisonment for a term which may extend to three months,

Contravention of provisions regarding employment of motor transport workers.

or with fine which may extend to five hundred rupees, or with both, and in the case of a continuing contravention with an additional fine which may extend to seventy-five rupees for every day during which such contravention continues after conviction for the first such contravention.

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Other offences.

34. Whcever contravenes any of the provisions of this Act or of any rules made thereunder for which no other penalty is elsewhere provided by or under this Act shall be punishable with imprisonment for a term which may extend to three months, or with fine which may extend to five hundred rupees, or with both.

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Enhanced penalty after previous conviction.

35. If any person who has been convicted of any offence punishable under this Act is again guilty of an offence involving a contravention of the same provision, he shall be punishable on a subsequent conviction with imprisonment which may extend to six months or with fine which may extend to one thousand rupees, or with both:

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Provided that for the purposes of this section no cognizance shall be taken of any conviction made more than two years before the commission of the offence which is being punished.

Offences by companies.

36. (1) If the person committing an offence under this Act is a company, the company as well as every person in charge of, and responsible to, the company for the conduct of its business at the time of the commission of the offence shall be deemed to be guilty of the offence and shall be liable to be proceeded against and punished accordingly:

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Provided that nothing contained in this sub-section shall render any such person liable to any punishment if he proves that the offence was committed without his knowledge or that he exercised all due diligence to prevent the commission of such offence.

(2) Notwithstanding anything contained in sub-section (1), where an offence under this Act has been committed by a company and it is proved that the offence has been committed with the consent or connivance of, or that the commission of the offence is attributable to any neglect on the part of any director, manager, managing agent or any other officer of the company, such director, manager, managing agent or such other officer shall also be deemed to be guilty of that offence and shall be liable to be proceeded against and punished accordingly.

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Explanation.—For the purposes of this section,—

(a) "company" means any body corporate and includes a firm or other association of individuals; and

(b) "director", in relation to a firm, means a partner in the firm.

37. No court shall take cognizance of any offence under this Act except on complaint made by, or with the previous sanction in writing of, the chief inspector and no court inferior to that of a Presidency magistrate or a magistrate of the first class shall try any offence punishable under this Act. Cognizance of offences.

38. No court shall take cognizance of an offence punishable under this Act unless the complaint thereof is made within three months from the date on which the alleged commission of the offence came to the knowledge of an inspector: Limitation of prosecutions.

Provided that where the offence consists of disobeying a written order made by an inspector, complaint thereof may be made within six months of the date on which the offence is alleged to have been committed.

CHAPTER IX

MISCELLANEOUS

39. (1) The provisions of this Act shall have effect notwithstanding anything inconsistent therewith contained in any other law or in the terms of any award, agreement or contract of service, whether made before or after the commencement of this Act: Effect of law and agreements inconsistent with this Act.

Provided that where under any such award, agreement, contract of service or otherwise a motor transport worker is entitled to benefits in respect of any matter which are more favourable to him than those to which he would be entitled under this Act, the motor transport worker shall continue to be entitled to the more favourable benefits in respect of that matter, notwithstanding that he receives benefits in respect of other matters under this Act.

(2) Nothing contained in this Act shall be construed as precluding any motor transport worker from entering into an agreement with an employer for granting him rights or privileges in respect of any matter which are more favourable to him than those to which he would be entitled under this Act.

40. (1) Nothing contained in this Act shall apply to or in relation to any transport vehicle— Exemptions.

(i) used for the transport of sick or injured persons;

(ii) used for any purpose connected with the security of India, or the security of a State, or the maintenance of public order.

(2) Without prejudice to the provisions of sub-section (1), the State Government may by order in writing exempt, subject to such conditions and restrictions as it may think fit to impose, any class of employers from all or any of the provisions of this Act or any rules made thereunder. 5

Powers to give directions.

41. The Central Government may give directions to the Government of any State as to the carrying into execution in the State of the provisions contained in this Act. 10

Power to make rules.

42. (1) The State Government may, subject to the condition of previous publication, make rules to carry out the purposes of this Act:

Provided that the date to be specified under clause (3) of section 23 of the General Clauses Act, 1897, shall not be less than six weeks from the date on which the draft of the proposed rules was published. 15 10 of 1897.

(2) In particular, and without prejudice to the generality of the foregoing power, any such rules may provide for—

(a) the form of application for the registration of a motor transport undertaking, the time within which and the authority to which such application may be made; 20

(b) the grant of a certificate of registration in respect of a motor transport undertaking and the fees payable for such registration; 25

(c) the qualifications required in respect of the chief inspector and inspector;

(d) the powers which may be exercised by inspectors and the areas in which and the manner in which such powers may be exercised; 30

(e) the medical supervision which may be exercised by certifying surgeons;

(f) appeals from any order of the chief inspector or inspector and the form in which, the time within which and the authorities to which, such appeals may be preferred; 35

(g) the time within which facilities required by this Act to be provided and maintained may be so provided;

(h) the medical facilities that should be provided for motor transport workers;

(i) the form and manner in which notices of periods of work shall be displayed and maintained; and

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(j) the registers which should be maintained by employers and the returns, whether occasional or periodical, as in the opinion of the State Government, may be required for the purposes of this Act.

STATEMENT OF OBJECTS AND REASONS

There are at present certain enactments like the Motor Vehicles Act, 1939 and the Factories Act, 1948 which cover certain sections of motor transport workers and certain aspects of their conditions of employment. There is, however, no independent legislation applicable to motor transport workers as a whole or for regulating the various aspects of their conditions of employment, work and wages. It is considered desirable to have a separate legislative measure for motor transport workers which would cover matters like medical facilities, welfare facilities, hours of work, spread-over, rest periods, overtime, annual leave with pay, etc., on the analogy of similar enactments for workers in factories, mines and plantations. The present Bill is intended to achieve this object.

2. The notes on clauses explain the main provisions contained in the Bill.

NEW DELHI,
The 21st April, 1960.

G. L. NANDA.

Notes on Clauses

Clause 1.—The proposed enactment will apply to every motor transport undertaking employing ten or more motor transport workers. This limit has been considered necessary as it would be difficult to enforce the law in the case of undertakings employing a smaller number of workers. However, the State Government has been empowered to apply this measure to any motor transport undertaking employing less than ten but not less than five motor transport workers.

Clause 3.—This clause empowers the State Government to classify the services run by every motor transport undertaking into three distinct classes. Such a classification has been considered necessary taking into account several factors such as public convenience, long distance travel on most routes, the intermittent nature of work and the difficulty in making arrangements for change of crew at a number of places.

Clause 4.—This clause requires every employer of a motor transport undertaking to have the undertaking registered.

Clauses 5 to 8.—These clauses deal with the setting up of administrative machinery by the State Governments for enforcing the provisions of the Act.

Clauses 9 to 13.—These clauses specify the minimum facilities for welfare and health that the employers will have to provide for motor transport workers. These facilities relate to provision of canteens, rest rooms, uniforms, medical facilities and first-aid facilities.

Clauses 14 to 16.—These clauses prescribe the hours of work and spread-over for motor transport workers engaged in city services, long distance passenger services and long distance freight services respectively. A uniform provision in respect of all these services is not practicable due to the special peculiarities of each type of service.

Clause 17.—This clause prescribes reduced hours of work for adolescents in view of their tender age.

Clause 18.—This clause provides for rest interval of at least half an hour after continuous work of five hours.

Clause 19.—This clause restricts the number of spells, in which an adult motor transport worker engaged in a city service may be required to work to three and provides for an interval of rest of at least two hours between two spells. This provision is necessary as a city service has generally to run extra services during peak hours necessitating engagement of workers in more than one spell.

Clause 20.—This clause provides for the maintenance and display by every employer of a notice of hours of work during which each adult motor transport worker may be required to work.

Clauses 21 and 22.—These clauses provide for the grant of a weekly day of rest to every motor transport worker. Similar provisions exist in the Factories Act, 1948 and the Mines Act, 1952.

Clauses 23 to 26.—These clauses contain special provisions regarding employment of children and adolescents in view of their tender age. Employment of children (i.e. persons below 15 years of age) in any motor transport undertaking is prohibited while adolescents can be employed subject to certain specified conditions.

Clause 27.—This clause provides for the application of the Payment of Wages Act, 1936 to motor transport workers. This will ensure that the wages of the workers are paid in time without unauthorised deductions.

Clause 28.—This clause provides for payment of extra wages to a motor transport worker for overtime work.

Clauses 29 and 30.—These clauses provide for the grant of annual leave with wages to motor transport workers on the lines provided for in the Factories Act, 1948.

Clause 39.—This clause ensures that where a motor transport worker is entitled to benefits which are more favourable than those provided for in the Bill, he shall continue to enjoy those benefits.

Clause 40.—This clause provides for exemptions from the provisions of the Bill in certain cases.

FINANCIAL MEMORANDUM

Under clauses 9 to 18, 21, and 27 to 30 of the Bill, certain benefits and facilities are proposed to be given to the motor transport workers. The Central Government are concerned with nationalised motor transport services in the Union Territories. Of the six Union Territories, such services are operating in Delhi, Himachal Pradesh, Manipur and Andaman and Nicobar Islands. The expenditure in respect of the services run in Delhi is met out of the Municipal Fund under the Delhi Municipal Corporation Act, 1957. It is estimated that an annual expenditure of Rs. 3·02, ·39, and ·13 lakhs will be incurred from the Consolidated Fund of India on the nationalised motor transport services in the Union Territories of Himachal Pradesh, Manipur and Andaman and Nicobar Islands, respectively, as a result of the grant of the benefits and facilities provided for in the Bill.

MEMORANDUM REGARDING DELEGATED LEGISLATION

Clauses 9, 10, 11 and 12 of the Bill confer on the State Government power to make rules for the provision of canteens, restrooms, uniforms and medical facilities for motor transport workers. Under clause 14(3) rules may be made prescribing the limits within which the hours of work or the spread-over of such hours of work in respect of motor transport workers engaged in a city service may be increased in certain cases. Again, under clauses 15 and 16 rules may be made prescribing the authority which can increase such limits. The form of and the manner in which notice of hours of work is to be displayed and maintained by every employer under clause 20(1) are also to be prescribed by rules. Under clause 21(1), the State Government has been empowered to make rules providing for a day of rest in every period of seven days which shall be allowed to all motor transport workers. Similarly, under clause 29(1) the State Government may by rules prescribe holidays to which every motor transport worker shall be entitled in addition to the annual leave admissible to him. Clause 42 confers general rule making power on the State Government.

2. Clause 3 of the Bill empowers the State Government to classify motor transport services into city services, long distance passenger services and long distance freight service. Under clause 8(2), rules can be made to prescribe the duties which may be performed by certifying surgeons in relation to motor transport workers.

3. The aforesaid matters on which rules can be made are generally matters of procedure or detail. The delegation of legislative power is, therefore, of a normal character.

LOK SABHA

CORRIGENDA

to

THE REPORT OF THE JOINT COMMITTEE ON
THE MOTOR TRANSPORT WORKERS BILL,
1960.

Bill as reported by the Joint Committee

1. Page 8,
for line 31 read
"routes, or on such festive and
other occasions"
2. Page 9, line 34,
before "motor transport worker"
insert "a"
3. Page 10, line 8,
for "and" read "an"
4. Page 12, line 2,
for "date" read "day"
5. Page 13, after line 14, insert -
"(3) If a motor transport worker
is not granted leave to which he
is entitled under sub-section (3)
of section 27, he shall be paid
wages in lieu thereof at the
rates specified in sub-section (1)"
6. Page 16, line 6,
for "restriction" read
"restrictions"
7. Page 17, line 15,
omit "or peak hours"

NEW DELHI,

December 9, 1960

Agrahayana 18, 1882 (Saka)

LOK SABHA

**THE MOTOR TRANSPORT
WORKERS BILL, 1960.**

(Report of the Joint Committee)

(PRESENTED ON THE 5TH DECEMBER, 1960)



**LOK SABHA SECRETARIAT
NEW DELHI**

December, 1960

Price: Re. 1.00

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THE MOTOR TRANSPORT WORKERS BILL, 1960

Composition of the Joint Committee

Lok Sabha

Shri Mulchand Dube—*Chairman.*

MEMBERS

2. Shri P. B. Bhogji Bhai
3. Choudhry Brahm Perakash
4. Shri Kamal Krishna Das
5. Shri Ram Dhani Das
6. Shri Jaljibhai Koyabhai Dindod
7. Shri L. Elayaperumal
8. Shri Narayan Ganesh Goray
9. Shri Ansar Harvani
10. Shrimati Parvathi M. Krishnan
11. Dr. G. S. Melkote
12. Shri Venketrao Srinivasrao Naldurgker
13. Shri M. Palaniyandy
14. Shri Kashi Nath Pandey
15. Shri Panna Lal
16. Shri Karsandas Parmar
17. Shri Balasaheb Patil
18. Shri P. Ramaswamy
19. Shri Ram Garib
20. Shri Ram Shanker Lal
21. Shri T. B. Vittal Rao
22. Shri Bishwa Nath Roy
23. Shri Sadhu Ram
24. Shri Vidya Charan Shukla
25. Shri Braj Raj Singh
26. Shri Banarsi Prasad Sinha
27. Shri Shraddhakar Supakar

(ii)

28. Shri Missula Suryanarayanamurti
29. Shri Ramsingh Bhai Varma
30. Shri Gulzarilal Nanda

Rajya Sabha

31. Shri Jagannath Prasad Agarwal
32. Shri A. Chakradhar
33. Shri Khandubhai K. Desai
34. Shri M. S. Gurupadaswamy
35. Syed Mazhar Imam
36. Shri Kumbha Ram
37. Shri Lokanath Misra
38. Shri K. L. Narasimham
39. Shri Maheswar Naik
40. Sardar Raghbir Singh Panjhzari
41. Dr. Shrimati Seeta Parmanand
42. Shri M. Govinda Reddy
43. Shri Ebrahim Sulaiman Sait
44. Shrimati Savitry Devi Nigam
45. Shri Abid Ali.

DRAFTSMAN

Shri P. L. Gupta, *Deputy Draftsman, Ministry of Law.*

SECRETARIAT

Shri A. L. Rai—*Deputy Secretary.*

REPORT OF THE JOINT COMMITTEE

I, the Chairman of the Joint Committee to which the *Bill to provide for the welfare of motor transport workers and to regulate the conditions of their work was referred, having been authorised to submit the report on their behalf, present their Report, with the Bill as amended by the Committee annexed thereto.

2. The Bill was introduced in the Lok Sabha on the 29th April, 1960. The motion for reference of the Bill to a Joint Committee of the Houses was moved in the Lok Sabha by Shri Abid Ali, Deputy Minister of Labour on the 3rd August, 1960 and was discussed and adopted on the same day (*Appendix I*).

3. The Rajya Sabha discussed the motion on the 31st August, 1960 and the 1st September, 1960 and concurred in the said motion on the 1st September, 1960 (*Appendix II*).

4. The message from the Rajya Sabha was read out to the Lok Sabha on the 3rd September, 1960.

5. The Committee held eight sittings in all.

6. The first sitting of the Committee was held on the 7th September, 1960 to draw up a programme of work. The Committee at this sitting decided to hear evidence from associations, public bodies and individuals desirous of presenting their suggestions or views before the Committee and to issue a press communique inviting memoranda for the purpose. The Chairman was authorised to decide, after examining the memoranda submitted by them as to which of the associations, public bodies etc. should be called to give oral evidence before the Committee.

7. Twenty Memoranda/representations on the Bill were received by the Committee from different associations and public bodies as mentioned in *Appendix III*.

8. At their second, third and fourth sittings held on the 10th, 11th and 12th October, 1960 respectively, the Committee heard evidence given by nine associations specified in *Appendix IV*.

*Published in Part II Section 2 of the Gazette of India, Extraordinary, dated the 29th April, 1960.

9. The Committee have decided that the whole of the evidence given before them should be laid on the Table of the House.

10. At their fifth sitting held on the 13th October, 1960, the Committee held a general discussion on the points arising out of the evidence given before them.

11. The Committee considered the Bill clause by clause at their sixth and seventh sittings held on the 4th and 5th November, 1960 respectively.

12. The Report of the Committee was to be presented by the first day of the Twelfth Session. As this could not be done the Committee requested for extension of time on the 14th November, 1960 which was granted upto the 5th December, 1960.

13. The Committee considered and adopted the Report on the 30th November, 1960.

14. The observations of the Committee with regard to the principal changes proposed in the Bill are detailed in succeeding paragraphs.

15. *Clause 1.*—The Committee are of the opinion that some specific date should be fixed by which time the Act should be made applicable in all the States. They accordingly suggested 31st December, 1961 as the date for this purpose.

They further feel that the Act should be made applicable to every motor transport undertaking employing five or more instead of ten or more motor transport workers and the powers of the State Governments should consequently extend to applying the Act to motor transport undertakings employing less than five motor transport workers.

The clause has been amended accordingly.

16. *Clause 2.*—(i) *Item (d).*—The Committee feel that in the case of a motor transport worker whose duty commences before midnight but extends beyond mid-night, the following day for him should be deemed to be the period of twenty-four hours beginning when such duty ends, and the hours that he has put in after mid-night should be counted in the previous day.

The item has been amended accordingly.

(ii) *Item (h).*—The Committee are of the opinion that the conductor and the time keeper should be specifically enumerated among the motor transport workers.

(v)

The Committee further feel that persons referred to in (i) & (ii) of this item should be included as motor transport workers for the purpose of clause 8.

The item has been amended accordingly.

The other amendments made in the clause are of consequential and of drafting nature.

17. *Original clause 3.*—The Committee are of the view that for the purpose of this legislation, the hours of work and other conditions of employment of the motor transport workers engaged in different types of motor transport services should be identical with the result that classification of motor transport services into three distinct categories *viz.* the city service, the long distance passenger service and the long distance freight service would not be necessary and should be done away with.

The clause has, therefore, been omitted.

18. *Clause 5 (Original clause 6).*—The Committee are of the opinion that powers of the inspector should be enlarged. He should have the power to stop a transport vehicle for as long as may be reasonably necessary. He should also be empowered to search premises and seize or take copies of registers or documents which he may consider relevant in respect of any offence committed by an employer. For this purpose, the provisions of section 98 of the Code of Criminal Procedure, 1898 relating to search of a house suspected to contain stolen property, forged documents etc. should be made applicable to a search or seizure under this clause.

The clause has been amended accordingly.

19. *Clause 9 (Original clause 10).*—The amendments made in the clause are of a clarificatory or drafting nature.

20. *Clause 10 (Original clause 11).*—The Committee are of the view that the responsibility of the employer for providing uniforms to the motor transport workers should be limited to the drivers, the conductors and the line checking staff.

They also feel that no washing allowance should be payable by an employer where he has made adequate arrangements for the washing of uniforms at his own cost.

The clause has been amended accordingly.

21. *Clause 12 (Original clause 13).*—Amendment made in the clause is of a verbal nature.

22. *Clause 13 (Original clauses 14, 15 and 16).*—Original clauses 14, 15 and 16 sought to provide separately the hours of work and spread-over for motor transport workers engaged in city service, long distance passenger service and long distance freight service. Since the Committee have recommended in para 17 above for the abolition of classification of motor transport services revision of these clauses has become necessary. The Committee have now provided uniform working hours for all the adult motor transport workers. Normally an adult motor transport worker should not be required to work for more than eight hours on any day and forty-eight hours in any week. However, in the case of long distance routes or on festive or other occasions as may be notified the worker might be required or allowed to work upto ten hours on any day and fifty-four hours in any week. In cases of breakdown or dislocation of services or interruption of traffic, or an act of God the hours of work might be increased subject to such conditions and limitations as may be prescribed.

The revised clause 13 provides for the same.

As regards spread-over suitable provision has been made in new clause 16.

23. *Clause 14 (Original clause 17).*—The Committee consider that an adolescent should not be employed or required to work as a motor transport worker between the hours of 10 P.M. and 6 A.M. instead of between 10 P.M. and 5 A.M.

Provision has been made accordingly.

24. *Clause 15 (Original clause 18).*—The amendments made in the clause are of consequential or drafting nature.

25. *Clause 16 (New Clause).*—The Committee are of view that except in cases of unforeseeable circumstances as enumerated in the second proviso to clause 13, the hours of work of an adult transport worker should be so arranged that inclusive of rest under clause 15 they should not spread-over more than twelve hours a day. This has been provided under sub-clause (1).

Sub-clause (2) lays down that in the case of an adolescent motor transport worker the hours of work should not spread-over more than nine hours on any day including rest interval.

26. *Clause 17 (Original clause 19).*—The Committee are of the opinion that the hours of work of a motor transport worker should not be split into more than two spells on any day and the period of rest interval of two hours between split duty need not be specifically laid down.

The clause has been recast accordingly.

27. *Clause 19 (Original clause 21).*—The Committee feel that in order to prevent dislocation of a motor transport service, an employer may require a motor transport worker to work on a day of rest which is not a holiday.

The clause has been amended accordingly.

The other amendment made in the clause is consequential to an amendment accepted in clause 2 (d).

28. *Clause 20 (Original clause 22).*—The Committee feel that the compensatory day of rest to be allowed to a motor transport worker under the clause should be allowed to him within two months immediately following the month in which the day of rest was due to him.

The clause has been amended accordingly.

29. *Clause 24 (Original clause 26).*—The Committee are of the opinion that if an inspector thinks that a motor transport worker is an adolescent, he should be empowered to ask the employer to have such worker examined by a certifying surgeon and also direct that such a worker shall not be employed or permitted to work, until he had been granted a certificate of fitness under clause 23.

The clause has been recast accordingly.

30. *Clause 26 (Original clause 28).*—The Committee are of the view that extra wages for overtime to an adult motor transport worker should be twice his ordinary rate of wages when he works for more than eight hours on any day as referred to in the first proviso to clause 13 or is required to work on a day of rest. The Committee further feel that similarly overtime wages should be paid to an adolescent motor transport worker if he works on a day of rest. For the aforesaid purposes, the ordinary rate of wages should mean the worker's basic wage plus dearness allowance.

In the case of overtime work put in by a motor transport worker due to unforeseeable circumstances as enumerated in the second

proviso to clause 13 the extra wages in respect of such overtime should be left to be prescribed by rules to be made under the Act.

The clause has been recast accordingly.

31. *Clause 28 (Original clause 30).*—The Committee feel that a motor transport worker proceeding on leave should be able to draw on application made an advance approximately equal to his wages for the period of leave and the amount so paid shall be adjusted against the wages due to him for that period of leave.

The clause has been amended accordingly.

The other amendment made in the clause is of a clarificatory nature.

32. *Clause 32 (Original clause 34).*—The Committee feel that besides the contravention of the provisions of the Act, wilful disobedience of directions lawfully given by a person or an authority so empowered, should also be punishable under this clause.

A provision has been made accordingly.

33. *Clause 35 (Original clause 37).*—The Committee feel that in order to ensure expeditious action against defaulters a complaint by an inspector should be enough for the courts to take cognizance of an offence under the Act.

The clause has been amended accordingly.

34. *Clause 38 (Original clause 40).*—The Committee are of the opinion that the State Government should also be empowered to grant exemptions under this clause to motor transport workers holding supervisory or managerial positions and to part-time workers.

They further feel that the exemptions should be granted by a notification a copy of which should be sent to the Central Government before issue.

The clause has been amended accordingly.

35. *Clause 40 (Original clause 42).*—The amendments made in the clause are either consequential to the amendments made in other clauses or are clarificatory in nature.

36. The Joint Committee recommend that the Bill as amended be passed.

NEW DELHI;
The 3rd December, 1960.

MULCHAND DUBE,
Chairman,
Joint Committee.

MINUTES OF DISSENT

I

मोटर ट्रांसपोर्ट वर्कर्स बिल १९६० के संबंध में ज्वाइंट कमेटी ने जो निर्णय लिये और अपनी रिपोर्ट तैयार की है उस रिपोर्ट के कुछ निर्णय से मैं सहमत न होने से उन के संबंध में अपनी मतभिन्नता प्रकट करता हूँ, जो निम्न है :—

(१) ज्वाइंट कमेटी की रिपोर्ट क्लोज १६ में सप्रेड ओवर १२ घंटे रक्खा गया है जो बहुत अधिक है। रोड ट्रांसपोर्ट एक ऐसा व्यवसाय है कि उस में काम करने वाले श्रमिकों के लिये सप्रेड ओवर करना किसी दृष्टि से न्यायोचित नहीं। ऐसी हालत में १२ घण्टे रक्खा जाना तो बहुत ही अधिक है। फैक्ट्री एक्ट में भी अधिक से अधिक सप्रेड ओवर १० घंटे ३० मिनट का है जब रोड ट्रांसपोर्ट में १२ घंटे कैसे न्यायोचित कहा जा सकता है। जहाँ कहीं इस व्यवसाय में सप्रेड ओवर का सवाल आया है श्रम संगठनों ने संचालकों के साथ आपसी समझौते से १० घंटे ३० मिनट ठहराये हैं जो फैक्ट्री एक्ट में है। एवीडेंस में भी सप्रेड ओवर न रखने के संबंध में कहा गया है अगर रक्खा भी जाता है तो १० घंटे ३० मिनट से अधिक न होना चाहिए इसलिए १२ घंटे न्यायसंगत नहीं ऐसी मेरी दृढ़ मान्यता है और १० घंटे ३० मिनट से अधिक नहीं होना चाहिए।

(२) ज्वाइंट कमेटी ने क्लोज २६ (१) में ओवर टाइम काम का सामान्य वेतन का दुगना देने का ठहराया है किन्तु इसी क्लोज के (३) में सामान्य वेतन दर की व्याख्या में सामान्य वेतन का मतलब केवल बेसिक वेतन और मंहगाई भत्ता माना है। जब कि इस व्यवसाय में बहुत सी जगह वेतन और मंहगाई भत्तों के साथ माइलेज अलाउन्स भी दिया जाता है और यह सब रकम मिलाकर मासिक एकसा काम करने वाले उन वर्कर्स की उतनी ही होती है जितनी उन वर्कर्स की जिन्हें कि माइलेज अलाउन्स नहीं मिलता। किन्तु यहाँ ओवर टाइम सामान्य वेतन की व्याख्या में माइलेज अलाउन्स न रखने से माइलेज अलाउन्स मिलने वाले वर्कर्स को ओवर टाइम की रकम उन वर्कर्स से कम मिलेगी जिन्हें माइलेज अलाउन्स नहीं मिलता यह बात रिपोर्ट में शरीक नहीं की गई। मेरी दृढ़ मान्यता है कि सामान्य वेतन दर में माइलेज अलाउन्स शरीक किया ही जाना चाहिए जो न्यायसंगत है।

नई दिल्ली,
२ दिसम्बर, १९६०।

रामसिंह भाई वर्मा।

II

The Bill, as it has emerged from the Committee is definitely improved in many respects. But we however, feel that some of the recommendations fall short of the objectives to improve the working conditions of the Road Transport Workers. Therefore, the need to amend certain clauses.

Hours of Work: Clause 13.—This clause deals with the hours of work. We are of opinion that hours of work for those engaged in the Road Transport Services operating in big cities and hill districts should not be more than seven hours in any day and forty-two hours in any week in view of the very arduous nature of work.

As per the first proviso to this clause hours of work may be increased to ten hours in a day and fifty-four hours in a week. In this proviso 'peak hours' should not be included as the operation of Transport Services during the 'peak hours' is a normal feature in the big cities and there is no difficulty in preparing the schedule specifying the hours of work a Transport worker has to perform.

2. *Spread-over: Clause 14.*—The spread-over is limited to twelve hours in any day. This in our view is a little on the high side and likely to vitiate the very provision of limitation of hours of work in clause 13. We suggest that spread-over should not be more than ten-and-a-half hours in any day.

3. *Annual leave with wage: Clause 27.*—The annual leave with wage for the Road Transport Workers under this Clause is not adequate. It should be increased so that he may at least have 20 days in a year.

NEW DELHI;
The 3rd December, 1960.

T. B. VITTAL RAO
PARVATHI M. KRISHNAN.
K. L. NARASIMHAM

THE MOTOR TRANSPORT WORKERS BILL, 1960

(AS REPORTED BY THE JOINT COMMITTEE)

ARRANGEMENT OF CLAUSES

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2. Definitions.

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HOURS AND LIMITATION OF EMPLOYMENT

CLAUSES

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26. Extra wages for overtime.
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30. Use of false certificate of fitness.
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32. Other offences.
33. Enhanced penalty after previous conviction.
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CHAPTER IX

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Bill No. 27 B of 1960.

THE MOTOR TRANSPORT WORKERS BILL, 1960

(AS REPORTED BY THE JOINT COMMITTEE)

(Words *side-lined or under-lined* indicate the amendments suggested by the Committee; asterisks indicate omissions.)

A
BILL

to provide for the welfare of motor transport workers and to regulate the conditions of their work.

BE it enacted by Parliament in the Eleventh Year of the Republic of India as follows:—

CHAPTER I

PRELIMINARY

5 1. (1) This Act may be called the Motor Transport Workers Act, 1960. Short title, extent, commencement and application.

(2) It extends to the whole of India except the State of Jammu and Kashmir.

(3) It shall come into force on such date, not being later than 10 the 31st day of December, 1961, as the Central Government may, by notification in the Official Gazette, appoint and different dates may be appointed for different States.

(4) It applies to every motor transport undertaking employing five or more motor transport workers:

Provided that the State Government may, after giving not less than two months' notice of its intention so to do, by notification in the Official Gazette, apply all or any of the provisions of this Act to any motor transport undertaking employing * * * less than five motor transport workers. 5

Definitions.

2. In this Act, unless the context otherwise requires,—

(a) "adolescent" means a person who has completed his fifteenth year but has not completed his eighteenth year; 10

(b) "adult" means a person who has completed his eighteenth year;

(c) "child" means a person who has not completed his fifteenth year;

* * * * *

15

(d) "day" means a period of twenty-four hours beginning at midnight:

Provided that where a motor transport worker's duty commences before midnight but extends beyond midnight, the following day for him shall be deemed to be the period of twenty-four hours beginning when such duty ends, and the hours he has worked after midnight shall be counted in the previous day; 20

(e) "employer" means, in relation to any motor transport undertaking, the person who, or the authority which, has the ultimate control over the affairs of the motor transport undertaking, and where the said affairs are entrusted to any other person whether called a manager, managing director, managing agent or by any other name, such other person; 25

(f) "hours of work" means the time during which a motor transport worker is at the disposal of the employer or of any other person entitled to claim his services and includes— 30

(i) the time spent in work done during the running time of the transport vehicle;

(ii) the time spent in subsidiary work; and 35

(iii) periods of mere attendance at terminals of less than fifteen minutes;

Explanation.—For the purposes of this clause—

5 (1) "running time" in relation to a working day means the time from the moment a transport vehicle starts functioning at the beginning of the working day until the moment when the transport vehicle ceases to function at the end of the working day, excluding any time during which the running of the transport vehicle is interrupted for a period exceeding such duration as may be prescribed during which period the persons 10 who drive, or perform any other work in connection with the transport vehicle are free to dispose of their time as they please or are engaged in subsidiary work;

15 (2) "subsidiary work" means work in connection with a transport vehicle, its passengers or its load which is done outside the running time of the transport vehicle, including in particular—

20 (i) work in connection with accounts, the paying in of cash, the signing of registers, the handling in of service sheets, the checking of tickets and other similar work;

(ii) the taking over and garaging of the transport vehicle;

25 (iii) travelling from the place where a person signs on to the place where he takes over the transport vehicle and from the place where he leaves the transport vehicle to the place where he signs off;

(iv) work in connection with the upkeep and repair of the transport vehicle; and

30 (v) the loading and unloading of the transport vehicle;

(3) "period of mere attendance" means the period during which a person remains at his post solely in order to reply to possible calls or to resume action at the time fixed in the duty schedule;

35 * * * * *

(g) "motor transport undertaking" means a motor transport undertaking engaged in carrying passengers or goods or both by road for hire or reward, and includes a private carrier;

(h) "motor transport worker" means a person who is required to work or is engaged directly or through any agency, in a professional capacity on a transport vehicle or who attends to duties in connection with the arrival, departure, loading or unloading of such transport vehicle and includes a driver, conductor, cleaner, station staff, line checking staff, booking clerk, cash clerk, depot clerk, time-keeper or attendant, but except in section 8 does not include—

63 of 1948.

(i) any such person who is employed in a factory as defined in the Factories Act, 1948; 10

(ii) any such person to whom the provisions of any law for the time being in force regulating the conditions of service of persons employed in shops or commercial establishments apply;

* * * * * 15

(i) "prescribed" means prescribed by rules made under this Act;

(j) "qualified medical practitioner" means a person having a certificate granted by an authority specified in the Schedule to the Indian Medical Degrees Act, 1916, or notified under section 3 of that Act or specified in the Schedules to the Indian Medical Council Act, 1956, and includes any person having a certificate granted under any Provincial or State Medical Council Act; 20

* * * * * 25

(k) "spread-over" means the period between the commencement of duty on any day and the termination of duty on that day;

* * * * *

(l) "wages" has the meaning assigned to it in clause (vi) of section 2 of the Payment of Wages Act, 1936; 30

(m) "week" means the period between midnight on Saturday night and midnight on the succeeding Saturday night;

(n) all other words and expressions used but not defined in this Act and defined in the Motor Vehicles Act, 1939, shall have the meanings respectively assigned to them in that Act. 35

CHAPTER II

REGISTRATION OF MOTOR TRANSPORT UNDERTAKINGS

3. (1) Every employer of a motor transport undertaking to which **Registration of motor transport undertaking.**
5 this Act applies shall have the undertaking registered under this Act.

(2) An application for the registration of a motor transport undertaking shall be made by the employer to the prescribed authority in such form and within such time as may be prescribed.

10 (3) Where a motor transport undertaking is registered under this Act, there shall be issued to the employer a certificate of registration containing such particulars as may be prescribed.

CHAPTER III

INSPECTING STAFF

15 4. (1) The State Government may, by notification in the **Official Gazette**, appoint for the State a duly qualified person to be the chief inspector and as many duly qualified persons to be inspectors subordinate to the chief inspector as it thinks fit. **Chief inspector and inspectors.**

19 of 20 (2) The chief inspector may declare the local limits within which inspectors shall exercise their powers under this Act, and may himself exercise the powers of an inspector within such local limits as may be assigned to him by the State Government.

of 1860. (3) The chief inspector and all inspectors shall be deemed to be public servants within the meaning of section 21 of the Indian Penal Code. 25

5. (1) Subject to such conditions and restrictions as the State Government may by general or special order impose, the chief inspector or an inspector may— **Powers of the inspectors.**

19 30 (a) make such examination and inquiry as he thinks fit in order to ascertain whether the provisions of this Act or rules made thereunder are being observed in the case of any motor transport undertaking, and for that purpose require the driver of a transport vehicle to cause the transport vehicle to stop and remain stationary so long as may reasonably be necessary;

35 (b) with such assistance, if any, as he thinks fit, enter, inspect and search any premises which he has reason to believe

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35 (b) with such assistance, if any, as he thinks fit, enter, *inspect and search any premises which he has reason to believe

is under use or occupation of any motor transport undertaking at any reasonable time for the purpose of carrying out the objects of this Act;

(c) examine any motor transport worker employed in a motor transport undertaking or require the production of any register or other document maintained in pursuance of this Act, and take on the spot or otherwise statements of any person which he may consider necessary for carrying out the purposes of this Act;*

(d) seize or take copy of such registers or documents or portions thereof as he may consider relevant in respect of an offence under this Act which he has reason to believe has been committed by an employer;

(e) exercise such other powers as may be prescribed:

Provided that no person shall be compelled under this subsection to answer any question or make any statement tending to incriminate himself.

(2) The provisions of the Code of Criminal Procedure, 1898, shall, so far as may be, apply to any search or seizure under this section as they apply to any search or seizure made under the authority of a warrant issued under section 98 of the said Code."

Facilities to
be afforded
inspectors.

6. Every employer shall afford the chief inspector and an inspector all reasonable facilities for making any entry, inspection, examination or inquiry under this Act.

Certifying
surgeons.

7. (1) The State Government may appoint qualified medical practitioners to be certifying surgeons for the purposes of this Act within such local limits or for such motor transport undertakings or class of motor transport undertakings as it may assign to them respectively.

(2) The certifying surgeon shall perform such duties as may be prescribed in connection with—

(a) the examination and certification of motor transport workers;

(b) the exercise of such medical supervision as may be prescribed where adolescents are, or are to be, employed as motor transport workers in any work in any motor transport undertaking which is likely to cause injury to their health.

7
CHAPTER IV

WELFARE AND HEALTH

8. (1) The State Government may make rules requiring that in ^{Canteens.} every place wherein one hundred motor transport workers or more employed in a motor transport undertaking ordinarily call on duty during every day, one or more canteens shall be provided and maintained by the employer for the use of the motor transport workers.

(2) Without prejudice to the generality of the foregoing power, ¹⁰ such rules may provide for—

(a) the date by which the canteens shall be provided;

(b) the number of canteens that shall be provided and the standards in respect of construction, accommodation, furniture and other equipment of the canteens;

¹⁵ (c) the foodstuffs which may be served therein and the charges which may be made therefor;

(d) the constitution of a managing committee for a canteen and the representation of the motor transport workers in the management of the canteen.

²⁰ (3) The State Government may, subject to such conditions as it may impose, delegate to the chief inspector the power to make rules with reference to clause (c) of sub-section (2).

9. (1) In every place wherein motor transport workers employed in a motor transport undertaking are required to halt at night, ^{Rest rooms.} there shall be provided and maintained by the employer for the use of those motor transport workers such number of rest rooms or such other suitable alternative accommodation, as may be prescribed.

(2) The rest rooms or the alternative accommodation to be provided under sub-section (1) shall be sufficiently lighted and ventilated and shall be maintained in a clean and comfortable condition.

(3) The State Government may prescribe the standards in respect of construction, accommodation, furniture and other equipment of rest rooms or the alternative accommodation to be provided under this section.

³⁵ 10. (1) The State Government may, by notification in the ^{Uniforma.} Official Gazette, make rules requiring an employer of a motor

transport undertaking to provide for the drivers, conductors and line checking staff employed in that undertaking such number and type of uniforms, raincoats or other like amenities for their protection from rain or cold as may be specified in the rules.

(2) There shall be paid to the drivers, conductors and line checking staff by the employer an allowance for *washing of uniforms provided under sub-section (1) at such rates as may be prescribed:

Provided that no such allowance shall be payable by an employer who has made at his own cost adequate arrangements for the washing of uniforms.

Medical facilities.

11. There shall be provided and maintained by the employer so as to be readily available such medical facilities for the motor transport workers at such operating centres and halting stations as may be prescribed by the State Government.

First-aid facilities.

12. (1) There shall be provided and maintained by the employer so as to be readily accessible during all working hours a first-aid box equipped with the prescribed contents in every transport vehicle.

(2) Nothing except the prescribed contents shall be kept in a first-aid box.

(3) The first-aid box shall be kept in the charge of the driver or the conductor of the transport vehicle who shall be provided facilities for training in the use thereof.

CHAPTER V

HOURS AND LIMITATIONS OF EMPLOYMENT

Hours of work.

13. No adult motor transport worker shall be required or allowed to work for more than eight hours in any day and forty-eight hours in any week:

Provided that where any such motor transport worker is engaged in the running of any motor transport service on such long distance route, or on such festival and other occasion or during such peak hours as may be notified in the prescribed manner by the prescribed authority, the employer may, with the approval of such authority, require or allow such motor transport worker to work for more than eight hours in any day or forty-eight hours in any week but in no case for more than ten hours in a day and fifty-four hours in a week, as the case may be:

Provided further that in the case of a breakdown or dislocation of a motor transport service or interruption of traffic or act of God, the employer, may, subject to such conditions and limitations as may be prescribed, require or allow any such motor transport worker to work for more than eight hours in any day or more than forty-eight hours in any week.

* * * * *

14. No adolescent shall be employed or required to work as a motor transport worker in any motor transport undertaking—

Hours of work for adolescents employed as motor transport workers.

(a) for more than six hours a day including rest interval of half-an-hour;

(b) between the hours of 10 P.M. and 6 A.M.

15. (1) The hours of work in relation to adult motor transport workers on each day shall be so fixed that no period of work shall exceed five hours and that no such motor transport worker shall work for more than five hours before he has had an interval for rest for at least half-an-hour:

Daily intervals for rest.

Provided that the provisions of this sub-section in so far as they relate to interval for rest shall not apply to a motor transport worker who is not required to work for more than six hours on that day.

(2) The hours of work on each day shall be so fixed that a motor transport worker is, except in any case referred to in the second proviso to section 13, allowed a period of rest of at least nine consecutive hours between the termination of duty on any one day and the commencement of duty on the next following day.

16. (1) The hours of work of an adult motor transport worker shall, except in any case referred to in the second proviso to section 13, be so arranged that inclusive of interval for rest under section 15, they shall not spread-over more than twelve hours in any day.

Spread-over.

(2) The hours of work of an adolescent motor transport worker shall be so arranged that inclusive of interval for rest under section 14, they shall not spread-over more than nine hours in any day.

17. Subject to the other provisions contained in this Act, the hours of work of motor transport worker shall not be split into more than two spells on any day

Split duty.

18. (1) There shall be displayed and correctly maintained by every employer a notice of hours of work in such form and manner as may be prescribed showing clearly for every day the hours during which each adult motor transport worker may be required to work.

Notice of hours of work.

(2) Subject to the other provisions contained in this Act, no such motor transport worker shall be required or allowed to work otherwise than in accordance with the notice of hours of work so displayed.

Weekly rest. 19. (1) The State Government may, by notification in the Official Gazette, make rules providing for a day of rest in every period of seven days, which shall be allowed to all motor transport workers. 5

(2) Notwithstanding anything contained in sub-section (1), and employer may, in order to prevent any dislocation of a motor transport service, require a motor transport worker to work on any day of rest which is not a holiday so, however, that the motor transport worker does not work for more than ten days consecutively without a holiday for a whole day intervening. 10

(3) Nothing contained in sub-section (1) shall apply to any motor transport worker whose total period of employment including any day spent on leave is less than six days. 15

Compensatory day of rest.

20. Where, as a result of any exemption granted to an employer under the provisions of this Act from the operation of section 19, a motor transport worker is deprived of any of the days of rest to which he is entitled under that section, the motor transport worker shall be allowed within the month in which the days of rest are due to him or within two months immediately following that month, compensatory holidays of equal number to the days of rest so lost. 20

CHAPTER VI

EMPLOYMENT OF YOUNG PERSONS

25

Prohibition of employment of children.

21. No child shall be required or allowed to work in any capacity in any motor transport undertaking.

Adolescents employed as motor transport workers to carry tokens.

22. No adolescent shall be required or allowed to work as a motor transport worker in any motor transport undertaking unless—

(a) a certificate of fitness granted with reference to him under section 23 is in the custody of the employer; and 30

(b) such adolescent carries with him while he is at work a token giving a reference to such certificate.

Certificate of fitness.

23. (1) A certifying surgeon shall, on the application of any adolescent or his parent or guardian accompanied by a document signed by the employer or any other person on his behalf that such person 35

will be employed as a motor transport worker in a motor transport undertaking if certified to be fit for that work, or on the application of the employer or any other person on his behalf with reference to any adolescent intending to work, examine such person and ascertain his fitness for work as a motor transport worker.

(2) A certificate of fitness granted under this section shall be valid for a period of twelve months from the date thereof, but may be renewed.

(3) Any fee payable for a certificate under this section shall be paid by the employer and shall not be recoverable from the adolescent, his parent or guardian.

24. Where an inspector is of opinion that a motor transport worker working in any motor transport undertaking without a certificate of fitness is an adolescent, the inspector may serve on the employer a notice requiring that such adolescent motor transport worker shall be examined by a certifying surgeon and such adolescent motor transport worker shall not, if the inspector so directs, be employed or permitted to work in any motor transport undertaking until he has been so examined and has been granted a certificate of fitness under section 23.

Power to require medical examination.

CHAPTER VII

WAGES AND LEAVE

25. The Payment of Wages Act, 1936, as in force for the time being, shall apply to motor transport workers engaged in a motor transport undertaking as it applies to wages payable in an industrial establishment as if the said Act had been extended to the payment of wages of such motor transport workers by a notification of the State Government under sub-section (5) of section 1 thereof, and as if a motor transport undertaking were an industrial establishment within the meaning of the said Act.

Act 4 of 1936 to apply to payment of wages to motor transport workers.

26. (1) Where an adult motor transport worker works for more than eight hours in any day in any case referred to in the first proviso to section 13 or where he is required to work on any day of rest under sub-section (2) of section 19, he shall be entitled to wages at the rate of twice his ordinary rate of wages in respect of the overtime work or the work done on the day of rest, as the case may be.

Extra wages for over time.

(2) Where an adult motor transport worker works for more than eight hours in any day in any case referred to in the second proviso to section 13, he shall be entitled to wages in respect of the overtime work at such rates as may be prescribed.

(3) Where an adolescent motor transport worker is required to work on any day of rest under sub-section (2) of section 19, he

shall be entitled to wages at the rate of twice his ordinary rate of wages in respect of the work done on the date of rest.

(4) For the purposes of this section, "ordinary rate of wages" in relation to a motor transport worker means his basic wages plus dearness allowance. 5

Annual
leave with
wages.

27. (1) Without prejudice to such holidays as may be prescribed, every motor transport worker who has worked for a period of two hundred and forty days or more in a motor transport undertaking during a calendar year shall be allowed during the subsequent calendar year leave with wages for a number of days calculated at the rate of— 10

(a) if an adult, one day for every twenty days of work performed by him during the previous calendar year; and

(b) if an adolescent, one day for every fifteen days of work performed by him during the previous calendar year. 15

(2) A motor transport worker whose service commences otherwise than on the first day of January shall be entitled to leave with wages at the rate laid down in clause (a) or, as the case may be, clause (b) of sub-section (1) if he has worked for two-thirds of the total number of days in the remainder of the calendar year. 20

(3) If a motor transport worker is discharged or dismissed from service during the course of the year, he shall be entitled to leave with wages at the rate laid down in sub-section (1), even if he has not worked for the entire period specified in sub-section (1) or sub-section (2) entitling him to earned leave. 25

(4) In calculating leave under this section, fraction of leave of half a day or more shall be treated as one full day's leave, and fraction of less than half a day shall be omitted.

(5) If a motor transport worker does not in any one calendar year take the whole of the leave allowed to him under sub-section (1) or sub-section (2), as the case may be, any leave not taken by him shall be added to the leave to be allowed to him in the succeeding calendar year: 30

Provided that the total number of days of leave that may be carried forward to a succeeding year shall not exceed thirty in the case of an adult or forty in the case of an adolescent. 35

(6) In this section, "calendar year" means the year commencing on the first day of January.

Explanation.—For the purposes of this section, leave shall not include weekly holidays or holidays for festival or other similar occasions whether occurring during or at either end of the period of leave. 40

28. (1) For the leave allowed to a motor transport worker under section 27, he shall be paid at the rate equal to the daily average of ^{Wages dur-} ^{ing} ^{leave} ^{period.} his total full time wages, exclusive of any overtime earnings and bonus, if any, but inclusive of dearness allowance and the cash equivalent of the advantage, if any, accruing by the concessional supply by the employer of foodgrains for the day on which he worked.

(2) A motor transport worker who has been allowed leave for not less than four days under section 27 shall, on an application made by him in this behalf to the employer, be paid in advance, before his leave begins, an approximate amount equivalent to the wages payable to him for the period of his leave and any amount so paid shall be adjusted against the wages due to him for the aforesaid period of leave.

CHAPTER VIII

PENALTIES AND PROCEDURE

29. (1) Whoever obstructs an inspector in the discharge of his duties under this Act or refuses or wilfully neglects to afford the inspector any reasonable facility for making any inspection, examination or inquiry authorised by or under this Act in relation to any motor transport undertaking shall be punishable with imprisonment for a term which may extend to three months, or with fine which may extend to five hundred rupees, or with both.

(2) Whoever wilfully refuses to produce on the demand of an inspector any register or other document kept in pursuance of this Act, or prevents or attempts to prevent or does anything which he has reason to believe is likely to prevent any person from appearing before or being examined by an inspector acting in pursuance of his duties under this Act, shall be punishable with imprisonment for a term which may extend to three months, or with fine which may extend to five hundred rupees, or with both.

30. Whoever knowingly uses or attempts to use as a certificate of fitness granted to himself under section 23 a certificate granted to another person under that section, or having been granted a certificate of fitness to himself, knowingly allows it to be used, or an attempt to use it to be made, by another person, shall be punishable with imprisonment which may extend to one month, or with fine which may extend to fifty rupees, or with both.

31. Whoever, except as otherwise permitted by or under this Act, contravenes any provision of this Act or of any rules made thereunder, prohibiting, restricting or regulating the employment

employment of persons in a motor transport undertaking, shall be punishable of persons in a motor transport undertaking, shall be punishable
of motor with imprisonment for a term which may extend to three months,
transport: or with fine which may extend to five hundred rupees, or with both,
workers. and in the case of a continuing contravention with an additional fine
which may extend to seventy-five rupees for every day during which
such contravention continues after conviction for the first such con- 5
travention.

Other offences. 32. Whoever wilfully disobeys any direction lawfully given by any person or authority empowered under this Act to give such direction or contravenes any of the provisions of this Act or of any rules made thereunder for which no other penalty is elsewhere provided by or under this Act shall be punishable with imprisonment for a term which may extend to three months, or with fine which may extend to five hundred rupees, or with both. 10

Enhanced penalty after previous conviction. 33. If any person who has been convicted of any offence punishable under this Act is again guilty of an offence involving a contravention of the same provision, he shall be punishable on a subsequent conviction with imprisonment which may extend to six months, or with fine which may extend to one thousand rupees, or with both: 15

Provided that for the purposes of this section no cognizance shall be taken of any conviction made more than two years before the commission of the offence which is being punished. 20

Offences by companies. 34. (1) If the person committing an offence under this Act is a company, the company as well as every person in charge of, and responsible to, the company for the conduct of its business at the time of the commission of the offence shall be deemed to be guilty of the offence and shall be liable to be proceeded against and punished accordingly: 25

Provided that nothing contained in this sub-section shall render any such person liable to any punishment if he proves that the offence was committed without his knowledge or that he exercised all due diligence to prevent the commission of such offence. 30

(2) Notwithstanding anything contained in sub-section (1), where an offence under this Act has been committed by a company and it is proved that the offence has been committed with the consent or connivance of, or that the commission of the offence is attributable to any neglect on the part of any director, manager, managing agent or any other officer of the company, such director, manager, managing agent or such other officer shall also be deemed to be guilty of that offence and shall be liable to be proceeded against and punished accordingly. 35 40

Explanation.—For the purposes of this section,—

(a) “company” means any body corporate and includes a firm or other association of individuals; and

5 (b) “director”, in relation to a firm, means a partner in the firm.

35. No court shall take cognizance of any offence under this Act except on complaint made by, or with the previous sanction in writing of, the* inspector and no court inferior to that of a Presidency magistrate or a magistrate of the first class shall try any
10 offence punishable under this Act. Cognizance of offences.

36. No court shall take cognizance of an offence punishable under this Act unless the complaint thereof is made within three months from the date on which the alleged commission of the offence came to the knowledge of an inspector: Limitation of prosecutions.

15 Provided that where the offence consists of disobeying a written order made by an inspector, complaint thereof may be made within six months of the date on which the offence is alleged to have been committed.

CHAPTER IX

20 MISCELLANEOUS

37. (1) The provisions of this Act shall have effect notwithstanding anything inconsistent therewith contained in any other law or in the terms of any award, agreement or contract of service, whether made before or after the commencement of this Act: Effect of law and agreements inconsistent with this Act.

25 Provided that where under any such award, agreement, contract of service or otherwise a motor transport worker is entitled to benefits in respect of any matter which are more favourable to him than those to which he would be entitled under this Act, the motor transport worker shall continue to be entitled to the more favourable
30 benefits in respect of that matter, notwithstanding that he receives benefits in respect of other matters under this Act.

(2) Nothing contained in this Act shall be construed as precluding any motor transport worker from entering into an agreement with an employer for granting him rights or privileges in respect of any
35 matter which are more favourable to him than those to which he would be entitled under this Act.

38. (1) Nothing contained in this Act shall apply to or in relation to any transport vehicle— Exemptions.

(i) used for the transport of sick or injured persons;

(ii) used for any purpose connected with the security of India, or the security of a State, or the maintenance of public order.

(2) Without prejudice to the provisions of sub-section (1), the State Government may, by notification in the Official Gazette, direct that subject to such conditions and restriction, if any, as may be specified in the notification, the provisions of this Act or the rules made thereunder shall not apply to—

(i) any motor transport workers who, in the opinion of the State Government, hold positions of supervision or management in any motor transport undertaking,

(ii) any part time motor transport worker, and

(iii) any class of employers:

Provided that before issuing any order under this sub-section, the State Government shall send a copy thereof to the Central Government.

Powers to give directions.

39. The Central Government may give directions to the Government of any State as to the carrying into execution in the State of the provisions contained in this Act.

Power to make rules.

40. (1) The State Government may, subject to the condition of previous publication, make rules to carry out the purposes of this Act:

Provided that the date to be specified under clause (3) of section 23 of the General Clauses Act, 1897, shall not be less than six weeks from the date on which the draft of the proposed rules was published.

(2) In particular, and without prejudice to the generality of the foregoing power, any such rules may provide for—

(a) the form of application for the registration of a motor transport undertaking, the time within which and the authority to which such application may be made;

(b) the grant of a certificate of registration in respect of a motor transport undertaking and the fees payable for such registration;

(c) the qualifications required in respect of the chief inspector and inspector;

(d) the powers which may be exercised by inspectors*** and the manner in which such powers may be exercised;

(e) the medical supervision which may be exercised by certifying surgeons;

5 (f) appeals from any order of the chief inspector or inspector and the form in which, the time within which and the authorities to which, such appeals may be preferred;

(g) the time within which facilities required by this Act to be provided and maintained may be so provided;

10 (h) the medical facilities that should be provided for motor transport workers;

(i) the type of equipment that should be provided in the first-aid boxes;

15 (j) the manner in which long distance routes, festive and other occasions or peak hours shall be notified by the prescribed authority;

20 (k) the conditions and limitations subject to which any motor transport worker may be required or allowed to work for more than eight hours in any day or more than forty-eight hours in any week in any case referred to in the second proviso to section 13;

(l) the form and manner in which notices of period of work shall be displayed and maintained;

25 (m) the rates of extra wages in respect of the overtime work done by a motor transport worker in any case referred to in the second proviso to section 13;

30 (n) the registers which should be maintained by employers and the returns, whether occasional or periodical, as in the opinion of the State Government may be required for the purposes of this Act, and

(o) any other matter which has to be, or may be, prescribed.

APPENDIX I

(Vide para 2 of the Report)

Motion in the Lok Sabha for reference of the Bill to a Joint Committee

“That the Bill to provide for the welfare of motor transport workers and to regulate the conditions of their work, be referred to a Joint Committee of the Houses consisting of 45 members; 30 from this House, namely:—

1. Shri P. B. Bhogji Bhai
2. Choudhry Brahm Perakash
3. Shri Kamal Krishna Das
4. Shri Ram Dhani Das
5. Shri Jaljibhai Koyabhai Dindod
6. Shri Mulchand Dube
7. Shri L. Elayaperumal
8. Shri Narayan Ganesh Goray
9. Shri Ansar Harvani
10. Shrimati Parvathi M. Krishnan.
11. Dr. G. S. Melkote
12. Shri Venketrao Srinivasrao Naldurgker
13. Shri M. Palaniyandy
14. Shri Kashi Nath Pandey
15. Shri Panna Lal
16. Shri Karsandas Parmar
17. Shri Balasaheb Patil
18. Shri P. Ramaswamy
19. Shri Ram Garib
20. Shri Ram Shanker Lal
21. Shri T. B. Vittal Rao
22. Shri Bishwa Nath Roy
23. Shri Sadhu Ram
24. Shri Vidya Charan Shukla
25. Shri Braj Raj Singh

26. Shri Banarsi Prasad Sinha
27. Shri Shraddhakar Supakar
28. Shri Missula Suryanarayanamurti
29. Shri Ramsingh Bhai Varma; and
30. Shri Gulzarilal Nanda

and 15 members from Rajya Sabha;

That in order to constitute a sitting of the Joint Committee the quorum shall be one-third of the total number of members of the Joint Committee;

that the Committee shall make a report to this House by the first day of the next Session;

that in other respects the Rules of Procedure of this House relating to Parliamentary Committees will apply with such variations and modifications as the Speaker may make; and

that this House recommends to Rajya Sabha that Rajya Sabha do join the said joint Committee and communicate to this House the names of members to be appointed by Rajya Sabha to the Joint Committee."

APPENDIX II

(Vide para 3 of the Report)

Motion in the Rajya Sabha

That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do join in the Joint Committee of the Houses on the Bill to provide for the welfare of motor transport workers and to regulate the conditions of their work, and resolves that the following members of the Rajya Sabha be nominated to serve on the said Joint Committee:—

1. Shri Jagannath Prasad Agarwal
2. Shri A. Chakradhar
3. Shri Khandubhai K. Desai
4. Shri M. S. Gurupadaswamy
5. Syed Mazhar Imam
6. Shri Kumbha Ram
7. Shri Lokanath Misra
8. Shri K. L. Narasimham
9. Shri Maheswar Naik
10. Sardar Raghbir Singh Panjhazari
11. Dr. Shrimati Seeta Parmanand
12. Shri M. Govinda Reddy
13. Shri Ebrahim Sulaiman Sait
14. Shrimati Savitry Devi Nigam
15. Shri Abid Ali'

APPENDIX III

(Vide para 7 of the Report)

Statement showing particulars of memoranda/representations etc. received by the Joint Committee and the action taken thereon.

Sl. No.	Nature of document	From whom received	Action taken
1	2	3	4
1	Memorandum .	National Federation of Road Transport Workers, New Delhi (Public and Private Sectors).	Circulated to members and evidence of the Federation taken on the 10th October, 1960.
2	Memorandum .	Uttar Pradesh Government Roadways, Lucknow.	Circulated to members and evidence of the Undertaking taken on the 10th October, 1960.
3	Memorandum .	The Bombay Electric Supply and Transport Undertaking, Bombay.	Circulated to members and evidence of the Undertaking taken on the 11th October, 1960.
4	Memorandum .	Bombay State Road Transport Corporation, Bombay.	Circulated to members and evidence of the Undertaking taken on the 11th October, 1960.
5	Memorandum .	Gujarat State Road Transport Corporation, Ahmedabad.	Circulated to members and evidence of the Undertaking taken on the 11th October, 1960.
6	Memorandum .	Calcutta State Transport Corporation, Calcutta.	Circulated to members and evidence of the Undertaking taken on the 11th October, 1960.
7	Memorandum .	Indian National Transport Workers' Federation, Ahmedabad.	Circulated to members and evidence of the Federation taken on the 12th October, 1960.
8	Memorandum .	All India Motor Unions' Congress, New Delhi.	Circulated to members and evidence of the Association taken on the 12th October, 1960.
9	Memorandum .	Chhattisgarh Yatayat Sangh, Raipur.	Circulated to members and evidence of the Association taken on the 12th October, 1960.
10	Memorandum .	Kerala State Transport Employees Union, Trivandrum.	Circulated to members.
11	Memorandum .	The Salem Bus Owners' Association, Salem.	Circulated to members.

1	2	3	4
12.	Representation .	Gurgaon District Transport Workers Union (Regd.) No. 3, Gurgaon.	Circulated to members.
13.	Memorandum .	Delhi Transport Undertaking, New Delhi.	Circulated to members.
14.	Memorandum .	The Greater Bombay Car and Lorry Drivers' Union, Bombay.	Circulated to members.
15.	Memorandum .	The Malabar Bus Owners' Association, Calicut.	Circulated to members.
16.	Representation	District Motor Transport Workers Union (Regd.) Karnal.	Circulated to members.
17.	Representation	Motor Kamgar, Gondia.	Placed in the Parliament Library and members informed.
18.	Representation	Malabar Motor Workers Union, Kozhikode.	Placed in the Parliament Library and members informed.
19.	Telegram .	Prabhakar Motor Osmana- bad at Naldurg.	Placed in the Parliament Library and members informed.
20.	Memorandum .	Indian National Trade Union Congress, Andhra Pradesh.	Placed in the Parliament Library and members informed.

APPENDIX IV

(Vide para 8 of the Report)

List of Associations who gave evidence before the Joint Committee.

Sl. No.	Name of the Association	Date on which evidence was taken
1	National Federation of Road Transport Workers, New Delhi, (Public and Private Sectors)	10-10-1960
2	Uttar Pradesh Government Roadways, Lucknow	10-10-1960
3	The Bombay Electric Supply and Transport Undertaking, Bombay	11-10-1960
4	Bombay State Road Transport Corporation, Bombay	11-10-1960
5	Gujarat State Road Transport Corporation, Ahmedabad	11-10-1960
6	Calcutta State Transport Corporation, Calcutta	11-10-1960
7	Indian National Transport Workers' Federation, Ahmedabad	12-10-1960
8	All India Motor Unions' Congress, New Delhi	12-10-1960
9	Chhattisgarh Yatayat Sangh, Raipur	12-10-1960

APPENDIX V

MINUTES OF THE SITTINGS OF THE JOINT COMMITTEE ON THE MOTOR TRANSPORT WORKERS BILL, 1960.

I

First Sitting

The Committee met from 16.30 hours to 17.00 hours on Wednesday, the 7th September, 1960.

PRESENT

Shri Mulchand Dube—*Chairman.*

MEMBERS

Lok Sabha

2. Choudhry Brahm Perakash
3. Shri Kamal Krishna Das
4. Shri Ram Dhani Das
5. Shri L. Elayaperumal
6. Shri Narayan Ganesh Goray
7. Shri Venketr Rao Srinivasrao Naldurgker
8. Shri M. Palaniyandy
9. Shri Panna Lal
10. Shri Karsandas Parmar
11. Shri Balasaheb Patil
12. Shri P. Ramaswamy
13. Shri Ram Garib
14. Shri Ram Shanker Lal
15. Shri T. B. Vittal Rao
16. Shri Biswa Nath Roy
17. Shri Sadhu Ram
18. Shri Braj Raj Singh
19. Shri Shraddhakar Supakar
20. Shri Missula Suryanarayanamurti.

Rajya Sabha

21. Shri M. S. Gurupadaswamy
22. Syed Mazhar Imam
23. Shri Maheswar Naik
24. Dr. Shrimati Seeta Parmanand
25. Shri M. Govinda Reddy
26. Shri Ebrahim Sulaiman Sait
27. Shrimati Savitry Devi Nigam
28. Shri Abid Ali.

DRAFTSMAN

Shri P. L. Gupta, *Deputy Draftsman, Ministry of Law.*

REPRESENTATIVES OF MINISTRIES AND OTHER OFFICERS

Shri B. K. Bhattacharya, *Deputy Secretary, Ministry of Labour and Employment.*

Shri N. S. Mankiker, *Chief Adviser Factories.*

SECRETARIAT

Shri A. L. Rai—*Deputy Secretary.*

2. The Committee held discussion about their future programme of sittings.

3. The Committee considered whether any evidence should be taken by them and whether it was necessary to issue a press communique advising associations and individuals desirous of presenting their suggestions or views before the Committee in respect of the Bill to submit written memoranda thereon.

4. It was decided that a press communique might be issued advising associations, public bodies and individuals who are desirous of presenting their suggestions or views or giving evidence before the Committee in respect of the Bill to send written memoranda thereon to the Lok Sabha Secretariat by the 25th September, 1960.

5. The Committee authorised the Chairman to decide after examining the memoranda as to which of the associations, public bodies etc. might be called upon to give oral evidence before the Committee.

6. The Chairman suggested that notices of amendments to the clauses of the Bill might be sent to the Lok Sabha Secretariat preferably a week before the next sitting of the Joint Committee, for circulation to the members of the Committee.

7. The Committee decided to hold their future sittings from Monday, the 10th October, 1960.

8. The Committee then adjourned to meet again at 10.00 hours on Monday, the 10th October, 1960.

II

Second Sitting

The Committee met from 10.00 hours to 11.40 hours on Monday, the 10th October, 1960.

PRESENT

Shri Mulchand Dube—*Chairman*.

MEMBERS

Lok Sabha

2. Shri Kamal Krishna Das
3. Shri Ram Dhani Das
4. Shri Jaljibhai Koyabhai Dindod
5. Shri Narayan Ganesh Goray
6. Shri Ansar Harvani
7. Shrimati Parvathi M. Krishnan
8. Dr. G. S. Melkote
9. Shri Venketrao Srinivasrao Naldurgker
10. Shri Panna Lal
11. Shri Karsandas Parmar
12. Shri P. Ramaswamy
13. Shri Ram Garib
14. Shri Ram Shanker Lal
15. Shri T. B. Vittal Rao
16. Shri Vishwa Nath Roy
17. Shri Sadhu Ram
18. Shri Braj Raj Singh
19. Shri Shraddhakar Supakar
20. Shri Missula Suryanarayanamurti
21. Shri Ramsingh Bhai Verma.

Rajya Sabha

22. Shri Jagannath Prasad Agarwal

23. Shri A. Chakradhar
24. Shri Khandubhai K. Desai
25. Shri M. S. Gurupadaswamy
26. Syed Mazhar Imam
27. Shri Kumbha Ram
28. Shri Lokanath Misra
29. Shri K. L. Narsimham
30. Sardar Raghbir Singh Panjhzari
31. Dr. Shrimati Seeta Parmanand
32. Shri M. Govinda Reddy
33. Shri Ebrahim Sulaiman Sait
34. Shri Abid Ali.

DRAFTSMAN

Shri P. L. Gupta, *Deputy Draftsman, Ministry of Law.*

REPRESENTATIVES OF MINISTRIES AND OTHER OFFICERS

Shri B. K. Bhattacharya, *Deputy Secretary, Ministry of Labour and Employment.*

Shri N. S. Mankiker, *Chief Adviser Factories.*

SECRETARIAT

Shri A. L. Rai—*Deputy Secretary.*

WITNESSES

- I. *National Federation of Road Transport Workers, New Delhi. (Public and Private Sectors).*
 1. Shri Ishar Singh.
 2. Shri R. L. Goga.
 3. Shri N. D. Sundariyal.
 - II. *Uttar Pradesh Government Roadways, Lucknow.*
 1. Shri D. S. Rathor.
 2. Shri M. M. Gupta.
 2. The Committee heard the evidence given by the Representatives of the Associations named above.
 3. A verbatim record of the evidence given was taken down.
 4. The Committee then adjourned to meet again at 10.00 hours on Tuesday, the 11th October, 1960.
-

III

Third Sitting

The Committee met from 10.04 hours to 13.00 hours on Tuesday, the 11th October, 1960 and again from 15.30 hours to 17.33 hours.

PRESENT

Shri Mulchand Dube—*Chairman.*

MEMBERS

Lok Sabha

2. Shri Kamal Krishna Das
3. Shri Ram Dhani Das
4. Shri Jaljibhai Koyabhai Dindod
5. Shri L. Elayaperumal
6. Shri Narayan Ganesh Goray
7. Shri Ansar Harvani
8. Shrimati Parvathi M. Krishnan
9. Dr. G. S. Melkote
10. Shri Venketrao Srinivasrao Naldurgker
11. Shri M. Palaniyandi
12. Shri Panna Lal
13. Shri Karsandas Parmar
14. Shri P. Ramaswamy
15. Shri Ram Garib
16. Shri Ram Shanker Lal
17. Shri T. B. Vittal Rao
18. Shri Vishwa Nath Roy
19. Shri Sadhu Ram
20. Shri Vidya Charan Shukla
21. Shri Braj Raj Singh
22. Shri Shraddhakar Supakar
23. Shri Missula Suryanarayanamurti
24. Shri Ramsingh Bhai Verma

Rajya Sabha

25. Shri Jagannath Prasad Agarwal
26. Shri A. Chakradhar
27. Shri Khandubhai K. Desai
28. Shri M. S. Gurupadaswamy
29. Syed Mazhar Imam
30. Shri Kumbha Ram
31. Shri Lokanath Misra
32. Shri K. L. Narasimham
33. Shri Maheswar Naik
34. Sardar Raghbir Singh Panjhazari
35. Dr. Shrimati Seeta Parmanand
36. Shri M. Govinda Reddy
37. Shri Ebrahim Sulaiman Sait
38. Shri Abid Ali.

DRAFTSMAN

Shri P. L. Gupta, *Deputy Draftsman, Ministry of Law.*

REPRESENTATIVES OF MINISTRIES AND OTHER OFFICERS

Shri B. K. Bhattacharya, *Deputy Secretary, Ministry of Labour and Employment.*

Shri N. S. Mankiker, *Chief Adviser Factories.*

SECRETARIAT

Shri A. L. Rai—*Deputy Secretary.*

WITNESSES

I. *The Bombay Electric Supply and Transport Undertaking, Bombay*

Shri J. M. Gandevia.

II. *Bombay State Road Transport Corporation, Bombay*

1. Shri L. S. Lulla
2. Shri C. N. Bagve

III. *Gujarat State Road Transport Corporation, Ahmedabad*

1. Shri H. T. Sadhwani.
2. Shri H. U. Shah.

IV. *Calcutta State Transport Corporation, Calcutta.*

1. Shri R. Bose
2. Shri S. C. Ghosal.
2. The Committee heard the evidence given by the Representatives of the Associations named above.
3. A verbatim record of the evidence given was taken down.
4. The Committee then adjourned to meet again at 10.00 hours on Wednesday, the 12th October, 1960.

IV

Fourth Sitting

The Committee met from 10.00 hours to 13.17 hours on Wednesday, the 12th October, 1960 and again from 16.00 hours to 17.04 hours.

PRESENT

Shri Mulchand Dube—*Chairman.*

MEMBERS

Lok Sabha

2. Shri Kamal Krishna Das
3. Shri Jaljibhai Koyabhai Dindod
4. Shri L. Elayaperumal
5. Shri Narayan Ganesh Goray
6. Shrimati Parvathi M. Krishnan
7. Dr. G. S. Melkote
8. Shri Venketrao Srinivasrao Naldurgker
9. Shri M. Palaniyandi
10. Shri Panna Lal
11. Shri Karsandas Parmar
12. Shri P. Ramaswamy
13. Shri Ram Garib
14. Shri Ram Shanker Lal
15. Shri T. B. Vittal Rao
16. Shri Bishwa Nath Roy
17. Shri Vidya Charan Shukla
18. Shri Shraddhakar Supakar
19. Shri Missula Suryanarayanamurti
20. Shri Ramsingh Bhai Verma

Rajya Sabha

21. Shri Jagannath Prasad Agarwal

22. Shri A. Chakradhar
23. Shri Khandubhai K. Desai
24. Shri M. S. Gurupadaswamy
25. Syed Mazhar Imam
26. Shri Lokanath Misra
27. Shri K. L. Narsimham
28. Shri Maheswar Naik
29. Sardar Raghbir Singh Panjhzari
30. Dr. Shrimati Seeta Parmanand
31. Shri Ebrahim Sulaiman Sait
32. Shrimati Savitry Devi Nigam
33. Shri Abid Ali.

DRAFTSMAN

Shri P. L. Gupta, *Deputy Draftsman, Ministry of Law.*

REPRESENTATIVES OF MINISTRIES AND OTHER OFFICERS

Shri B. K. Bhattacharya, *Deputy Secretary, Ministry of Labour and Employment.*

SECRETARIAT

Shri A. L. Rai—*Deputy Secretary.*

WITNESSES

I. *Indian National Transport Workers' Federation, Ahmedabad*

Shri C. G. Shah.

II. *All India Motor Unions' Congress, New Delhi*

1. Sardar Harbhajan Singh
2. Shri Kundan Lal
3. Shri B. J. Beecham

III. *Chittisgarh Yatayat Sangh, Raipur*

1. Shri Tulja Ram
2. Shri J. M. Ashtikar

2 The Committee heard the evidence given by the Representatives of the Associations named above.

3. A verbatim record of the evidence given was taken down.
 4. The Committee then adjourned to meet again at 10.00 hours on Thursday, the 13th October, 1960.
-

Fifth Sitting

The Committee met from 10.07 hours to 13.21 hours on Thursday, the 13th October, 1960.

PRESENT

Shri Mulchand Dube—*Chairman.*

MEMBERS*Lok Sabha*

2. Choudhry Brahm Perakash
3. Shri Kamal Krishna Das
4. Shri Ram Dhani Das
5. Shri Jaljibhai Koyabhai Dindod
6. Shri L. Elayaperumal
7. Shri Narayan Ganesh Goray
8. Shrimati Parvathi M. Krishnan
9. Dr. G. S. Melkote
10. Shri Venketrao Srinivasrao Naldurgke:
11. Shri M. Palaniyandy
12. Shri Panna Lal
13. Shri Karsandas Parmar
14. Shri P. Ramaswamy
15. Shri Ram Garib
16. Shri Ram Shanker Lal
17. Shri T. B. Vittal Rao
18. Shri Bishwa Nath Roy
19. Shri Sadhu Ram
20. Shri Braj Raj Singh
21. Shri Shraddhakar Supakar
22. Shri Missula Suryanarayanamurti
23. Shri Ramsingh Bhai Verma

Rajya Sabha

24. Shri Jagannath Prasad Agarwal
25. Shri A. Chakradhar
26. Shri Khandubhai K. Desai
27. Shri M. S. Gurupadaswamy
28. Syed Mazhar Imam
29. Shri K. L. Narasimham
30. Shri Maheswar Naik
31. Sardar Raghbir Singh Panjhzari
32. Dr. Shrimati Seeta Parmanand
33. Shri Ebrahim Sulaiman Sait
34. Shrimati Savitry Devi Nigam
35. Shri Abid Ali.

DRAFTSMAN

Shri P. L. Gupta, *Deputy Draftsman, Ministry of Law.*

REPRESENTATIVES OF MINISTRIES AND OTHER OFFICERS

Shri B. K. Bhattacharya, *Deputy Secretary, Ministry of Labour and Employment.*

SECRETARIAT

Shri A. L. Rai—*Deputy Secretary.*

2. The Committee held general discussion on the points arising out of the evidence given before them. Main suggestions were as follows:—

1. The Act should be enforced in all the States simultaneously. The Government of Jammu and Kashmir might be asked to enforce similar legislation in that State.
2. The Act should be applicable to all motor transport undertakings employing five or more workers.
3. The Act should be applicable to a transport undertaking even if it employed one transport worker.
4. Taxi drivers, motor cycle rikshaw drivers and scooter rikshaw drivers should also be brought within the purview of this Act.

5. Conductor should be treated on par with the driver.
6. Supervisory staff should be excluded from the operation of this Act.
7. Canteens should be run on no profit, no loss basis or through cooperatives or they should be subsidised by the employers. They could be given to a contractor if that was cheaper and beneficial for the workers.
8. The canteen should be open to other than the workers also.
9. Arrangements between the employers and employees regarding canteen should prevail.
10. Rest houses should be provided where they would be required by a large number of workers.
11. Instead of rest houses, alternative accommodation might be provided or facilities like drinking water and toilet made available.
12. Employees should be paid for buying uniforms.
13. Uniforms should be provided by the employer and maintained by the employer|employee.
14. Colour of uniform should be different from that of the State Police Force.
15. Inspecting staff should arbitrate in case of dispute between employers and employees.
16. Inspectors should be empowered to prosecute officials of the State Governments who operate State Transport undertakings without obtaining prior permission of the State Government.
17. The hours of work should be reduced to seven per day.
18. The spread over of hours of work should not be beyond ten hours.
19. Working hours should be seven|eight hours on any day and 42|48 hours in any week respectively.
20. Clauses 14 and 16 should be omitted and sub-clause (3) of clause 14 added to clause 15.
21. The distinction between workers employed in city service, long distance passenger service and long distance freight service should be done away with.

22. Hill service should be separately categorised.
23. Persons above the age of 18 alone should be employed.
24. Persons between the ages of 16 to 18 should be permitted to work as cleaners.
25. Children should not be allowed to work in the industry.
26. Clause 25 requiring certificate of fitness from an adolescent should be omitted.
27. The provisions about overtime payments should be the same as are in the Factories Act.
28. Where a vehicle breaks down during a journey that period should not be counted towards working hours.
29. The Act should apply to goods transport at a later date or its application to that industry might be postponed till further evidence was made available on that subject.
30. Exemptions from parts of the Act should be given by State Governments after obtaining approval of the Central Government.
31. State Governments which are working as operators should not be allowed to grant exemptions from the provisions of the Act.
32. State Governments should be allowed to grant exemptions under the Act and make rules thereunder.
33. State Governments being employers themselves should not be authorised to take away the rights of the workers.
34. There should be one law for all the employees and they should not be governed by different Acts.
35. The laying of standards under the Act should be done by the Central Government.
36. Relationship of employers and employees should be defined where vehicles cannot be run throughout the year.
37. A person shall have passed the fourth standard before being employed in the industry.
38. Driving licence should be granted only where a person has first-aid certificate.
39. The provisions of the Act would endanger the opening or maintaining of passenger service on routes which were not very remunerative.

40. Small operators should not be put out of work by over burdening them.
41. Recognised unions might be asked to opt whether they would be governed by the Act or agreements while in other cases workers should be governed by the Act.
42. Facilities already enjoyed by workers under an agreement should not be taken away.
43. Central Government should bring out a manual for helping the motor workers to understand the law.
44. Rules should be made by a Tripartite Committee.
45. Model Rules should be framed by the Central Government, for the guidance of the State Governments.

3. The Chairman suggested that notices of amendments to the clauses of the Bill might be sent to the Lok Sabha Secretariat by the 31st October, 1960.

4. The Committee then adjourned to meet again at 10.00 hours on Friday, the 4th November, 1960.

VI

Sixth Sitting

The Committee met from 10.07 hours to 13.03 hours on Friday, the 11th November, 1960 and again from 15.04 hours to 17.02 hours.

PRESENT

Shri Mulchand Dube—*Chairman*.

MEMBERS

Lok Sabha

2. Choudhry Brahm Perakash
3. Shri Kamal Krishna Das
4. Shri Ram Dhani Das
5. Shri Jaljibhai Koyabhai Dindod
6. Shri L. Elayaperumal
7. Shri Ansar Harvani
8. Shrimati Parvathi M. Krishnan
9. Dr. G. S. Melkote
10. Shri Venketrao Srinivasrao Naldurgker
11. Shri M. Palaniyandy
12. Shri Kashi Nath Pandey
13. Shri Panna Lal
14. Shri Karsandas Parmar
15. Shri Balasaheb Patil
16. Shri P. Ramaswamy
17. Shri Ram Garib
18. Shri Ram Shankar Lal
19. Shri T. B. Vittal Rao
20. Shri Bishwanath Roy
21. Shri Sadhu Ram
22. Shri Braj Raj Singh
23. Shri Shradhakar Supakar
24. Shri Ramsingh Bhai Verma

Rajya Sabha

25. Shri Jagannath Prasad Agarwal
26. Shri Khandubhai K. Desai
27. Syed Mazhar Imam
28. Sardar Raghbir Singh Panj hazari
29. Dr. Shrimati Seeta Parmanand
30. Shri M. Govinda Reddy
31. Shrimati Savitry Devi Nigam
32. Shri Abid Ali.

DRAFTSMAN

Shri P. L. Gupta, *Deputy Draftsman, Ministry of Law.*

REPRESENTATIVES OF MINISTRIES AND OTHER OFFICERS

Shri B. K. Bhattacharya, *Deputy Secretary, Ministry of Labour and Employment.*

SECRETARIAT

Shri A. L. Rai—*Deputy Secretary.*

2. The Committee took up clause by clause consideration of the Bill.

3. *Clause 1.*—The following amendments were accepted:—

Page 1,

- (a) line 11, after "States" insert "which shall in no case be later than the 31st December, 1961".
- (b) line 13, for "ten or more" substitute "five or more".
- (c) lines 17-18, for "less than ten but not less than five" substitute "less than five".

The clause, as amended, was adopted.

4. *Clause 2.*—Consideration of the Clause was held over.

5. *Clause 3.*—The clause was omitted.

6. *Clauses 4-5.*—The clauses were adopted without any amendment.

7. *Clause 6.*—The Committee adopted the following revised clause in substitution of the original clause 6:—

"6(1) Subject to such conditions and restrictions as the State Government may by general or special order impose, the chief inspector or an inspector may—

- (a) make such examination and inquiry as he thinks fit in order to ascertain whether the provisions of this Act

or rules made thereunder are being observed in the case of any motor transport undertaking, and for that purpose require the driver of a transport vehicle to cause the transport vehicle to stop and remain stationary so long as may reasonably be necessary;

- (b) with such assistance, if any, as he thinks fit enter, inspect and search any premises which he has reason to believe is under use or occupation of any motor transport undertaking at any reasonable time for the purpose of carrying out the objects of this Act;
- (c) examine any motor transport worker employed in a transport undertaking or require the production of any register or other document maintained in pursuance of of this Act and take on the spot or otherwise statements of any person which he may consider necessary for carrying out the purposes of this Act;
- (d) seize or take copy of such registers or documents or portions thereof as he may consider relevant in respect of an offence under this Act which he has reason to believe has been committed by an employer;
- (e) exercise such other powers as may be prescribed:—

Provided that no person shall be compelled under this subsection to answer any question or make any statement tending to incriminate himself.

5 of 1898.

- (2) The provisions of the Code of Criminal Procedure, 1898, shall so far as may be, apply to any search or seizure under this section as they apply to any search or seizure made under the authority of a warrant issued under section 98 of the said Code.”

8. *Clauses 7-8.*—The clauses were adopted without any amendment.

9. *Clause 9.*—The clause was adopted subject to canteen workers being included wherever they are employees of the undertaking.

The Draftsman was directed to carry out the necessary change in the clause.

10. *Clause 10.*—The following amendments were accepted:—

Page 7,

lines 2-3,

- (1) for “are required to stay on duty at night” substitute “are required to halt at night”.

- (2) line 4,
for "for the use of the motor transport workers" substitute
"for the use of those motor transport workers".
- (3) line 5,
after "such other" insert "suitable".
- (4) line 7,
for "or the" substitute "or other suitable".
- (5) line 9,
for "cool and clean" substitute "clean and comfortable."
- (6) line 12,
for "or the" substitute "or other suitable."

The clause, as amended, was adopted.

11. *Clause 11.*—The Committee adopted the following revised clause in substitution of the original clause 11:—

Page 7,

for lines 14—22, substitute—

- "11. (1) The State Government may, by notification in the Official Gazette, make rules requiring an employer of a motor transport undertaking to provide for the drivers, conductors and line checking staff employed in that undertaking such number and type of uniforms, rain-coats or other like amenities for their protection from rain or cold as may be specified in the rules.
- (2) There shall be paid to the drivers, conductors and line checking staff by the employer an allowance for washing of uniforms provided under sub-section (1) at such rates as may be prescribed.

Provided that no such allowance shall be payable by an employer who has made at his own cost adequate arrangements for the washing of uniforms."

12. *Clause 12.*—The clause was adopted without any amendment.

13. *Clause 13.*—The following amendment was accepted:—

Page 7, line 33,

for "trained" substitute "provided facilities for training".

The clause, as amended, was adopted.

14. *Clauses 14, 15 and 16.*—Consideration of the clauses was held over.

15. *Clause 17.*—The following amendment was accepted:—

Page 9, line 8,

for “5 A.M.” substitute “6 A.M.”.

The clause, as amended, was adopted.

16. *Clauses 18 and 19.*—Consideration of the clauses was held over.

17. *Clause 20.*—The clause was adopted without any amendment.

18. *Clause 21.*—The following amendments were accepted:—

Page 10,

(1) omit lines 1—5.

(2) for lines 6—14, substitute,

“(2) Notwithstanding anything contained in sub-section (1), an employer may, in order to prevent any dislocation of a motor transport service, require a motor transport worker to work on any day of rest which is not a holiday so, however, that the motor transport worker does not work for more than ten days consecutively without a holiday for a whole day intervening.

(3) Nothing contained in sub-section (1) shall apply to any motor transport worker whose total period of employment including any day spent on leave is less than six days.”

The clause, as amended, was adopted.

19. *Clause 22.*—The following amendment was accepted:—

Page 10, line 20,

for “or within one month” substitute “or within two months”.

The clause, as amended, was adopted.

20. *Clauses 23—25.*—The clauses were adopted without any amendment. The Draftsman was directed to examine whether the word ‘required’ occurring in clause 23 and 24 was necessary and should be retained.

21. *Clause 26.*—The Committee adopted the following revised clause in substitution of the original clause 26:—

26. Where an inspector is of opinion that a motor transport worker working in any motor transport undertaking without a certificate of fitness is an adolescent, the inspector may serve on the employer a notice requiring that such adolescent motor transport worker shall be examined by a certifying surgeon and such adolescent motor

transport worker shall not, if the inspector so directs, be employed or permitted to work in any motor transport undertaking until he has been so examined and has been granted a certificate of fitness under section 25”.

22. *Clause 27.*—The clause was adopted without any amendment.

23. *Clause 28.*—The Committee adopted the following revised clause in substitution of the original clause 28:—

“28 (1) Where an adult motor transport worker works for more than eight hours in any day in any case referred to in the first proviso to section 14 or where he is required to work on any day of rest under sub-section (2) of section 21, he shall be entitled to wages at the rate of twice his ordinary rate of wages in respect of the over-time work or the work done on the day of rest, as the case may be. Extra wages
for over-
time.

(2) Where an adult motor transport worker works for more than eight hours in any day in any case referred to in the second proviso to section 14, he shall be entitled to wages in respect of the over-time work at such rates as may be prescribed.

(3) For the purposes of sub-section (1), “ordinary rate of wages” in relation to a motor transport worker means his basic wages plus dearness allowance.”

24. *Clause 29.*—The following amendment was accepted:—

Page 12, line 24,

add at the end “and shall be paid wages for such leave due”.

The clause, as amended, was adopted.

25. *Clause 30.*—The following amendment was accepted:—

Page 13,

lines 11-12,

for “before his leave begins, be paid” *substitute* “on application before his leave begins, be paid an advance approximately equal to”.

The clause, as amended, was adopted.

26. *Clauses 31—33.*—The clauses were adopted without any amendment.

27. *Clause 34.*—The following amendment was accepted:—

Page 14, line 6,

for “whoever contravenes” substitute “whoever wilfully disobeys any direction lawfully given by any person or authority empowered under this Act to give such direction or contravenes”.

The clause as amended, was adopted.

28. *Clauses 35-36.*—The clauses were adopted without any amendment.

29. *Clause 37.*—The following amendment was accepted:—

Page 15, line 5,

for “chief inspector” substitute “inspector”.

The clause, as amended, was adopted.

30. *Clauses 38-39.*—The clauses were adopted without any amendment.

31. *Clause 40.*—Consideration of the clause was taken up but not concluded.

32. The Committee then adjourned to meet again at 10.00 hours on Saturday, the 5th November, 1960.

VII

Seventh Sitting

The Committee met from 10.10 hours to 12.37 hours on Saturday, the 5th November, 1960.

PRESENT

Shri Mulchand Dube—*Chairman*.

MEMBERS

Lok Sabha

2. Shri Kamal Krishna Das
3. Shri Ram Dhani Das
4. Shri Jaljibhai Koyabhai Dindod
5. Shri L. Elayaperumal
6. Shri Ansar Harvani
7. Shrimati Parvathi M. Krishnan
8. Dr. G. S. Melkote
9. Shri Venketrao Srinivasrao Naldurgker
10. Shri M. Palaniyandy
11. Shri Kashi Nath Pandey
12. Shri Panna Lal
13. Shri Karsandas Parmar
14. Shri Balasaheb Patil
15. Shri T. B. Vittal Rao
16. Shri Bishwanath Roy
17. Shri Sadhu Ram
18. Shri Braj Raj Singh
19. Shri Shraddhakar Supakar
20. Shri Ramsingh Bhai Verma

Rajya Sabha

21. Shri Jagannath Prasad Agarwal
22. Shri Khandubhai K. Desai
23. Syed Mazhar Imam
24. Shri Maheswar Naik

25. Shri M. Govinda Reddy
26. Shrimati Savitry Devi Nigam
27. Shri Abid Ali.

DRAFTSMAN

Shri P. L. Gupta, *Deputy Draftsman, Ministry of Law.*

REPRESENTATIVES OF MINISTRIES AND OTHER OFFICERS

Shri B. K. Bhattacharya, *Deputy Secretary, Ministry of Labour and Employment.*

SECRETARIAT

Shri A. L. Rai—*Deputy Secretary.*

2. The Committee resumed clause by clause consideration of the Bill.

3. *Clause 40.—(contd.).* The following amendment was considered:—

Page 16,

for lines 4—8, substitute

“(2) Without prejudice to the provisions of sub-section (1), the State Government may, by notification in the Official Gazette, direct that subject to such conditions and restriction, if any, as may be specified in the notification, the provisions of this Act or the rules made thereunder shall not apply to—

- (i) any motor transport workers who, in the opinion of the State Government, hold positions of supervision or management in any motor transport undertaking,
- (ii) any part-time motor transport worker, and,
- (iii) any class of employers.”

The Committee felt that the State Government should bring the notification to the notice of the Central Government before its issue under the above sub-clause.

Subject to change being made by the Draftsman the amendment was accepted.

The clause, as amended, was adopted.

4. *Clause 41.—*The clause was adopted without any amendment.

5. *Clause 42.*—The following amendments were accepted:—

(1) Page 16, lines 28-29,

omit "and the areas in which".

(2) Page 17,

for lines 3—8, substitute

"(i) the type of equipment that should be provided in the first-aid boxes;

(j) the manner in which long distance routes, festive and other occasions or peak hours shall be notified by the prescribed authority;

(k) the limits of hours of work upto which any motor transport worker may be required or allowed to work in any case referred to in the second proviso to section 14;

(l) the form and manner in which notices of period of work shall be displayed and maintained;

(m) the rates of extra wages in respect of the over-time work done by a motor transport worker in any case referred to in the second proviso to section 14;

(n) the registers which should be maintained by employers and the returns, whether occasional or periodical, as in the opinion of the State Government may be required for the purposes of this Act, and

(o) any other matter which has to be, or may be prescribed."

The clause, as amended, was adopted.

6. *Clauses 14, 15 and 16.*—(Vide para 14 of the Minutes of the Sixth Sitting). The Committee adopted the following revised clauses in substitution of the original clauses 14, 15 and 16:—

"14. No adult motor transport worker shall be required or allowed to work for more than eight hours in any day and forty-eight hours in any week;

Provided that in the case of motor transport workers engaged in the running of any motor transport service on such long distance routes, or on such festive and other occasions as may be notified in the prescribed manner by the prescribed authority, the employer may, with the approval of such authority, require or allow such motor transport workers to work for more than eight hours in any day or forty-eight hours in any week but in no case for more than ten hours in a day and fifty-four hours in a week, as the case may be;

Provided that in the case of a breakdown or dislocation of a motor transport service or interruption of traffic or act of God, the employer, with the approval of the prescribed authority and subject to such conditions as he may impose, may require or allow motor transport workers to work for more than eight hours in any day or more than forty-eight hours in any week but so as not to exceed such limits as may be prescribed.

Spread over.

15. The hours of work of adult motor transport workers shall, except in any case referred to in the second proviso to section 14, be so arranged that inclusive of interval for rest under section 18, they shall not spread-over more than twelve hours in any day."

The Draftsman was directed to examine whether the word 'adult' occurring in the proposed clause 14 was necessary or could be omitted.

7. *Clause 18.*—(Vide para 16 of the Minutes of the Sixth Sitting). The following amendments were accepted:

Page 9, (i) line 16,

after "hours" add "on that day".

(ii) lines 17-18, for "a motor transport worker is allowed" substitute "a motor transport worker is, except in any case referred to in the second proviso to section 14, allowed;"

The clause, as amended, was adopted.

8. *Clause 19.*—(Vide para 16 of the Minutes of the Sixth Sitting).

The Committee adopted the following revised clause in substitution of the original clause 19:—

Split duty.

"19. Subject to the other provisions contained in this Act, the hours of work of an adult motor transport worker shall not be split into more than two spells on any day."

9. Clause 2.—(Vide para 4 of the Minutes of the Sixth Sitting).

The following amendments were accepted:—

(I) Page 2,

(a) omit lines 3-4

(b) after line 6, insert,

“Provided that where a motor transport worker’s duty commences before mid-night but extends beyond mid-night, the following day for him shall be deemed to be the period of twenty-four hours beginning when such duty ends, and the hours he has worked after mid-night shall be counted in the previous day;”

(c) after line 20, insert—

“Explanation—For the purposes of this clause—

(1) “running time” in relation to a working day means the time from the moment a transport vehicle starts functioning as such at the beginning of the working day until the moment when the transport vehicle ceases to function as such at the end of the working day, excluding any time during which the running of the transport vehicle is interrupted for a period exceeding such duration as may be prescribed during which period the persons who drive, or perform any other work in connection with the transport vehicle are free to dispose of their time as they please or are engaged in subsidiary work;

(2) ‘subsidiary work’ means work in connection with a transport vehicle, its passengers or its load which is done outside the running time of the transport vehicle, including in particular—

(i) work in connection with accounts, the paying in of cash, the signing of registers, the handling in of service sheets, the checking of tickets and other similar work;

(ii) the taking over and garaging of the transport vehicle;

(iii) travelling from the place where a person signs on to the place where he takes over the transport vehicle and from the place where he leaves the transport vehicle to the place where he signs off;

(iv) work in connection with the upkeep and repair of the transport vehicle; and

(v) the loading and unloading of the transport vehicle;

(3) 'period of mere attendance' means the period during which a person remains at his post solely in order to reply to possible calls or to resume action at the time fixed in the duty Schedule;";

(d) omit lines 21—26.

(e) for lines 30—36, substitute

'(k) "motor transport worker" means a person who is required to work or is engaged, directly or through any agency, in a professional capacity on a transport vehicle or who attends to duties in connection with the arrival, departure, loading, or unloading of such transport vehicle and includes a driver, conductor, cleaner, station staff, lines checking staff, booking clerk, cash clerk, depot clerk, time keeper or attendant, but except in section 9 does not include—'".

(II) Page 3,

(1) omit lines 5—8.

(2) omit lines 18—27.

(3) omit lines 31—37.

(III) Page 4,

omit lines 1—9.

Regarding amendment No. (I) (b) above, the Draftsman was directed to examine whether its language required any change to make its intention clear.

The Draftsman was also directed to examine whether in the explanation (item 'c' above), the words "as such" were necessary or could be omitted.

Subject to above the clause as amended was adopted.

10. The Committee authorised the Draftsman to carry out minor changes of a drafting nature in the Bill, if necessary.

11. The Committee decided to ask for extension of time for the presentation of their Report upto the 5th December, 1960 and the Chairman and in his absence Shri Ramsingh Bhai Verma was authorised to move the necessary motion in the House.

12. The Committee then decided that the evidence given before them should be laid on the Table of the House *in extenso*.

13. The Committee also decided that after the evidence was laid on the Table, the memoranda submitted by the Associations who gave evidence before the Committee might be placed in the Parliament Library for reference by the Members of Parliament.

14. The Committee decided to consider the draft Report at their next sitting to be held on Wednesday, the 30th November, 1960 at 15.00 hours.

15. The Committee then adjourned.

VIII

Eighth Sitting

The Committee met from 15.30 hours to 16.00 hours on Wednesday, the 30th November, 1960.

PRESENT

Shri Mulchand Dube—*Chairman*.

MEMBERS

Lok Sabha

2. Choudhry Brahm Perakash
3. Shri Jaljibhai Koyabhai Dindod
4. Shrimati Parvathi M. Krishnan
5. Dr. G. S. Melkote
6. Shri Venketrao Srinivasrao Naldurgker
7. Shri Kashi Nath Pandey
8. Shri T. B. Vittal Rao
9. Shri Bishwanath Roy
10. Shri Banarsi Prasad Sinha
11. Shri Missula Suryanarayanamurti
12. Shri Ramsingh Bhai Verma.

Rajya Sabha

13. Shri Jagannath Prasad Agarwal
14. Shri Khandubhai K. Desai
15. Shri Lokanath Misra
16. Shri K. L. Narasimham
17. Shri Maheswar Naik
18. Sardar Raghbir Singh Panjhazari
19. Shri M. Govinda Reddy
20. Shrimati Savitry Devi Nigam
21. Shri Abid Ali.

DRAFTSMEN

Shri P. L. Gupta, *Deputy Draftsman, Ministry of Law.*

REPRESENTATIVES OF MINISTRIES AND OTHER OFFICERS

Shri B. K. Bhattacharya, *Deputy Secretary, Ministry of Labour and Employment.*

Shri N. S. Mankiker, *Chief Adviser Factories.*

SECRETARIAT

Shri A. L. Rai, *Deputy Secretary.*

2. The Committee adopted the Bill as amended with the following further amendments:—

(i) In clause 13 (Original clause 14), in the second proviso—

(i) for the words “with the approval of the prescribed authority and subject to such conditions as he may impose, may”, *substitute* the words “may, subject to such conditions and limitations as may be prescribed,”;

(ii) *omit* the words “but so as not to exceed such limits as may be prescribed”.

(ii) *after* clause 16 (Original clause 18), *insert* the following clause namely:—

“16-A (1) the hours of work of an adult motor transport worker shall, except in any case referred to in the second proviso to section 13, be so arranged that inclusive of interval for rest under section 16, they shall not spread over more than twelve hours in any day.

Spread-over

(2) The hours of work of an adolescent motor transport worker shall be so arranged that inclusive of interval for rest under section 15, they shall not spread over more than nine hours in any day.”

(iii) In clause 17 (Original clause 19), *for* the words “an adult” *substitute* “a”.

(iv) In clause 26 (Original clause 28)—

(a) *after* sub-clause (2), *insert* the following namely:—

“(3) Where an adolescent motor transport worker is required to work on any day of rest under sub-section (2) of section 19, he shall be entitled to wages at the rate of twice his ordinary rate of wages in respect of the work done on the date of rest.”;

(b) *re-number* sub-clause (3) as sub-clause (4), and in sub-clause (4) as so re-numbered for "sub-section (1)", substitute "this section".

(v) In clause 28 (Original clause 30)

In sub-clause (2), insert the following words at the end, namely:—

"and any amount so paid shall be adjusted against the wages due to him for the aforesaid period of leave".

(vi) after sub-clause (2), insert the following sub-clause, namely:—

"(3) If a motor transport worker is not granted leave to which he is entitled under sub-section (3) of section 27, he shall be paid wages in lieu thereof at the rates specified in sub-section (1)".

3. *Clause 8 (Original clause 9)*.—The Committee re-opened discussion on their earlier decision (*vide* para nine of the Minutes of the Sixth Sitting held on the 4th November, 1960) to include canteen workers wherever they are employees of the undertakings for the purpose of this clause. It was decided that they may not be included. The clause was adopted without any amendment.

4. The Committee then considered the draft Report and adopted the same with necessary consequential changes with regard to clauses 8, 13, 16, 17, 26, 28 and 30.

5. The Committee decided that the Report should be presented to the Lok Sabha on the 5th December, 1960 and laid on the Table of Rajya Sabha on the same day.

6. The Committee authorised the Chairman and in his absence Dr. G.S. Melkote to present the Report on their behalf and to lay the evidence on the Table of the House after the presentation of the Report.

7. The Committee authorised Shri Khandubhai K. Desai and in his absence Shri M. Govinda Reddy to lay the Report of the Committee and the evidence on the Table of Rajya Sabha.

8. The Committee decided that minutes of dissent if any, may be sent so as to reach the Parliamentary Notice Office of the Lok Sabha Secretariat by 15.00 hours on Saturday, the 3rd December, 1960.

9. The Committee then adjourned.

ROAD TRANSPORT IN THE THIRD PLAN

(Contributed)

The rapid economic development during the past one decade of planning has placed great demands on all modes of transport. According to the Third Five Year Plan this demand "has risen at a substantially faster rate than the increase in national income or the growth of production in any major sector of the economy". Over this period railway traffic has increased at a rate faster than ever before : overall passenger traffic measured in passenger miles has registered a rise of 24%, and freight traffic measured in ton miles has increased by over 100%. The growth of road transport has been still more phenomenal. According to the estimate made in the Third Five Year Plan freight traffic by motor vehicles, calculated in ton miles, has increased by about 216% and passenger traffic, in passenger miles, by over 100%.

The following figures on the growth of motor transport are still more revealing.

There were about 81,000 goods vehicles in the country in 1950-51. Their number had increased to 160,000 or, almost doubled, by 1960-61. The number of passenger vehicles has also increased by 47%, from 34,000 in 1950-51 to 50,000 in 1960-61.

Passenger traffic by bus increased from 14,374 million passenger miles in 1950-51 to 30,000 million passenger miles in 1960-61. According to the Committee on

Transport Policy and Coordination (Neogy Committee) the share of commercial motor transport in the passenger traffic of the country increased from 25.8% in 1950-51 to 40.5% in 1960-61, while during the same period the railways' share declined from 74.2% to 59.5%.

Freight traffic by motor vehicles increased from 3,358 million ton miles in 1950-51 to 10,600 million ton miles in 1960-61. The Neogy Committee's investigation on the ten main trunk routes of the country has revealed that high-rated commodities like textiles, raw cotton, finished goods, provisions and mineral oil are being moved in larger quantities by road, and the trend is towards long-distance haulage. According to the Committee, "The quantities moved beyond 300 miles in respect of finished goods, textiles, raw cotton and provisions formed quite a substantial proportion of the total quantities moved by road of these commodities."

But despite this tremendous progress of rail and road transport, our transport facilities are still short of requirements. According to the World Bank experts, the insufficiency of our existing transport resources is likely to cripple important industries, and in order to meet the needs of India's advancing economy development of transport should be accelerated much beyond the present rate. The seriousness of this danger has been underlined



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PUBLICATION

more than anything else by the present coal crisis. The recent annual report of the National Coal Development Corporation has revealed that "owing to transport difficulties, the pithead stock as on March 31, 1961, was of the order of 1.64 million tons. In view of such large stocks of coal at pitheads, the rate of production had to be reduced." The present coal crisis, in its turn, has hit almost all the industries, and every day we hear reports of some factory or other being closed down for want of coal. The situation is much like the famines of 1866 and 1868-69, when "men with money in their hands died for want of food", for food could not be transported to affected areas due to lack of communications. (Report of the Royal Commission on Agriculture). "The great lesson...", the Commission said, "was the need for more extensive and better communications".

This is the "great lesson" which we shall have to learn once again.

Goods transport, however, is not our only headache, for our passenger transport facilities are also short of requirements. The extent of this shortage is high-lighted by the following two incidents which were reported in the Press last year. A number of passengers were travelling on the roof of a train in northern U.P. when some of them dashed against an overhead bridge and died almost instantaneously. The second incident related to an over-loaded bus. The Howrah police intercepted a bus on the G. T. Road, carrying 151 passengers, 23 of whom were perched on the roof. The bus, it may be noted, was licensed to carry only 49 passengers. Incidents like these, which are not uncommon in our country, emphasise the urgency of improving our transport system.

The Third Plan has allocated Rs. 1,486 crores for Transport and Communications of which Rs. 1,395 crores will be spent for transport. This is only Rs. 154 crores more than the estimated expenditure on this head

in the Second Plan. The outlay will be distributed as follows :

Railways	Rs. 890 crores
Roads and Road Transport	Rs. 297 ..
Shipping, Inland Water Transport & Ports	Rs. 153 ..
Civil Air Transport	Rs. 55 ..

How far will this outlay meet the requirements of India's transport?

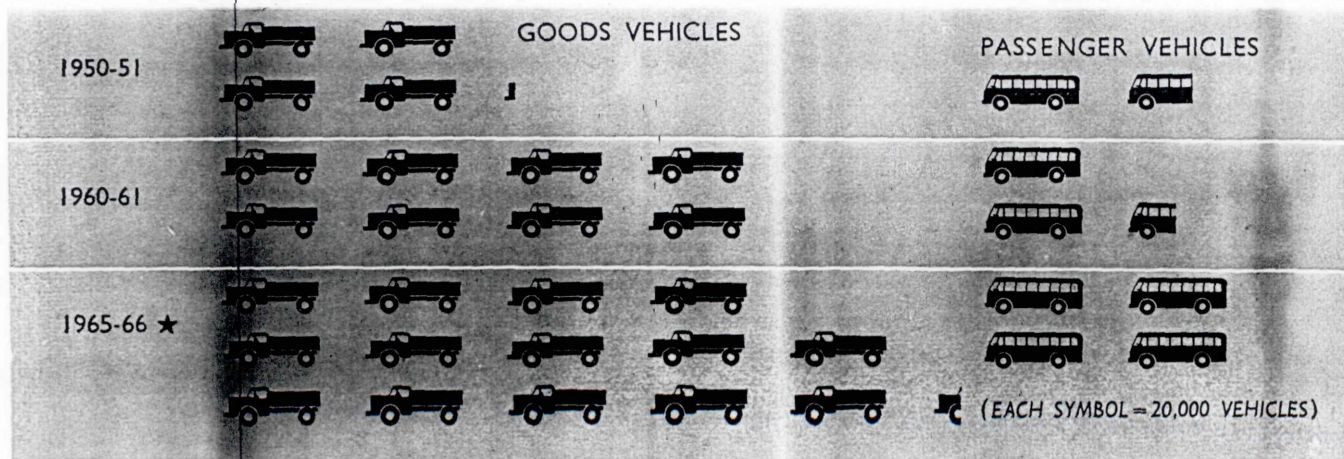
The total long-distance goods traffic likely to originate in the Third Plan has been variously estimated by different experts. Their estimates range from 272 million tons to 395 million tons of goods. Among these estimates the one made by Shri C. S. Nair, Secretary, I.R.T.D.A., seems to be nearer the truth. Shri Nair has made his estimate on the basis of the Gross Annual National Product which will be roughly 370 million tons in 1965-66. To this he has added the likely imports which will be in the neighbourhood of 25 million tons, and has thus arrived at the figure of 395 million tons of goods which must be lifted in the Third Plan.

Whatever may be the correct estimate, two things should be remembered in this connection. Firstly, the total quantity of goods moved is always much more than the physical volume of goods produced and imported because of the double and treble movements required in the handling of many commodities. Secondly, as has been pointed out in the Third Plan, in the early stages of economic growth the demand for transport grows at a much faster rate than the growth of national income or of production.

For these reasons, it may be safely estimated that the originating long-distance goods traffic in the Third Plan will be well over 300 million tons.

How does the Third Plan propose to meet this heavy demand for transport?

Increase in commercial vehicles on the road. Figures for 1965-66 are estimates.



The capacity of the railways is to be increased so that they can carry 245 million tons, or 59% more goods than in the Second Plan. The task set for the railways is by no means easy for their achievements both in the First and Second Plans—considerable in themselves, fell short of the targets.

But even if the railways can lift 245 million tons, what happens to the remainder?

Among the other means of transport, our inland waterways are in bad shape. We have about 5,700 miles of navigable inland water routes carrying some sort of traffic. Out of this mileage, only about 1,500 miles can carry steamer traffic, and 1,200 miles can take medium country craft. The remaining 3,000 miles can be negotiated only by small country craft. It has, therefore, been estimated that inland water transport will be able to carry 12 to 18 million tons at the most. Bullock carts will, of course, carry a big load (estimated by Shri C. S. Nair at 80 million tons); but that will be only short-distance traffic. Therefore, the bulk of the long-distance freight traffic left over by the railways will have to be lifted by road transport. The share of road transport has been variously estimated between 43 to 77 million tons. In any event its share will be considerable. The Neogy Committee estimates that freight traffic by road measured in ton-miles is likely to increase by 120% in the Third Plan over the figure in 1960-61.

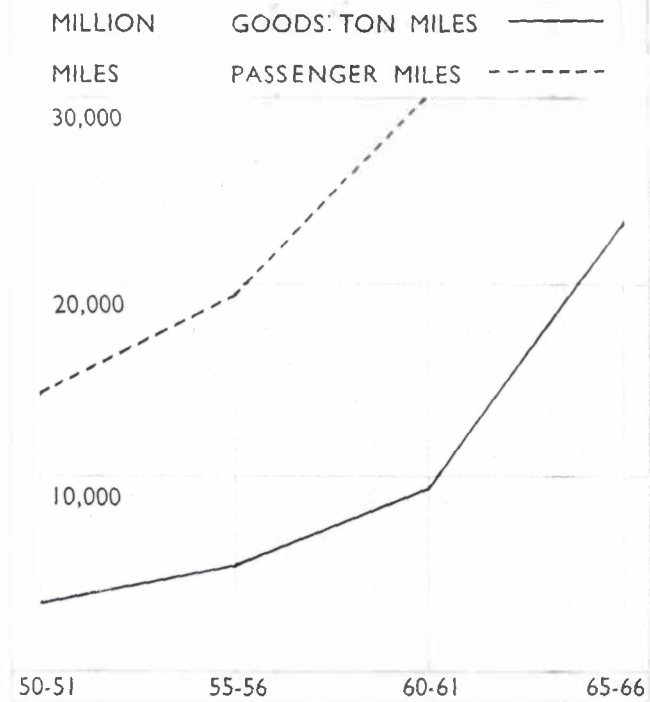
The growing dependence on road transport is further illustrated by the information supplied to the Neogy Committee by the Chambers of Commerce. This reveals that a large number of commercial undertakings have resorted to increased use of road transport for movement of their goods and that the share of road transport in the total despatches of these firms has increased significantly. Several firms stated that their goods were moving by road over long distances extending to 1,000 miles or even more.

The commercial firms cited a number of reasons for preferring road transport all of which lead to substantial savings for them. For example, Hindustan Lever Ltd., according to their Chairman, saved about Rs. 1.5 crores in 1959 by transporting 50% of their goods by road.

Road transport has also a vital role to play in the growing passenger traffic of the country. The Third Plan has provided for an annual increase of only 3% in the passenger traffic on the railways against an estimated increase of 6.5%. This means that by 1965-66 there will be a 17.5% shortage in regard to passenger traffic. In 1960-61 the railways carried about 1600 million passengers. Therefore, in terms of passengers the shortage will affect about 280 million passengers. Much of this increase must inevitably switch to road transport.

It is because of these reasons that the Road Transport Reorganisation Committee has said that, "in our future plans road transport will inevitably play a far greater role ...and it will have to be developed on a large scale".

VOLUME OF TRAFFIC HANDLED BY ROAD TRANSPORT



(Figures for 1965-66 are estimated)

As mentioned earlier, the Third Plan has provided for Rs. 297 crores (Rs. 55.2 crores more than in the Second Plan) for the development of roads and road transport.

Among the impediments which hinder a fuller development of road transport, the most serious are the paucity of good roads and vehicles. How far will the provisions of the Plan go to remove these hindrances?

At the end of the Second Plan we were scheduled to have 144,000 miles of surfaced and over 250,000 miles of unsurfaced roads. This means that we will have exceeded the Nagpur Plan target by several thousand miles of surfaced and unsurfaced roads. But these figures do not give a complete picture unless we consider the following.

Firstly, the Nagpur Plan target was to have been achieved by 1953 and we are, therefore, 7 years behind time.

Secondly, the existing road mileage cannot give the optimum returns because much of it consists of earth roads or poorly surfaced roads with a single lane. A large number of bridges and miles of missing links are yet to be built.

Overfulfilment of the Nagpur Plan target by 1960-61 should not, therefore, cause undue jubilation.

Recently, the Government has adopted a 20-year Road Plan which aims at increasing the mileage of our surfaced roads to 2,52,000 miles and that of unsurfaced roads to 4,05,000 miles by 1981 so that no village in a

DUNLOP CONVEYOR BELTING FOR U.S.S.R.

The Dunlop Belting Division at Speke, U.K., have almost completed an order for 6½ miles of conveyor belting for the U.S.S.R. Weighing 500 tons, and covered with special abrasion resistant rubber compounds for carrying ores, the belting has an average width of 79½ inches and is 1½ inches thick. The fabric has up to 14 plies of Terylene and has a nylon wrap-round cover.

Several divisions at Dunlop, besides Belting, have contributed to this export order, including Central Purchasing, Dunlop Cotton Mills Ltd., Speke Tyre Division, the Engineers and Transport and Shipping Departments.

Above :

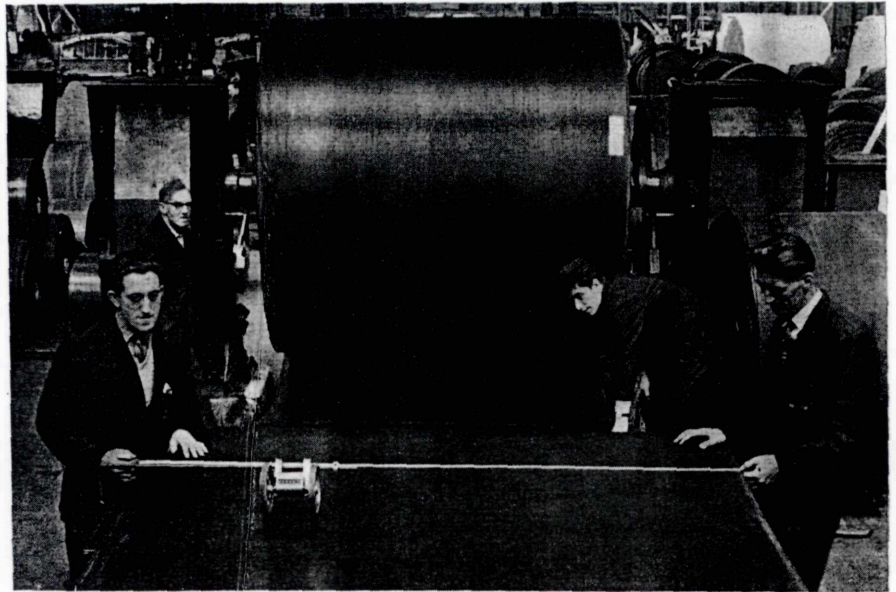
A 14 ply belt incorporating Terylene and nylon and weighing 8½ tons is being positioned for vulcanisation in a 32 ft. long hydraulic press. This is part of an order for the U.S.S.R.

Right :

Measuring, gauging and final inspection before being packed in a wooden drum.

Below :

Some of the Belting Division personnel who worked on this order line up to give a hearty send-off to part of a consignment.



developed and agricultural area remains more than 4 miles from a metalled road or more than one and a half miles from some kind of road. In view of the rate of economic growth envisaged in the Plan, it has been estimated that this road mileage will satisfy only the bare requirements.

If the target set in the 20-year Road Plan is to be achieved we should build 27,000 miles of metalled roads within the Third Plan period. But with the present allotment for road building the Third Plan will be able to add only 25,000 miles of surfaced roads by 1965-66. This will be 2,000 miles less than the addition during the five year period envisaged in the 20-year Plan. There is a wise saying that "a country pays for its roads whether it has them or not, and it pays more when it does not have them". The prospect before us in India is that we shall continue to pay more.

The second bottleneck that holds up the progress of road transport is the shortage of vehicles. During the last decade the number of commercial vehicles has increased rapidly. The rate of increase is expected to be accelerated during the Third Plan and their number is expected to reach 365,000. This progress is undoubtedly impressive but it is still short of requirements because a large number of vehicles on the road are already due for "retirement". No precise estimate of replacement requirements are available, but it is likely to be fairly high as has been indicated by the survey conducted by the National Council of Applied Economic Research. A survey of Delhi's road transport conducted by the Council has revealed that more than two-thirds of the public carriers in the Delhi region are about 10 years old. The capacity of our automobile industry will be

expanded to produce 60,000 commercial vehicles in 1965-66, but even so our road transport industry is likely to be short of 43,000 commercial vehicles during the Third Plan (estimate made by Shri B. V. Vagh, Executive-Vice-President, IRTDA).

Speaking at a meeting of the Delhi branch of the IRTDA on the 23rd November, Shri P. C. Mathew, Additional Secretary to the Central Cabinet, has estimated that the gap between the availability and requirements of transport during the Third Plan will be of the order of 25 million tons. Even this figure may prove to be an under-estimate.

The gap between our transport requirements and resources can be reduced, if not eliminated, by an expansion and better utilisation of road transport. Road Transport is now a major national industry employing over 2,00,000 vehicles, 24,00,000 persons, and a working capital of Rs. 912 crores. All care should, therefore, be taken to see that such an industry plays its rightful role.

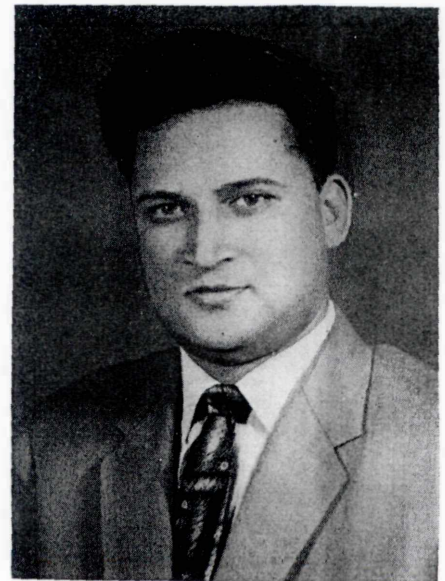
We regret that owing to lack of space it has not been possible to include in this issue of the Gazette the Index of Important Events relating to Road Transport. This will be issued early in 1962 in consolidated form for the 12-month period ending December 31, 1961.
Editor, Dunlop Gazette.

SHRI P. R. WAGH

Readers of the 'Gazette' will remember that a Bursary to study "Highway and Traffic Engineering", sponsored by Dunlop Rubber Co. (India) Ltd. in collaboration with the International Road Federation, London, was awarded to Shri Purushotham Raghunath Wagh, B. E., Deputy Engineer, Buildings & Communications Department, Government of Maharashtra. Shri Wagh returned to India on the 13th September, 1961, after successfully completing his course.

During his stay in the U.K., Shri Wagh completed two terms at the Durham University and attended supplementary courses on "Concrete Roads" and "Traffic & Safety" at the Road Research Laboratories of Hammondsworth and Langley.

Shri Wagh had to appear for a written examination for his Post Graduate Diploma and was also required to write a thesis. The subject of his thesis was "Sufficiency Ratings for Roads, with particular reference to the road system in Maharashtra State, India."



SOME PROBLEMS OF ROAD TRANSPORT DEVELOPMENT

by **N. D. SUNDRIYAL**,
General Secretary,

National Federation of Indian Road Transport Workers

Road Motor Transport industry plays a vital role in the development of National economy. Production and distribution depend greatly on adequate and efficient transport.

Motor Transport handles movement of goods in remote areas where there are no railways, it carries feeder traffic to railways and shipping. Although role of railways for carrying long distance bulky traffic like coal, minerals etc., cannot be minimised, motor transport has many advantages over railways: It ensures quick delivery of goods, can pick up passengers and goods more easily, safer handling of goods, chances of damage and pilferage are minimised, expensive packing not required, door to door delivery, goods are picked up from factory premises and delivered at godown of destination thereby eliminating handling charges. The quick delivery ensures larger turn-over in short time and greater national industrial activity.

Due to the advantages of road transport the shift of traffic is diverting more and more towards roads than rail and water, not only in India but even in other parts of the world where there is a fairly large net work of rails, as shown from the table below:

Distribution of Inland Transport in Europe 1930-54

Change in respective shares of freight traffic carried by rail, road and water in per cent of total traffic:

	1930				1954			
	Rail	Road	Water	Total	Rail	Road	Water	Total
U.K., France and West Germany	75	10	15	100	52	34	14	100
Other Western and South European Countries	70	5	25	100	49	36	15	100
East European	89	1	10	100	90	5	5	100
Soviet Union	80	—	20	100	90	4	6	100

(Source: I.L.O. Inland Transport Committee 7th Session, Geneva, 1961.)

Masani Committee report on road transport re-organisation 1959, also says: "Even only a year ago,

some businessmen were still sending over 90 per cent of their goods by rail, whereas today the position has been entirely reversed and road transport companies are taking up as much as 80 to 90 per cent of the small parcel traffic in South India....."

Road Transport, therefore, plays an equal, if not more important role than rail transport. The importance of road transport is further enhanced if the production targets of the Third Five-Year Plan are achieved and the transport bottleneck continues to remain as it is, when all modes of transport together are not able to cope up with the growing needs of the country.

Neglected Industry

In spite of its important role motor transport industry has always been neglected. The British were not concerned with the development of our country's economy or the motor transport industry. Their policy was dictated mainly by strategic needs and for suppression of peoples' struggles and to some extent the development of their import and export trade. Railways being British-owned always got patronage from the Government. The British Government enacted Motor Vehicles Act to curb the growth of the industry in order to protect railways from competition by giving extensive powers to the police, restricting inter state movement of the vehicles and permitting heavy steering duty from the operating crew.

Even after the advent of National Independence road transport industry has not been given the attention it deserves from the government. The motor vehicles Act still remains in the statute book, which is not in keeping with the present day need of the industry. Only minor amendments have been made in respect of inter state movement and the need to promote the nationalisation. Other factors restricting the growth of the road transport industry are:

- Dependence on foreign market for automobiles and spare parts.
- Excessive fuel and road taxes.
- High prices of oil, being mainly in the hands of Anglo-American monopolists.
- Grip of foreign monopolists in the tyre and tube industry.
- Low living and service conditions of workers.
- Bad roads with missing links.

"In India the incidence of Government duties is acknowledged to be the heaviest in the world and the purchaser of an automobile in India contributes anything from 25 to 35 per cent of the price paid by him towards the Government exchequer". (*Hindu Survey of Indian Industry, 1960*).

Even the decision that 75 per cent of Madras tax, which is the highest in India, should be the ceiling, has not been complied by any States so far.

The above factors go towards heavy operating cost of the road transport thereby restricting its growth, which tell heavily upon wage-cut and work load on workers by employers, which must be done away with in view of heavy assignment of the industry for the fulfilment of targets of traffic of the Third Five-Year Plan and onwards.

Estimated traffic for rail and road transport in Third Five-Year Plan

The actual traffic carried by railways by the end of 1st plan i.e. 1955-56 was 114 million tons, as anticipated by 1960-61 is 162 million tons and by the end of Third Plan i.e. 1965-66 estimated at 243.5 million tons including requirements of Bokaro Steel Plant.

Thus during Third Five-Year Plan period railway traffic is expected to increase by about 81.5 million tons or by about 50 per cent. The increase in traffic relating to steel and raw materials, coal and cement is estimated about 61.5 million tons, which is about 75 per cent of the above total increase in railway traffic.

The target in regard to commercial road transport and road traffic during Third Plan :

The production target for commercial vehicles for 1965-66 recommended by the Ad-Hoc Committee on Automobile Industry (1960) is 60,000 as against estimated production of 30,000 in 1960-61. It is estimated that total number of commercial vehicles in the country after providing for replacements of over-aged vehicles will increase from about 2,00,000 in 1960-61 to 3,65,000 in 1965-66 i.e. an increase of 90 per cent. The number of trucks will increase from about 1,60,000 in 1960-61 to 2,80,000 in 1965-66 and passenger buses from about 50,000 in 1960-61 to about 85,000 in 1965-66.

The freight traffic on road transport 1955-56 was 5.5 billion ton miles and 10.6 billion ton miles by 1960-61. The increase in freight traffic according to above vehicle targets is estimated to be of the order of 120 per cent over five years during Third Plan period i.e. from 10.6 billion ton miles in 1960-61 to about 23.2 billion ton miles. (Source : *Neogy Committee*).

If the progress is not hampered for want of commercial vehicles the traffic in road transport for Third Plan period and onwards may be far more than estimated as the recent trends in traffic show that the shift in traffic is more and more towards road transport above accelerated pace even for long distance

traffic due to inherent advantages of road transport— as shown also from the tables below :

(Source : *Neogy Committee* — On basis of information supplied from constituent firms of Chamber of Commerce and Industry).

Examples of long distance haulage by road transport

Firm	Principal Commodities	Destination	Distance
1. B.I.C. Ltd. Kanpur.	Woollen price goods	Bombay	840 Miles
2. Enfield (India) Madras.	Motor-Cycles	Ahmedabad	1,100 "
3. Dunlop Rubber & Co. Calcutta.	Tyres & Tubes	Trichinopoly Bombay	1,041 " 1,300 "
4. Bombay Dyeing & Manufacturers, Bombay.	Textiles	Calcutta	1,300 "
5. M/s Voltas Ltd., Bombay.	Machinery & Iron safes etc.	Srinagar	1,400 "
6. The Bata Shoe Co., Calcutta.	Leather shoes & Foot wear	Bombay	1,300 "
7. Premier Automobiles, Bombay.	Motor Cars	Gauhati	1,664 "

Table showing transit time taken by road and rail in case of some firms

Firm	From	To	By rail	By road
Enfield (India) Madras		Poona Bombay	7 days	4 days
Alluminium Corp. of India, Calcutta.	Jay-kay Nagar	Calcutta	7 days	4 days
Kanpur Dyeing & Cloth Ptg. Co.	Kanpur	Bombay	10 days	4 days
Madurai Mills Coy., Madurai.	Madurai	Bombay Bangalore	14 days 8 days	5 days 2 days
I.C.I., Madras.	Madras	Bangalore	4 days	1 day.

Comparative statement of road and rail freight rates for various consuming centres

Firm	From	To	By rail	By road
			Rs. nP.	Rs. nP.
1. Enfield (India) Ltd., Madras.	Madras	Bangalore	22.30	18.00
2. Premier Automobile, Bombay.	Bombay	Delhi	6.27	6.00
	"	Calcutta	8.50	8.25
	"	Bangalore	5.57	4.50
	"	Madurai	7.71	6.00
	"	Nagpur	4.48	4.00
3. J.K. Jute Mills, Kanpur.	Kanpur	Lakhimpur	0.93	0.88
4. Bengal Paper Mills, Calcutta.	Raniganj	Calcutta	20.00	21.00
5. Gordon Woodroffe Co., Madras.	Madras	Bombay	12.00	6.25
6. Buckingham & Carnatic, Madras.	Madras	Trichy	1.63	1.50
7. D.C.M. Chemical, Delhi.	Delhi	Ajmer	1.48	0.62

In addition multiple handling and extra carting charges i.e. about 20 nP. per maund are saved.

From the above also it is simply proved that there is increasing traffic of finished goods in road transport even for long distance haulage because of its faster speed which is about three times as fast as railways, the average being about more than 150 miles and 48 miles per day. Also the freight rates of road transport in a number of cases for the transport of finished goods are nearly equal and in some cases even lower than that of railways which may further be brought down substantially if vehicle cost and oil prices are brought down, and also duties on motor transport are reduced so that then the operational cost of road transport also will come down. This fact has a profound economic bearing on industrialisation. The development of industries depends to a large extent on the quicker turn over. Unlike raw materials—finished goods require expensive storage the cost of which can be minimised only by providing sufficiently quick transport. Moreover the distribution of finished goods, which being in the hands of dealers, cannot afford to lock up their capital for long and therefore they look for quick agency of transport. This is where road transport will play a vital role in our economy and the government intent on industrialisation cannot afford to overlook it. That trade and industry in India have appreciated the vital advantages inherent in road transport in spite of its so-called higher cost, at present, is proved by the persistence with which it has been growing, notwithstanding all the frowns it had been receiving from the Government quarters until quite recently.

Great Employment Potential

Road Transport plays an important role in providing employment. The vehicle staff ratio for the states of U.P., Bombay, Madhya Bharat, Bihar, Punjab and Orissa in the nationalised sector in the year

1956-57 was 5.1, 7.3, 9.9, 8.0, 6.0 and 5.1 respectively, i.e. at an average of 7 per vehicle.

(Source : *Activities of Transport Department, U.P. 1958-59*).

Thus with an additional 2 lac estimated commercial vehicles by the end of Third Plan an additional employment will be provided to more than 14 lacs persons in commercial vehicles only, apart from in other vehicles, automobile industry and construction of roads. The employment potential in road transport has been estimated at seven times that in rail transport.

In our country the position about employment in road and rail transport in 1957-58 has been estimated by the Tarrif Commission Report as follows :

	Roads	Railways
(i) Goods traffic, million ton miles	11,440	44,897
(ii) Passenger traffic, million passenger miles	37,700	42,333
(iii) Workers employed, million	2.7	1.3

Taking a passenger including luggage at 200 lbs. the passenger traffic for roads and railways works out to 3,366 and 3,779 million ton-miles respectively. Adding it to goods traffic the above relationship can be expressed as follows :

	Roads	Railways
Total ton-miles, millions	11,440 + 3,366 =	44,897 + 3,779 =
	14,806	48,676
Workers employed, millions	2.7	1.3
Workers employed per 1,00,000 millions ton-miles	18.24	2.66
Ratio	7	1

Thus for the same load road transport provides employment for about seven times as many hands as rail transport.

The effect of increasing the number of vehicles, both cars and commercial vehicles by about 2½ times from 3.68 lakhs in 1955-56 to 8.32 lakhs in 1965-66 will be to raise the employment potential of the industry to over 6 million hands. This is an important aspect in fixing priorities.

The report of Ad-hoc Committee on automobile industry also says: "... we should not forget that in terms of foreign exchange spent, there are not many industries which could beat the road transport industry with reference to employment it provides and economic benefits which it bestows."

Foreign exchange—For road transport the requirements of foreign exchange are very little in comparison to railways. For the construction of roads which has a major investment foreign exchange requirements are negligible as only a very little amount may be required for bridges and import of rollers etc. Thus foreign exchange difficulties are no hinderance in the development of roads and road transport.

Road Development—Nagpur plan— On post war road development of 1943 visualised in a period of 20 years the total mileage of metalled roads from 66,400 to 122,000 miles and low type roads from about 112,000 to 207,500 miles—which although nearly completion but this plan was visualised without having any idea of the need of the country in view of the five years plans ahead.

The road mileage is yet too short of the needs of the country. In mileage of roads to surface of territory or to country's population, India compares very poorly with other nations of the world as the following figures show:

Country	Road Mileage Per square mile of territory	Road Mileage Per 1 lakh of population
U.K.	3.24	334
U.S.A.	1.00	1834
Ceylon	0.38	115
India	0.25	82

(Source—Masani Committee Report 1959.)

Our poverty in roads is much more acute than is indicated above, because, while roads in other countries are generally metalled and fully bridged and are open to heavy motor traffic all the year round, more than 60% of Indian road mileage is un-metalled and unsuitable for all weather traffic. Moreover, un-bridged river crossings and weak bridges and culverts severely limit the utility of India's roads. In this connection it may be worth mentioning that in Gujerat, State Road Transport Corporation has to stop its motor traffic services for four months in a year because of bad roads.

The better the road condition without missing links—the faster the speed of road transport, less wear

and tear of the vehicles, less the operational costs, cheaper freight rates and quicker turnover—thereby speeding up industrialisation. Thus the road development needs highest priority in the national economy and so more funds should be allotted for the same as the allocation of 250 crores which will add at the most 20,000 miles of surfaced roads is quite insufficient. The return from the investment is also fairly good as it is estimated that road transport will pay to the state a net return of some Rs. 83 crores on an investment of about Rs. 110 crores (on roads if only Rs. 268 crores for Third Plan) by 1965-66 against Rs. 44.4 crores returned by Railways on an investment of Rs. 122.9 crores in 1957-58.

Automobile industry in public Sector

Development of automobile industry is the biggest factor in the development of road transport in the country. More the motor vehicles available to meet the need at cheaper cost, cheaper the road transport.

Although two five-year plans have nearly completed and targets for traffic for road transport have been fixed requiring a large number of vehicles yet so far we do not yet have any real plan for the manufacture of commercial vehicles in the country. No bus or truck is yet being fully built in the country. This shows the anarchy of our plans. For supply of commercial vehicles and spare parts the country has always been depending on foreign monopoly manufacturers of West Germany, U.K., and the U.S.A. who had been dictating their very high prices to us and making super profits thereby holding the progress of road transport. Because of no automobile industry of our own India was a good market for foreign manufacturing firms and about 130 makes and types of vehicles of foreign origin are still plying on our roads.

These foreign firms and their agents in India, in the name of developing automobile industry get permits from the Government and started assembling and manufacturing plants of their as many foreign makes with some percentage of indigenous contents. They demand further concession and nursing from the government in the name of developing the industry. The indigenous contents of some vehicles is said to have reached up to 60 to 70%, Dodge with perkin Engine 68%, Tata Mercedes Benz Truck-64%, Leyland Comet-38.5%, Meadoes Engine 50%, Perkins with deisel engine-64% and Bedford with Perkin Engine 76% up to March 60 to which ancillary industries has contributed much but the vital components and parts are yet imported and these foreign monopolists are not interested in the complete manufacture of the vehicle in India so that we may ever remain dependent on them for the supply of tools and spare parts and thereby adding to their huge profits every year. The manufacturing cost of these vehicles is much higher than that in foreign countries.

The government could not yet plan out to manufacture a single make of complete commercial vehicle

because of the pressure of the agents of the foreign monopolists in India like Tatas, Birlas and others and this is how the policies of the government are influenced by them in partnership with foreign monopolists for their profits, and this is how still there is foreign monopoly grip over our economy. The price of these trucks and buses so assembled in India is still higher which ultimately tells upon the people by way of higher rates of freights and tickets and upon the workers by wage cut and workload.

Last year government appointed an Ad-hoc Committee on automobile industry but for the production of cheap cars mainly. The Committee has also not suggested for the manufacture of a complete commercial vehicle in the public sector which would be of real benefit for the development of road transport. In this connection it will not be out of place to mention the remarks in his minute of dissent by Shri B. N. Dass, Gupta—a member of the Committee who has also been a member of the Tarrif Commission who has emphasised the needs for production of commercial vehicles than a cheap car:

“... I know well which manufacturing units responded to the expectations of the Government of India and at what cost and also which units continued with slow progress and large imports contrary to government expectations and phased programme and as a result enjoyed financial gains.” “... Passenger bus for collective use is the real necessity for the common man—Nobody will deny the necessity and usefulness of automobile in the modern age and yet no body will deny that in placing of priorities a car occupies a much lower position than a passenger bus. In big cities, it is far more passenger buses than small cheap cars. What with maintenance expenses what with lack of garage facilities, a car in a poor country, like India is much less important than a bus for collective use. A large addition of passenger buses and commercial trucks is an urgent necessity.” “... ‘This step will strengthen the domestic economy and thus India’s economy as a whole will be very much strengthened.’”

It is estimated that the total investment required for commercial vehicle on the target for Third Five-Year Plan is Rs. 67 crores on plant and machinery and Rs. 19.5 crores in Buildings and land.

It is high time that for developing national economy the government starts an automobile industry, yet in its infant stage, in the public sector producing one make of complete commercial vehicle with different weights in accordance with the needs of the country, with capacity to manufacture spare parts. With such type of large scale production the cost will also go down making road transport cheaper and the monopoly grip will be released.

Oil Policy

Oil is another big factor in the determining cost of road transport. The supply of oil has been in the hands of Anglo-American oil companies of Stanvac, Burmah Shell and Caltex who sell it to us at 8 to 10 times high rates than their actual cost of production,

and thus have been earning huge profits. The government has not been able to get the oil prices reduced to their displeasure while in the newly independent country of Cuba the government forced these very oil companies for a sharp reduction of 33 to 35% in prices of oil under threat of nationalisation when they first refused to refine the imported cheap Soviet Oil.

This is how these oil monopolists still have a hold in our economy affecting our plans and the policies of the government.

The position now is expected a little on the improve by the import of cheap Soviet oil and drilling of new oil wells in the country with help of Soviet Union and Rumania. The government should accelerate the exploring and drilling of oil wells and tell these foreign oil companies for a sharp reduction in their oil price to a reasonable rates and if they don't, then nationalise oil and till the country is self sufficiency from internal resources import cheap oil from Soviet Union and socialist countries, who really want to help develop our economy; and refine the same in our own refineries.

Issue of Nationalisation and the forces obstructing the same

Road Motor transport constitutes $\frac{3}{4}$ of goods truck transport and $\frac{1}{4}$ of passenger transport. Goods transport is exclusively in the private sector and in the passenger transport 10% was nationalised transport in the beginning of 1st Plan, 20% in the beginning of II plan and now it is about 30% and with this limping pace it may take another 30 years for the nationalisation of passenger transport alone. There is anarchy of transport in the private sector and specially in goods transport where there are no viable units and thousands of individual operators ply their vehicles in the most disorganised ways. These operators after making allowance for the payment to their financiers instalment supply coys at high interest and their own profits place the burden of the high cost of operation on the workers employed on the vehicles. Also by such anarchy in transport the needs of the country are not properly fulfilled and so the need for nationalisation and till complete nationalisation formation of viable units through legislation.

But the progress of nationalisation has been obstructed by certain sections:

‘The Swatantra Leader Sri Masani, friend of the private sector, in his Masani Committee report on Road Transport re-organisation has pleaded for private sector and against nationalisation of goods transport up to 1975’.

‘The Planning Commission has also recommended against nationalisation of goods transport up to 1965’.

‘The present Chief Minister of Andhra Sri Sanjiviah, when transport minister, presided over a Conference of All India Motor Operators’ Congress and said that there would be no nationalisation if they improve the buses during II plan period and then there was the new cabinet and they said they were not bound by it and they have seen half of it’.

There are instances of M.L.A.s and important

personalities of ruling party are being paid under various pretexts by making them their legal advisers, needing no advise, and given position in their transport companies and associations to serve their business interests and for influencing power against nationalisation.

It shows the contradictions inside the ruling party and how some sections in ruling circle and elsewhere serving the interest of private sector influencing the policy of governments and retarding the progress of nationalisation.

Rail-Road Co-ordination and transport policy

Problem of rail-road co-ordination has been a controversial issue for quite sometimes. There has also been a hue and cry for the protection of railways against competition from road transport on the plea that railways carry certain commodities as coal, mineral etc., at concessional rates. Although a little competition does exist at some places (including nationalised road transport) yet so far there is no major problem of co-ordination as there is shortage of transport and there is much more traffic than railways and roadways put together. But the problem may be acute in due course when the output of vehicles on the road increases and there will be greater opportunity for goods transport by road. The mere fact that railway fears competition from roadways inspite of its heavier cost proves that road transport is more attractive in certain cases.

The objective of co-ordination should be to plan the development of various modes of transport in such a manner as to afford maximum satisfaction of transport requirements of the national economy at the lowest cost in terms of the nations real resources, preserving at the same time the elements of healthy competition and the inherent advantages of each mode.

Keeping the objective in view the problem of co-ordination becomes much easier if we are able to ensure what should be the criteria which should govern future investment in the development of different forms of transport.

In this connection it is important to discuss the three approaches to the problem of co-ordination made by the Neogy Committee on transport policy and co-ordination:

(i) There is possibility of allowing free unrestricted competition between different forms of transport.

(ii) Necessary co-ordination may be achieved through appropriate government regulation. In this approach thought has to be given not only to the objectives of the policy to be followed but also machinery to be used to implement it.

(ii) Rail and road services being integrated into one single unit when the problem is of co-ordination not from outside but within the authority responsible for the joint management of all forms of transport.

Although Masani Committee while pleading for private sector against nationalisation has also pleaded for free unrestricted competition between rail and road transport but the 1st approach may easily be rejected as railways fulfil certain obligations and it

may lead to anarchy in the near future when more vehicles come on the road and there may be competition for their own development no matter if affecting the other and not serving the best needs of the country.

The report says that since the goods transport is not to be nationalised during III plan so the III alternative also is ruled out and recommends for the II for the present although also not confident about its success as it has not been much success in other countries as well.

In this connection example of an another legislation may be cited. Government passed Road Transport Corporation Act and advised state governments to form corporations but none except Andhra, Bombay, Pepsu have complied so far. So road transport being state subject whenever at present there is a little competition between rail and even nationalised road transport such a legislation may be difficult to work in II alternative.

Let us examine the third alternative of rail-road integration into one single unit.

Neogy Committee report has rightly said "Our transport system has to develop a great deal to keep pace with programme of industrial development. It is essential to take a long term view of the question and in doing so we should not hesitate to consider any changes in respect of our existing policies regarding railways and likely to secure a more efficient and economic development of our transport system as a whole.

Road Transport Corporation under the R.T.C. Act may seem to be a better suggestion for the present with the participation of State Governments and railways so that the railways too will have an interest in the development of road transport and the problem of rail road co-ordination will become easier but this suggestion is not going to be feasible for all times to come because the railway's primary interest will be the development of railways and where ever road transport will be likely to affect rail transport, although serving the best needs of the country, there are every chances of railway representatives pulling in favour of railways.

So the most feasible alternative for all times to come is an integrating rail and road services into one single unit within the authority responsible for the joint management of all forms of transport when there will be equal opportunities for all modes of transport to develop and when traffic will be distributed in accordance with the needs of the country and the benefit each mode of transport gives and thus there will be no problem of rail-road co-ordination. This policy of transport if accepted in principle, the details may be worked out.

But the development of road transport industry and a correct national transport policy to the needs of the country is possible only through continuous struggle of the people and the road transport workers in particular against the faulting policy of the Government on the issue of nationalisation of road transport, automobile industry and oil etc., and thereby releasing the foreign monopoly grip over our national economy.

SINGHBHUM TRANSPORTWORKERS UNION

BARAJAMDA

(Affiliated To All India Trade Union Congress)

REGD. NO. 979

PRESIDENT—ALI AMJAD

BRANCH—CHAIBASA

GL. SECRETARY—P. L. CHATTERJEE
TREASURER—P. D. RANA

A. I. T. U. C.	
I.R.N. 178	Date..... 22 JAN 1962
Ref. No.....	Dated..... 17th Jan 1962
No.....	

Ref. No.

In a Mass Meeting of Workers under the auspices of the above Union & Singhbhum Mines Mazdoor Union, Barajamda, was held today under the President ship of Sri Ramji Prashad the Vice-President of the Union, to mourn the sudden death of Com. Ajoy Kumar Ghosh and a condolence resolution was adopted, all standing solemnly for 2 minutes expressing their sorrow and grief.

In another resolution Com. P. L. Chatterji called upon all the Workers to Unite and strengthen the Union on the lines given by late Com. Ajoy Ghosh

Earlier a silent procession of the members of both the Union was taken out with half heast red flag.

To the A. I. T. U. C. New Delhi. B. P. T. U. C. Patna.

P. L. Chatterji
(P. L. Chatterji)

Hissar Distt. Transport Workers Union

(Affiliated to A.I.T.U.C. & National Federation of Road Transport Workers of India)

Ref. No. 303/62

A.I.T.U.C.
Received 3730 9/16/62
Replied.....

282

NAGORI GATE,

HISSAR 2-1-62

۲۹-۹-۶۲ کو یونین کی ورلڈ ویڈیو کی منگ کرنی سبزیوں کی حدادت میں ہوئی۔ جس میں مندرجہ ذیل
میرسٹاؤ باؤس لیا گیا۔

حکومت ہندوستان سال سے عرصہ لیسر کی پالیسی کے تحت سالانہ اور بڑے کارخانہ داروں کی حمایتی
پولیس سے۔ معاہدہ اور ایوارڈوں پر پوری طرح عمل پورے ہوئے ہیں ایک یا دوسرا معاہدہ بنا کر لگائے
ہوئے ورکروں کا کسی عہدہ کے لئے عملوں میں پیش بھیجے جارہے۔ ورکروں کی بہت سی شکایات
مختلف ترقیاتی عہدہ کے لئے عہدوں کے سیر دہنی کی جارہی ہیں۔ کم از کم تنخواہ کے قانون اور
ادائیگی تنخواہ کے قانون کے تحت ان کے لئے نہ ہونے کے برابر ہے۔ میں کا نتیجہ یہ نکلا ہے کہ سالانہ
ان پر عمل نہیں کرتے۔ معاہدوں اور ایوارڈوں پر عمل درآمد کی حالت انتہائی افسوسناک ہے۔
ہمارے قلعہ کی پیسریس بس سروس۔ ڈیولپمنٹ ڈیپارٹمنٹ کی اور لیسر کے معاہدہ کے تحت پکٹی اور
کیورس سروس یعنی ان تمام افسیر فائوٹیوں میں سب سے آگے ہیں۔ عرصہ لیسر کے اس علاقہ
کے دو دارامتران اور لیسر شریف ٹیٹس میں تمام حالات لگا چکے ہیں۔ لیکن کوئی نتیجہ
نہیں نکلا۔

حصہ انتہائی ملز کے خلاف شکایتوں کے بارے میں اور منتظران کے حقوق ورکروں
کے خلاف سب طرح سے ہندوستان میں اس حکم نے ریکارڈز مٹا کر دیے ہیں۔
سبزی پکٹی دیال سٹیٹ لیسر منسٹر نے حکم لکھا مندرجہ معاہدہ کے خلاف کام شروع کر دیا۔
اور حکم لکھا منسٹروں کی پرانی اور نئی حکمت بندی کو لے کر دیا منسٹر پکٹی لیسر کے خلاف
اعلانہ فیہ کرتے چلے گئے ہیں۔
یہ منسٹر حکم لیسر کی اور پکٹی دیال لیسر منسٹر کے اس رویہ کے تحت منسٹر کرتی
ہے اور زور دار لیسر میں مانگ کرتی ہے کہ حکم لیسر اپنا یہ رویہ تبدیل کرے۔
اس کے ساتھ ساتھ ہمارے منسٹر منسٹر کرتی ہے کہ سبزی پکٹی دیال سے اپنا رویہ
تبدیل کر کے لے چھوڑ لیا جائے۔ اور یا ان سے حکم چھین کر کسی بھیے آدھی کر دیا جائے۔

انکلا
سب فیہ لیا
سبزی -

A.I.T.U.C. 4
5 بی۔ ٹی۔ بوسہ جالندھر

1. لیسر منسٹر فیہ لیسر
2. جب منسٹر فیہ لیسر
3. لیسر منسٹر فیہ لیسر

5
Feb 13 1962

The Editor,
'Dunlop Gazette',
Dunlop House,
57B Free School St.,
Calcutta 16

Dear Sir,

It was most enlightening to read your article on 'Road Transport in the Third Plan' published in your Vol.XVI, No.55 (Winter 1961) as well as the other feature articles.

I am trying to collect some information about road transport in general and I found the article under reference extremely useful. In this connection, could you oblige in giving me an additional information? That is the source from which you have obtained the data published in the last para of the article - to quote: "Road Transport is now a major national industry employing over 2,00,000 vehicles, 24,00,000 persons and a working capital of Rs.912 crores". Since estimates about employment and working capital in this industry vary widely, I am anxiously looking forward to this information.

Thanking you,

Yours faithfully,


(M. Atchuthan)

CLARION
ADVERTISING SERVICES PRIVATE LTD.

5 COUNCIL HOUSE STREET, CALCUTTA 1

TELEPHONE: 23-5773-4-5-6 & 7

TELEGRAM: 'CLARADS' CALCUTTA

Chairman

SIR DHIRIN MITRA

AM: 2257

March 5, 1962

M. Atchuthan, Esq.,
4, Ashok Road,
New Delhi 1.

282

Dear Sir,

Dunlop Gazette: Road Transport in the Third Plan

This has reference to your letter of February 13, 1962 addressed to the Editor of the Dunlop Gazette. As the writer of the article is away from Calcutta we could not reply earlier.

The figure ~~of~~ vehicles has been taken from the Third Five Year Plan - Chapter XXVIII, "Transport & Communications", Section 4. The figure for the number of persons employed by road transport was taken from the Hindustan Times of 28.8.60 which carried a report of the study conducted by the National Council of Applied Economic Research at the instance of the Ministry of Transport. The figure for the working capital was taken from a newspaper report of 5.9.60 about a statement made by Shri Raj Bahadur in the Lok Sabha.

Thanking you for your enquiry,

Yours faithfully,
CLARION ADVERTISING SERVICES PRIVATE LTD.,

A. Mukerji
(Ananda Mukerji)
Account Executive

am.db.



गोवा ट्रांसपोर्ट वर्कर्स युनियन

तिमले आणि कंपनीचा कामगारांवर अन्याय

मित्रहो,

तिमले आणि कंपनीने कामगारानां बिना नोटीस कामावरून काढून टाकण्याचा सपाटा चालविला आहे. नुकतेच आनी ७ ट्रक ड्रायव्हरानां बिना नोटीस कामावरून कमी केले. गोवा ट्रांसपोर्ट वर्कर्स युनियनने यासंबंधी कंपनीला जाब विचारला व कमी करण्यांत आलेल्या ट्रक ड्रायव्हरानां परत कामावर घेण्याची मागणी केली. या प्रकरणी युनियनने तडजोड करण्याचाहि प्रयत्न केला. पण तिमले आणि कंपनीच्या दुराग्रहामुळे ही बोलणी फिसकटली. मॅनेजमेंट अजून हुकुमशाही धोरणाचा अवलंब करित आहे, त्याचें म्हणणें असें की तोंडीच कामगारांची नेमणूक करतात, म्हणून कामगारानां बिना नोटीस ते कामावरून कमी करू शकतात.

आपल्या न्याय्य मागण्याची दाद लावून घेण्यासाठी आतां या ट्रक ड्रायव्हरांनी सोमवार दि. २ एप्रिल रोजी मडगांव येथील तिमले आणि कंपनीच्या कचेरीसमोर बसून अन्नसत्याग्रह करण्याचें ठरविलें आहे. न्याय मागण्यासाठी कामगारानां नाइलाजानें हा मार्ग पत्करावा लागत आहे.

हा अन्नसत्याग्रहाला सर्व धंद्यातील कामगारानां व जनतेने पाठिंबा द्यावा अशी विनंती आहे. त्याच प्रमाणें तिमले आणि कंपनीने या प्रकरणाचा फेरविचार करावा व कामगारानां न्याय द्यावा अशी आमची मागणी आहे.

कामगार एकता झिंदाबाद !

गोवा ट्रांसपोर्ट वर्कर्स युनियन झिंदाबाद !!

चंद्रकांत काकोडकर
(अध्यक्ष)

मुरलीधर राणे
(जनरल सेक्रेटरी)

रेमंड कार्दोज
(सह चिटणीस)

चंद्रशेखर पर्वतकर
(ऑर्गनायझिंग सेक्रेटरी)

कुडचडें-सावडें-गोवा

२९-३-१९६२.

सागर छापखाना, मडगांव

GOA TRANSPORT WORKERS' UNION

CONDEMN THE CAPITALIST POLICY Adopted by TIMBLO IRMAOS LTDA. TO EXPLOIT THE WORKERS

Friends,

Timblo Irmãos Ltda. has started a campaign to attack its workers. The company is illegally removing from services its employees without any notice. **Recently seven truck drivers have been thrown out of employment.** The Union's demand to reinstate them has been of no avail. The Negotiations have been fruitless. The management still follows the Dictatorship Policy. They say that they verbally engage hands, therefore they are at liberty to discharge their employees without prior notice. The aggrieved workers have, therefore, decided to **resort to hunger-strike.** The workers were forced to take such decision because Timblo & Company was adamant.

We, therefore, appeal to the public to give full support to the hunger-strike of the workers, which is due to commence on Monday the 2nd, April 1962 at 11.00 a. m., in front of Timblo Irmãos Ltda.'s Head Office at Margão.

We call upon all the workers and public in general, to launch an all-out action in support of the demands of the workers and to have their rights justified. We also request the Public to wholeheartedly protest against the adamant policy of Timblo Irmãos Ltda.

Workers' Unity Zindabad !

Goa Transport Workers' Union Zindabad !!

Chandrakant Kakodkar
President

Raymond Cardozo
Joint Secretary

Murlidhar Rane
Gen. Secretary

Chandrasheker Parvathkar
Organizing Secretary

Sanvordem - Curchorem
29-3-1962

GOA TRANSPORT WORKERS' UNION

CURCHOREM - SANVORDEN
GOA.

copy

GTWU/17/62

2nd April, 1962.

Shri. A. K. Gopalan,
Parliament House,
New Delhi.

.....
.....
.....

Dear Sir,

Further to our telegram of the even date, we would like to elucidate here the facts, which led the workers' to resort to hunger-strike.

Last month Shri Silim Khan, the Manager of Messrs. Timblo & Irmãos Ltda., dismissed seven truck drivers without giving any previous warning or paying them notice pay. Some of these drivers were given trucks on ownership basis. A receipt in this respect was issued to them on paying a deposit ranging from Rs. 500 to Rs. 2000. The others were the employees of the company.

The Goa Transport Workers' Union had, therefore, approached the management in this matter. But only after several register letters, requesting for an honourable settlement, did the management fix an appointment on the 28th ultimo.

We regret very much to inform you, that nothing substantial was the outcome of our negotiations. The Manager denied having taken back the trucks but said that the trucks in question were returned by the drivers. This is ~~an~~ an absolute falsehood to cover up his action. We, therefore, requested him either to return the trucks to the drivers concerned or to refund their deposit. This he point-blank refused to do so. Further we also asked him to give notice pay to the other drivers, but that too was of no avail. He cut us short saying "I verbally engage workers therefore I

could.

" CONTINUATION SHEET 2 "

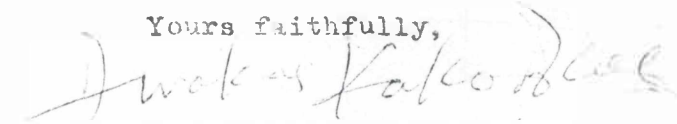
am at liberty to dismiss them verbally". Further regarding notice his comments were " why should I serve with notice when I do not give them an appointment letter? "

Thus we arrived to the conclusion that it was but a waste of time to discuss any further, and since there is no alternative in arriving to a settlement, the workers are resorting to hunger-strike from to-day.

We have, therefore, to request you to kindly look into this matter and take it up to the proper authorities in order to have their rights justified.

Thanking you;

Yours faithfully,



(Divaker Kacodkar)
Vice President.

Write to.

Sr. S.A Dange
AITUC OFFICE
NEW-DELHI

A. I. T. U. C.

Received 1259-26/5/62

Phone 3150

Kerala State Transport Employees Union

Central Office,

Champanoor, Trivandrum.

Reg. No. III of 1124 M. E.

Affiliated to the A. I. T. U. C. and W. F. T. U.

No. GT. 32/62.

Date 31.5.1962.

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

Sub : Transfer in violation of rules -
the direction of Evaluation and
Implementation Committee -
Complaints regarding.

Sir,

I am forwarding herewith copy of a
letter addressed to the Chairman, Implemen-
tation and Evaluation Committee for Awards
and Agreements, Government of India, Depart-
ment of Labour, New Delhi, for information
and appropriate action.

Yours faithfully,

Encls: 5.

D. V. Suresh

Ag. General Secretary.



Can AD

M. S. S. S. S.

Transport Employees' Union

6
GT. 32/62.

21 May, 1962.

THE CHAIRMAN,
Evaluation and Implementation Committee for
Agreements and Awards,
Government of India,
Labour Department, NEW DELHI.

Sub : Transfer in violation of rules - the direction of evaluation
And Implementation Committee - Complaints regarding.

Ref : (1) Letter No: 206/60 dated 28.2.1961 from the Special
Officer, E&I Committee, Kerala, Trivandrum.

(2) G.P. No: TA/9539/57/P., dated 23.3.1957 of Kerala.

Sir,

A policy of deliberately flouting the direction of the Evaluation and Implementation Committee referred above as item No: 1 is being unfortunately adopted by the Director of Transport, Kerala State, in the matter of transferring the employees of the Department. The well defined principles laid down in G.P. cited as item No: 2, regarding transfer are flagrantly and persistently violated in ever so many cases. The seniority and rotation principles is overlooked and even responsible union office bearers are transferred unilaterally contrary to stipulated rules. The Union has been all the while pointing out these aberrations but all our efforts so far has become sterile before the arrogance of this Director. This kind of disrespect to law disregard to a Government Proceeding and ~~xxxxxxx~~ and ~~xxxxxxx~~ ~~xxxxxxx~~ and flouting even the directions of the E&I Committee, seems paradoxical and becomes more grave in the light of the fact that the Transport portfolio is being held by the Labour Minister who is also the Chairman of the State Evaluation and Implementation Committee. This policy has created a feeling of insecurity and frustration among the workers. The prevalence of such an atmosphere, I need not tell you, will poison the smooth relationship between the employer and the employee increase tension and jeopardise the industrial peace of the ~~xxxxxx~~ Country. This anti-labour policy of the Director of Transport however should not be allowed to proceed further.

A few glaring examples to illustrate the aforesaid type of unfair practice are appended below:

1. C. Revcoondranath, a Machinist was the Joint Secretary of the Central Workshop unit of the Kerala State Transport Employees Union. He was transferred to Alwaye, vide PL4-3647/62 though the Union objected to it. He ought not to have been transferred

Transport Employees' Union

- 2 -

with out the concurrence of the Union, in respect of item No; 3 of Government Proceedings No: T(A) 9539/57/P dated 23.3.1957.

2. K. Bhaskaran Nair, Painter, transferred from the Body-building Workshop, Pappanamoodo vide order No: PL4-5029/62 dated 17.4.1962, to Alwaye. This transfer was in contravention to item No: 1 of the aforesaid G.P. Since there were 19 employees having longer service in the workshop. The matter had been represented to the Director and the Secretary B&I., Committee but what happened was the employee had to go.

3. S. Madhavan, Conductor, Trivandrum Central transferred to Trichur vide H.O. No: D. Dis.2476/62 dated 17.4.62 in violation of item No: 1 of the above mentioned G.P.

So it is hoped that this matter would be taken up by the Committee urgently and in a serious manner.

Yours faithfully,

O. S. Joseph

AG. GENERAL SECRETARY.

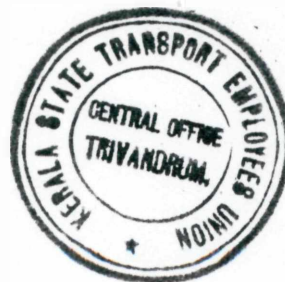
C.C.

The Evaluation and Implementation Committee for Agreements and Awards, Kerala State, Trivandrum.

The Labour Commissioner, Trivandrum.

The General Secretary, Kerala State Trade Union Council, Trivandrum.

Shri S.A. Dabgo, General Secretary, AITUC., New Delhi.



Office of the Special Officer,
For Evaluation and Implementation of Awards.

No: 206/60.

Trivandrum, 28. 2. 1961.

From

The Special Officer,

To

The General Secretary,
Kerala State Transport Employees' Union,
Trivandrum -1.

Sub

: Violation of the principles of transfer
by the Kerala State Transport Department.

Sir,

The above subject was discussed in the Evaluation and Implementation Committee meeting held on 31-1-1961 and took the following decision.

" The Director of Transport should comply with the provisions in the Government order. If any hardship is caused to any employee, the Union may take up such cases with the Director & who will rectify the hardship caused in respect of such cases".

Yours faithfully,

sd/-

Special Officer.



No: T(A) 1-9539/57/PW.

From

The Secretary to Government,
Public Works Department,
Kerala State, Trivandrum.

To

The Acting General Secretary,
Kerala State Transport Employees' Union,
Thampoor, Trivandrum.

Dated, Trivandrum, the 23rd August, 57.

Sir,

Principles to be observed in effecting transfers -
Resolution regarding.

Reference : Your letter No: DP.26/57 dated 18th June, 1957.

I am directed to state that the Government have carefully considered the principles suggested for adoption in the matter of transfer of employees of the State Transport Department contained in your letter cited above and to inform you as follows:

1. Strict Seniority and Rotation in the case of transfer. Whenever transfer becomes necessary in the exigencies of service, the senior who has put in longer service in a particular place will be preferred to his junior with shorter service.
2. One month's previous notice will be given. One month's previous notice will be given in all cases of transfer except for exceptionally emergent cases.
3. Union functionaries to be transferred only with the concurrence of the Union. The request of the Union is conceded. Union functionaries, viz., Member of the Central Executive, District President, Secretaries, Joint Secretaries and Treasurers will be transferred only with the concurrence of the Union.
4. Service away from home district to be limited to one year. The request is conceded. No employee shall be required to serve in a district other than his home district for a period exceeding 1 year.
5. Consultation with the Union if exception is made. Ordinary prior consultation with the Union may but be possible in cases where exceptions are to be made. The Government are however contemplating the Constitution of Works Committees and Appeal Boards. When they are finalised it may not become necessary to insist on this.
6. Despatch of Service Books, Last Pay Certificates and all similar records along with transfer orders. The suggestion is accepted and will be insisted in all cases.

Yours faithfully,

sd/-

ASSISTANT SECRETARY,
For Secretary.

TRUE COPY.



From

C. Raveendranath,
Machinist,
State Transport, Central Works,
Pappanamcode, Trivandrum.

To

The Director of Transport,
Trivandrum.

Through the proper channel.

Sir,

I am under orders of transfer to Alwaye as per PL.4-3647/62.

While taking the order with due respect and obedience I am constrained to point out that this is in contravention to item No: 3 vide Government Proceedings No: T(A) 1-9539/57 PW., dated 23.8.1957, which stipulates the rules to be adhered to in case of transfer.

I am a functionary as Joint Secretary, of the District Committee of the Employees' Union.

Hence, I pray that the orders of transfer on me may kindly be withdrawn.

Trivandrum,
1.4.1962.

TRUE COPY.

pkb. 19/5/62.



Yours faithfully,

Sd/- C. Raveendranath.

No: IC/62.

6th April, 1962.

THE MINISTER FOR TRANSPORT AND LABOUR,
TRIVANDRUM.

Sub : Transfer in violation of rules.

Ref : Memorandum No: PL.4-3647/62 dated 28.3.1962.

Sir,

Sri. P. Reveondranath, Joint Secretary of the Central Works branch of the Union has been transferred to Alwaye in violation of the rules in force regarding transfer. The same has been effected purportedly on instructions from the Government, Home Department.

If the Home Department is in possession of any report against the employee, he could very well have been put on the defence.

Unauthorized transfer in violation of rules and with the object of victimizing the employee merely because some Congress member has made certain allegations ought to have been avoided.

Immediate cancellation of the order is therefore urged.

Yours faithfully,

Sd/-

K.V. Surendranath,
GENERAL SECRETARY.

C.C.

The Chairman, State Transport Board, Trivandrum.
The Director of Transport, Trivandrum.
The Labour Commissioner, Trivandrum.

TRUE COPY.

pkb. 19/5/62.



From

S. Bhaskaran Nair,
Painter,
Body Building Section, Pappanamcode,
Trivandrum.

To

The Director of Transport,
Trivandrum.

Sir,

I am under orders of transfer to Regional Workshops,
Always as per memorandum No: PL.4.5029 dated 17.4.1962.

While taking the order with due respect and obedience
I am constrained to point out that this is in contravention to
the principles related to transfer of an employee.

I am a Junior most Painter in the Body-building workshop.

My senior painters who are not yet been transferred to ~~any~~
any districts are as follows:

1. Rajappan Nair,
2. P.K. Gopinathan Menon,
3. S. Sivaraman Pillai,
4. R. Sivasankaran Nair,
5. R. Gopinathan Gopalakrishnan Nair,
6. M. Krishna Pillai,
7. K. Kopinatha Kurukkal,
8. V. Gopalakrishnan Nair,
9. C. Krishnan Nair,
10. V. Raghava Panicker,
11. A. Madhavan.
12. P. Appukuttan Nair,
13. R. Hontry,
14. P. Gopalan,
15. K. Sundaram Asary,
16. V. Raghava Pillai,
17. K. M. Parameswaran Pillai,
18. M. Velappan Nair, and
19. T. Damodharan Pillai.

Hence I pray that the orders of transfer on me may kindly
be withdrawn at an earliest date.

Pappanamcode, Trivandrum,
21. 4. 1962.

Yours obediently,
sd/- Petitioner.

TRUE COPY.



A.L.T.U.C.
Received 22/5-25/6/62
Replied.....

“राजकीय मजदूर एकता—जिन्दाबाद”

कार्यालय राजकीय वाहन कर्मचारी संघ हल्द्वानी-कोटद्वार

कुमाऊं रोडवेज कर्मचारियों के साथ अधिकारियों ने
घोरवा किया

कुमाऊं के पांच बहादुर भूख हड़ताल करने वाले साथी आज भी जेल के बीखणों
के अन्दर बन्द हैं

दर्जनों कर्मचारियों को नौकरी से अलग कर दिया गया

समझौता कराने वाले नेता जबाब दें ?

उ.प्र. के समस्त विधायकों के नाम खुला पत्र

आदरणीय महानुभाव व प्रिय साथियों,

कुमाऊं रीजन के रोडवेज कर्मचारियों ने अपनी मांगों और मौलिक ट्रेड यूनियन अधिकारों के लिये १९ जून १९६२ को संघर्ष किया। नैनीताल काठगोदाम, हल्द्वानी तथा कोटद्वार के रोडवेज कर्मचारियों ने पूर्ण हड़ताल कर विशाल एकता का परिचय दिया। प्रांतीय सरकार की पुलिस पी०ए०सी० तथा गुप्तचर विभाग ने अपने लाठी, डण्डों, बन्दूक तथा तिकड़मबाजी से कर्मचारियों के मनोबल को कमजोर करने की भरपूर कोशिश की लेकिन उन्हें असफलता प्राप्त हुई।

कर्मचारियों के संघर्ष में के०एम०प्रो०यू० के ट्रांसपोर्ट कर्मचारियों ने सक्रिय रूप से सहयोग दिया तथा हड़ताल की। प्रांत के अन्य क्षेत्रों में रोडवेज कर्मचारियों ने सरकार की मजदूर विरोधी नीति के खिलाफ इस्तिहार बांटा।

कर्मचारियों की विशाल एकता तथा बढ़ते हुये संघर्ष के सामने रोडवेज के घमण्डी अधिकारी भुक् रहे थे, कि लखनऊ से आये नेताओं ने बीच में पड़ कर सरकार तथा कर्मचारियों के बीच में सम्मानपूर्वक समझौते की घोषणा की। कुमाऊं के कर्मचारियों ने उनका विश्वास कर उनके द्वारा अधिकारियों से बातचीत करने की बात का स्वागत किया।

लखनऊ के नेताओं के मसबरे के अन्तर्गत कर्मचारियों ने २८ जून १९६२ को हड़ताल वापिस ली। अधिकारियों से बातचीत करने के बाद नेताओं ने घोषणा की, कि किसी भी भूख हड़ताल पर गये कर्मचारियों पर विभागीय कार्यवाई नहीं की जावेगी और जेल गये साथियों पर लगाये गये मुकद्दमे वापस कर लिए जायेंगे। तथा कर्मचारियों की मांगों को पूरा करने के लिये सरकार तथा रोडवेज अधिकारी शीघ्रतश्चिघ्र कार्यवाही करेंगे।

लेकिन हुआ बिल्कुल उल्टा—इस विश्वास और घोषणा के बावजूद कुमाऊं के दर्जनों कर्मचारियों को नौकरी से निकाल दिया गया है और गिरफ्तार साथियों को अभी तक जेल से नहीं छोड़ा गया है इसके अतिरिक्त अधिकारियों ने अपना आंतक का शिकंजा और भी मजबूत कर दिया है। और कुमाऊं रोडवेज कर्मचारी यह साफ समझ गया है कि उनके साथ मिलकर विश्वासघात किया गया है।

हमारा लखनऊ के नेताओं से निवेदन है कि अधिकारियों द्वारा किये गये धोके के खिलाफ आवाज उठावें तथा अधिकारियों को मजबूर करें कि वे अपने बचनों को पूरा करें।

हम प्रान्त भर के रोडवेज कर्मचारियों से व अन्य ट्रेड यूनियनों से अपील करते हैं कि कुमाऊं रोडवेज के उक्त पीड़ित मजदूरों की हमदर्दी में मीटिंगें करके प्रस्ताव पास करें और उनकी आर्थिक सहायता के लिये चन्दा इकट्ठा करके निम्न पते पर भेजें।

कुमाऊं के रोडवेज कर्मचारियों से हमारा निवेदन है कि इस संकट के समय अपनी एकता को मजबूत बनाये रखें ताकि अधिकारियों की मजदूर विरोधी नीति का मुकाबला किया जा सके।

भवदीय—

गिरधारी सिंह

मन्त्री राजकीय वाहन कर्मचारी संघ
कोटद्वार गढ़वाल।

दिनांक १९-७-६२

गढ़भूमि प्रेस, कोटद्वार

A. T. U. C.
Received 2185 21/1/62
Replied.....

मोटार (वर्कर्स) मजदूर यूनियन

MOTOR (WORKERS) MAZADOOR UNION

[Registered Under Indian Trade Union Act, 1926]

प्रधान कार्यालय

सुरजपोल बाहर, उदयपुर

Outside Surajpole UDAIPUR

95-6-

पत्रसंख्या/MWU 61/62

दिनांक 21/1/62

प्रिय साथी, सेक्रेटरी

आपका पत्र मिला है।

रिपोर्ट नावत उदयपुर को 21 मिला विवाद

उदयपुर में को 21 मिला को चालू होने के बाद दिनांक 23-9-61

को मिल में काम करने वाले श्रमिकों में से कुछ लोग उदयपुर और उदयपुर को 21 मिला मजदूर श्रमिकों का काम करने का निर्णय लिया।

दिनांक 23-9-61 को श्रमिकों के रजिस्ट्रेशन के लिए प्रार्थना

पत्र शिवाजी हाथ में श्रमिकों को प्रेषित कर दिया गया जिस में

साथी व्याजराज सिंह साथी हंसराज साथी मदन लाल और उपस्थित साथी मदन

साथी जगन्नाथ साथी शाम दास साथी जोइन्ट साथी प्रभुचंद साथी दीन

साथी दामोदर साथी सोहन साथी राम साथी बलदेव साथी गोपाल

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जिससे वे लाल कपड़े बालों को तथा कम्प्यूटिस्टों को गालियों बंदने लगे
और हमें भारत को दोड़ कर रसिया जाने का आदेश दिया तथा रुलाना किया
कि इस दिन की इंट से इंट बजा दूंगा। राष्ट्रीय कांग्रेस की श्रुतिमत इन्टर
ग्रहा स्थापित करे रूँगा।

उन्हे इस प्रकार के कामों पर हमने उस समय रोक मोटा
रहना उचित समझा। इधर इनकी प्रहकार्यवाहियों चल रही थी कि मैंने ज
मैंने ने अन्दर की श्रुतिमत बनाने का कार्य आरम्भ कर दिया और तिरंगे
कपड़े से नीचे श्रुतिमत की स्थापना कर दी।

जब दो युनिवर्स और बन गई तब हमारे साथियों ने इस
विषय में शान्त रहना उचित समझा। और श्री दुर्गेबत अपने हतकपड़े
के लाने रहे। दिनांक 22-5-62 तब श्री केशव दो तीन नाच के मिल बाउन्डरी
में जब दर्स्ती गये और पुलिस में उनसे विचार्य कार्यवाही हुई तथा कुछ
व्यक्तियों को जो उनके साथ थे काम से सम्पत्त कर दिया। इस बाबत विवाद
चल रहा था कि दिनांक 29-5-62 को श्री सुरवाडिया जो मुख्य मंत्री राज-
स्थान उदमपुर आये और उन्हे ने मैंने जमानत से श्री दुर्गेबत पर से पुलिस
के हाट्टाने एवं निकाले दूर व्यक्तियों को काम पर रखने की बात कही।

मगर मैंने जमानत से निकाले दूर व्यक्तियों को काम पर रखने से इन्कार कर दिया
उस पर बात आगे के लिये टल गई। दिनांक 2-6-62 को पुनः सुरवाडिया
जो ने मध्य स्तला की और दिनांक 25-6-62 को प्रातः काल दोनों श्रुतिमत
के सदस्यों को सुरवाडिया साहब ने पुनः नंगले पर बुलाया जिस पर मिल
वाले ने मजदूरों को मिल में बुलाकर दूही दे दी। आठ बजे श्री केशव प्रहलोग
सुरवाडिया के यहाँ मिले। जहाँ पर श्री दुर्गेबत गुप के रूप में व्यक्त ने दूसरे
श्रुतिमत वालों को गाली गल्लो ज दिया। सुरवाडिया जी इससे अत्यंत दुःख
ग्रहण कर अन्दर चले गये कि पहले आप होपनी रुकेंगे करके तब आप से
बात-चीत की जायेगी।

सुरवाडिया के चले जाने के बाद अन्दर की श्रुतिमत के मंत्री
श्रीमती कांग्रेस रुम. पी. के नंगले के पास रुक मिटिंग ली और रुकती की उम्मीद
अपील की उसके बाद वे सीटी से ही विरकर गये उधर दुर्गेबत गुप की मिटिंग
राष्ट्रीय मिल मजदूर संघ (इन्टर) के कार्यालय में श्री दुर्गेबत तेली मिटिंग नरवारन हो
के बाद उनका गुप कार्यालय के बाहर रक्ता हुआ था कि श्री शिव दत्त मिट उधर से
निकला जिस पर उस गुप ने हमला किया और मारपीट की वह वहाँ से भाग कर
अपने क्वार्टर की तरफ गया और वहाँ से अपने साथियों को लेकर बापत आया
दोनों गुपों में कलहा हुआ और उसमें स्वर्गीय भूट मोहन के का रबून हुआ श्री
माल ने ली तथा श्री दिवाकर जर-मी दूर। दूसरे गुप के 5 व्यक्त प्राप्त हुए

मोटार (वर्कर्स) मजदूर यूनियन

MOTOR (WORKERS) MAZADUR UNION

[Registered Under Indian Trade Union Act, 1926]

प्रधान कार्यालय

हरजपोल बाहर, उदयपुर

Outside Surajpole UDAIPUR

पत्रसंख्या/MW/MLU

(२)

दिनांक

१६

4 इस विषय में मद्रमी जानकारी में रखने की बात है कि श्री कुंवर कान्त पोतेरी जो श्रमिक संघ के अध्यक्ष हैं श्रीधर लाल फारख जो स्वयं को देन लेन करते हैं और बदा-लत भी इस घटना को दो तीन दिन पूर्व से ही मद्र अडवाट देला रहे थे कि कुंध रखन खराबी होने वाली है। हालात काफ़ी बिगड गये हैं।

हमारे मद्र मान्यता है कि मद्र सब काण्ड की दुर्गवृत्त तथा

उनकी पार्टी के लोगों की शाजिस मात्रा और वे इस काण्ड की डाड में मजदूरों पर अपना नेतृत्व थोपना चाहते थे। जो बाद के उनके कामों से जाहिर हो जाता है। दिनांक १-७-६२ को श्री दुर्गवृत्त तथा उनके सहयोगियों ने मजदूरों को साथ लेने के लिये आतंश का सहारा लिया और नूर मोहम्मद के हत्मा के अंग्रेजों में जेल भिजवाने का भयवताकट कालीपट्टी बांधने को विवश किया और कुंध लोगों को गलत इन्जाम लागू कर डेसाया भी। पुलिस के सहारे एवं सरकारी मशीन का दुरुपयोग करके इस घटना की डाड में इन्जाम घज काम किया गये। दिनांक ६-७-६२ को श्री कुंवर कान्त पोतेरी ने लाल कण्ड के कार्यकर्ता तथा इन्जनीयर्स मजदूर श्रमिक के जनरल सेक्टरी के समक्ष के साथ मारपीट की।

इस प्रकार मद्र बात साफ़ हो जाती है कि श्री नूर मोहम्मद की हत्मा कराने में इन्टकी नेताओं का पूरा हाथ था और मामिले में उलने हो गुन्हागार हैं क्यो कि दोनों ही हमारी यूनियन खडी नही होने देना चाहते थे। ~~मद्र~~ हुक्मसट में मद्र रिपोर्ट के हा है साथ ही इस पर हमारे मद्रों से जो पर्चे निकले वे भी संलग्न हैं।

आपका भाई
निदत शर्मा

प्रति लीपी - सेक्टरी एस टी. इ. ली.
जमशुट

xx

July 21, 1962

Com. Madan Sharma,
Motor (Workers) Mazdoor Union,
Outside Surajpole, Udaipur

Dear Comrade,

Thanks for your report.

2. 'Hindi Times', a weekly published from Delhi has attributed the murder of 'Nur Mohd' and injury to another, to agents of the management. According to your report, it is the job of INTUC group. We received a leaflet a few days ago which also laid responsibility on the management.

Please tell us if any arrests have been made by the police in this respect - whose group - and who is inquiry proceeding. We should agitate for justice and punishment to the culprits and stopping of goondaism.

Leaflets said to have been enclosed have not been received.

3. I will be reaching Udaipur on 27th July. The exact time will be intimated to you later on.

With greetings,

Yours fraternally,

K.G. Sriwastava

(K.G. Sriwastava)
Secretary

continued to have a heavy rainfall of 18 inches in the 24 hours ending...

the Peechi Dam was 240.16 feet above the level of 239.02 feet.

LED IN LLAPSE

CUT, July 15
succumbed to the collapse of a house at the headquarters

wall is attributed to that area. The city is exp...

DELAYED THAN

Service
UR, July 15
lack of monsoons in the region is causing the farmers in the State.

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tortion and some
division, like
ner, state that
and cash crops
want of rain
monsoon does
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if production
fall consider-

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parts of Kotah
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LORD
ING
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current crisis inside the GERA "in-
opportune" and said it was not
based essentially on ideological or
political or organisational differences
of the FLN which have become more
aggravated with the passage of time."

OAS LEADERS LEAVE WITH HUGE SUM

TUNIS, July 16 (AFP)

The Tunisian weekly *Jeune Afrique* claimed today that ex-Gen. Paul Gardy and the other chiefs of the Secret Army Organisation (OAS) in Oran had left Algeria with the agreement of their sworn foes of the Algerian National Liberation Front (FLN).

According to the paper, the FLN refused an amnesty for Gen. Gardy and his friends but promised to leave them alone if they left Algeria at once.

The OAS leaders—including those who had left Algiers after the OAS-FLN ceasefire there on June 19—sailed from Oran on board a fishing trawler, taking 4,000 million new francs with them, the paper stated.

It said they "landed in Spain or in the neighbouring isles with arms, luggage and money".

WEDDINGS

Mr. S. Packiriswami Pathar, Agriculture Income Tax Officer, Sirkali, celebrated on Thursday the marriage of his son Chi. Durairaj with Sow. Prema, daughter of Mr. P. Narayanaswami Pathar.

The marriage of Sow. Sasirekha, adopted daughter of Mr. M. Murugesu Padayachi, proprietor, Murugan Transports, Cuddalore, with Chi. D. Krishnamurthy, M.B., B.S., son of Mr. R. Duraiswamy Kalingarayar, president, P Adhivarahanallur Pan-chayat, was celebrated on Friday at Adhivarahanallur.

The marriage of Chi. T. R. Ramachandran, brother of Mr. T. R. Krishnasamy Iyer, mirasdar, Tirupapuliyur, with Sow. Minakshi, daughter of late Vythinatha Iyer of T. Pudukpalayam, was celebrated on July 9 in Venamamalai choultry at Tirukol-lur.

The wedding of Sow. Annapurani, daughter of Mr. K. V. Venkatarama Iyer of Komaralingam with Mr. T. K. Subramanian, son of Mr. S. Krishna Iyer of Thiruvanaikkaval, was celebrated on Wednesday last.

Mr. R. Sankara Iyer, proprietor, Sri Ramakrishna Cafe, celebrated the wedding of his daughter, Sow. Ramalakshmi with Chi. S. Subramaniam (State Laboratory, "Ag-mark", Erode) son of Mr. S. Sankara Iyer at his residence at Hanu-manthapuram on Wednesday.

Mr. T. S. Shanmugasundaram Chettiar, Cotton merchant, Tirupur, celebrated the marriage of his daughter Sow. Raja Rajeswari with Chi. M. Karthikeyan, Lecturer, Alagappa College, Karaikudi, son of Mr. M. P. Maruthamuthu Chettiar, Coimbatore, at Mangala Vilas, Tirupur on July 9.

Mr. Manradan who arrived here this morning left for Madras by train this evening.

Wage Board For Motor Workers

THANGAMANI'S PLEA

Mr. K. T. K. Thangamani said in Madurai that the 20th session of the Indian Labour Conference will be held in New Delhi for 3 days, commencing from August 7, where problems relating to labour in the country will be discussed.

Mr. Thangamani who was presiding over the 17th anniversary of the Madurai Motor Workers Union, held on Sunday at the Victoria Edward Hall, also stressed the need for setting up a wage board for motor workers.

The agenda for that conference, he said, included subjects regarding amendment to the code of conduct by imposing restrictions on hunger-strike, adequate measures for protection against victimisation and reference of cases of victimisation to arbitration; representation to public sector on Indian Labour Conference and other tripartite committees; appointment of tripartite committees to report on wage trends during the first and second Plan periods; publication of new series of consumer price index numbers for industrial workers and review of the working of the Employees State Insurance Scheme.

Mr. Thangamani said these subjects were very important in the present context and hoped something useful might come out of the conference. He also laid stress on the need for constituting a wage board for motor transport workers and providing security against victimisation of workers. He also wanted that the emoluments of the motor workers also should be increased consistent with the rise in cost of living.

Mr. K. M. Sundaram, secretary, Tamilnad Motor Workers Federation, Madras, inaugurating the conference, described the general conditions of the workers employed in motor transport industry and said necessary steps should be taken to better their lot. He exhorted the workers to strengthen their union.

Mr. P. Dandapani, vice-president of the Madurai union, hoisted the flag and appealed to the workers to rally round this banner. Mr. S. Marnarswami, secretary, earlier, presented the annual report on the working of the Madurai Motor Workers Union.

Mr. S. A. Muruganandam and several others spoke on the grievances of motor workers and how they should be redressed.

Resolutions urging the Government to set up a wage board for motor transport workers, to nationalise motor transport, to permit the Madurai Municipality to ply buses, to include all the bus routes above 100 miles to be taken over by Government instead of 120 miles, as proposed at present, and to run express buses between Madurai and Trivandrum, Madurai and Kottayam via Cumbum and Kumull, were adopted at the conference.

today our army which come from the north and from the south... guarding our frontiers and guarding them at great heights... 18,000 and 17,000 feet. They are living there on the high mountains in snow and slushy conditions but doing their duty by guarding our frontiers. They are guarding India and it is in the interest of every citizen of India that the soil of our motherland whether in the north or in the south should be defended. A country which cannot defend its sacred soil has lost its vigour and is doomed."

WINNING LEAD FOR ITALY

MILAN, July 15 (Reuter)

Italy took a decisive 3-0 lead over Britain in their Davis Cup European zone semi-final tie here yesterday.

Nicola Pietrangeli and Orlando Sirola, Italy's experienced doubles pair, clinched the tie by beating Britain's Billy Knight and Tony Pickard 6-3, 6-4, 6-8, 6-3.

Italy, who reached the challenge round of the competition in the past two years, had won both opening singles on the opening day when Pietrangeli beat Mike Sangster 6-3, 4-6, 7-5, 8-6 and Gardini defeated Billy Knight 6-1, 8-6, 6-1.

The USA clinched victory over Canada in their American Zone match at Cleveland, by winning the doubles match. Chuck McKinley and Dennis Ralston beat Canada's Francois Godbout and Don Fontana 11-9, 7-5, 6-1. On the opening day, McKinley beat Godbout 6-4, 3-6, 6-3, 6-4 and John Douglas defeated Don Fontana 6-4, 6-2, 5-7, 6-4.

Sweden took a 2-1 lead against South Africa when they won the doubles on the second day of the European Zone semi-final at Baastad. Swedish pair Jean-Erik Lundquist and Ulf Schmidt beat Abe Segal and Cliff Drysdale 6-4, 6-2, 9-7.

Drysdale, who beat Schmidt in the opening singles at 6-3, 6-2, 3-6, 6-3 was brought into the doubles because Gordon Forbes, who lost to Lundquist 2-6, 4-6, 1-6, in the opening singles twisted his ankle during the match.

Bidding For 1966 C'wealth Games

NEW DELHI, July 14 (PTI)
The Commonwealth Games Sub-Committee of the All-India Council of Sports will meet here on July 19 to discuss India's chances for bidding for the 1966 games.

The Sub-committee, with the Maharaja of Patiala as its chairman, comprises the Maharaja of Baroda, Mr. Prem Bhatia, Mr. M. R. Krishna and Mr. Boothalingam.

National Swimming At Trivandrum

CALCUTTA, July 14
The National Swimming Championship will be held at Trivandrum on Nov. 15, 16, 17 and 18

स्टेट रोडवेज वर्कर्स यूनियन राजस्थान

प्रधान कार्यालय, जयपुर

प्र. का./ब्रांच _____

दिनांक 4.9.62 १९६२

पत्र संख्या जो० की/192/62-63

282

A.T.U.
7/9/62

श्री. श्री. :-

श्री. श्री. :-
अधिकृत भारतीय रेल यूनियन कार्गो से
नई दिल्ली

विषय: यूनियन के काम समाप्त स्वीकृत
हस्ताव.

प्रिय बन्धु,

हमारे यूनियन की जयपुर शाखा की उम्र 30-35 वर्ष की काम समाप्त स्वीकृत टारगटि वर्कर्स एक्ट से सम्बन्धित हस्ताव की उम्र उम्र की भी आयु के अन्तर्गत के साथ संगठन के उचित की जा रही है।
कृपया हस्ताव में हस्ताविक विषयों के सम्बन्ध में उचित कार्यवाही करें।

अभिनादन सहित

आपका

[Signature]
मंत्री

[Handwritten mark]

ट्रांसपोर्ट वर्क्स एक्ट से सम्बन्धित प्रस्ताव

स्टेट रोड वेज वर्क्स यूनियन की जयपुर शाखा की यह आम सभा राज्य सरकार द्वारा आज दिन तक ट्रांसपोर्ट वर्क्स एक्ट १९६१ स्क/ फरवरी १९६२ से केन्द्रीय सरकार के फौसले के आधार पर जमठ में लाये जाने की कोई ठोस कदम न उठाये जाने के बारों में अपनी रोष प्रकट करती है। जिस सम्बन्ध में यह आम सभा निम्न तथ्यों को विवाराथ लेती है।

राज्य सरकार ने केन्द्रीय एक्ट के अधीन जून १९६२ में रोड़ ट्रांसपोर्ट वर्क्स रूल्स को लागू करने का निर्णय लिया और उसके आधार पर सरकार द्वारा इन्स्पेक्टर आदि भी नियुक्त हो चुके हैं।

स्टेट रोड़ वेज वर्क्स यूनियन की यह आम सभा राज्य सरकार द्वारा एक्ट की तहत जो रूल्स बनाये हैं, इन्स्पेक्टर नियुक्त करने आदि के मामले में राज्य सरकार द्वारा बरती गई नीतियों के बरों में सम्भारता पूर्वक विचार किया तो यह तय पाया कि राज्य के श्रमविभाग में ट्रांसपोर्ट वर्क्स एक्ट पर जमठ कराने के लिए जो नैतिक साहस व जम्मेदारी की भावना तथा श्रमिकों को राहत देने वाले कानूनों को लागू कराने में श्रम हित चिन्तक की भावना होना चाहिए जिसका निदान्त आव पाया जाता है।

यह आम सभा राज्य के श्रम विभाग द्वारा ट्रांसपोर्ट वर्क्स एक्ट पर जमठ कराने में जो ढिलाई जान भूफ कर बरती जा रही है उसके बाबत अपना रोष प्रकट करती है। यह सभा राज्य सरकार से मांग करती है कि ट्रांसपोर्ट वर्क्स एक्ट का समुचित पालन कराने के लिए तुरन्त व्यवस्था की जावे।

D. T. U. WORKERS' UNION.

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FOR FAVOUR OF PUBLICATION

SECTORS OF THE STATE AND INDUSTRIAL GOOD RELATIONS

The late Mr. ... impelled the D.T.U. workers under the banner of the D.T.U. Workers to take an unprecedented decision to observe a 'Safetyvacuum—Courtesy Week' from September 17 to September 23 1952. This pioneering effort of the workers heralded an era of goodwill and appreciation and laudatory messages from the City ...

For some time past some interested political elements and the capital press controlled by them had been carrying on a campaign of infamy and falsehoods that the workers of the D.T.U., more particularly the conductors, misbehaved with the public and that the safety of the passengers in the buses was not ensured. The observance of the Week gave an effective lie to the campaign and the interested motives with which it was conducted. The D.T.U. workers not only ~~demonstrated~~ demonstrated their resolute will to serve the public of Delhi as best as they can but also pledged them anew to create goodwill for the ^{themself} workers amongst the public so that the ~~inimical~~ inimical to the workers could not succeed in their ~~virulent~~ virulent propaganda and campaigns to discredit the ^{them} workers.

In the past several weeks ^{were celebrated} with laudatory purposes but with no spontaneity on the part of people and the workers, which are element most concerned with the success of such observances. This was the first ~~point~~ point of effort on the part of the organised working class of D.T.U. and ~~also~~ also the trade union body-D.T.U. Workers' Union took up the cudgels on behalf of the workers and successfully observed the week, without the ~~paraphernalia~~ paraphernalia of ~~propaganda~~ propaganda and officialdom and with the full, willing, and spontaneous participation of the workers. The week, which are usually observed ~~by~~ by ~~authorities~~ authoritatively directed and inspired and in this kind of observance the participation of the public and workers are conspicuous by the absence of ~~any~~ any ~~official~~ officialdom.

The observance of the week heralded an era of goodwill for the workers in the mind of the public, on the other hand, it was also instrumental in bringing about a thaw in the strained industrial relations in the D.T.U., by bringing to one platform the representatives of the management and the workers and it is the hope of the Union, and also its sincere wish that this start of cooperation and goodwill will be

harbinger of a lasting peace and settlement of all disputes—both outstanding and future—in an atmosphere of cordiality and goodwill. This is a one more significance of the Week.

The Week was inaugurated on the evening of 17th September, 1962 in the Training Hall of the Delhi Transport Undertaking by the Mayor of Delhi, Shri Nur-ud-din Ahmed, and chairmanship of the meeting was conducted by the Chairman of the Delhi Transport Committee. Some Councillors of the Municipal Corporation of Delhi were present on the occasion, while all the leaders of political parties in the Corporation had sent their messages of goodwill and greetings to the workers, which were read out to the audience on the eve of the inauguration.

In the messages by leaders of the political parties, one running theme was that the nationalised transport Undertaking and its workers should set a model which could be looked to by the other workers and undertakings and in order that the public ownership of the means of transport wins the favour of the public, the idea of observance of the Week was much laudatory. The leaders also expressed the hope that the feelings expressed in the Week, encouraged amongst the workers would be of continuing nature and would not be limited to one week only. The messages were sent by the Mayor of Delhi, the Chairman of the Delhi Transport Committee, the General Manager of the Delhi Transport Undertaking, Sarvahi Prem Sagar Gupta, Vijay Kumar Malhotra, Brij Mohan, Fateh Singh. The audience greeted the messages with loud applause at the end of each reading.

Addressing a gathering of about 1500 off-duty workers, the Mayor congratulated the workers and Union for having initiated the idea of observing this Week and exhorted the workers to fulfill the responsibilities which devolved upon them as workers of a nationalised transport Undertaking. It was a matter of pride, both for the workers and the Undertaking also, that the workers of the Undertaking, out of their own interest, spontaneously have come forward to fulfill this responsibility, the Mayor said. He further said that the workers in the Undertaking should consider the buses as their own property, and while the stressing of clean and efficient maintenance of the buses, remarked that these should be maintained as we maintain our own cars and cycles. He said there should be competitive spirit amongst the workers in properly driving and maintaining the buses and each worker should try to outshine the other in this respect. An excellent maintenance of

buses will not only add to their prestige but to the prestige of the Undertaking they served. He also stressed the necessity of continuous contacts, consultation and taking into confidence the workers in this respect between the management and the Union. Instead of carrying ~~any~~ any points of difference to the Press, an effort should be made to reconcile the differences, because only then the Undertaking can be run smoothly, when there is complete accord between the management and Union and each side enjoys the confidence of other. In the end the Mayor appealed to the public of Delhi to be equally courteous to the workers, because according to him, courtesy was a two-way traffic and it would be befitting the citizens of Delhi if they reciprocate the feelings and sentiment of the workers.

Shri A.C.Nanda, prominent trade union leader of Delhi warmly congratulated the workers on their decision to observe the Week and conveyed the good wishes of all the trade union he represented in this behalf. He stressed the necessity of more further cementing of the relations between the workers and the public, because only then ~~h~~ can they hope to strive for their own welfare. He also appealed to the workers to defend the concept of nationalisation ~~and~~ and of public ownership of vital means of transport and communication and said that they should not do anything which should, in any way, impair the good name and concept of nationalisation.

Shri Radha Kishan and Shri Bhagwan Dutt Wadhwa also addressed the workers and reiterated the feelings expressed by the earlier speakers and the Mayor. Shri Radha Kishan's ~~p~~ speech was marked for the continuous applause it drew from the audience and for the vehemence with which he supported the cause of the workers.

Addressing the workers in the end, Shri Daroga Mal, Chairman of the meeting and the Chairman of the Delhi Transport Committee, congratulated the workers on their decision to observe the Week. Such a large gathering of the workers, present in the meeting, and an equal number who are on duty is an indication that the Week is being organised with the spontaneous participation of the workers and there was ^{no} ~~not~~ doubt as to its success. Shri Daroga Mal appealed for cooperation of the workers in their endeavour to provide the citizens of Delhi with an efficient, cheap and quick means of transport and remarked that the decision has certainly enhanced the prestige of the Undertaking. He said that

during his long social life in Delhi, it was the first occasion that the workers have taken initiative to observe such kind of week and he further assured that all the outstanding disputes between the workers and the management too will be settled in the same atmosphere of cordiality and cooperation which has been observed in the observance of this Week.

During the following six days, from September 18 to September 23, batches of volunteers visited the main bus stands in the morning and evening peak hours to help the passengers as also the staff to create a new era of understanding and goodwill. The enrolment of volunteers was beyond all expectation of the Union. While the Union had set a target of about 200 volunteers, a number double of this came forward to enrol themselves. The services rendered by these volunteers, wearing the red badges on their shoulders were much appreciated by the public at large. They helped the public in boarding the buses in queue, requested their fellow staff to clear the much rush of passengers as possible and requested the drivers to drive the buses with as much caution and safety as they could. Coupled with an educative programme launched by the Union through posters and handbills, the services and activities of the volunteers won all round appreciation and their was good response to their endeavours from the staff as well as the public. They stressed the necessity of accommodating as many passengers as possible and resolving any disputes or points of difference, which may arise on the staff between the members of staff and public.

It goes to the credit of the observance of the Week by the Union and the interest evinced by the volunteers in particular and the general staff members in general, that the comparative revenues of the Undertaking have registered an increase to the tune of Rs.10496.76 during the Week, as compared to the same dates in the last month. 1,75,317 additional passengers have been carried and number of complaints have been considerably lessened to the tune of 7 to 8 complaints daily as compared to ~~the~~ about 2500. Drivers and conductors on duty and number of passengers carried by them which comes to more than 6 lakhs. They have demonstrated that they are capable of being trusted and are prepared to fulfill the responsibilities which devolve upon them as workers, organised under the banner of D.T.U. Workers' Union and as workers of a nationalised transport undertaking. It is significant to note that during the Week there has not been any major accident, and the number of minor accidents too has been lessened to the barest minimum.

From what we have gathered in the Week and the observations contained above strengthen our oft-repeated statement that the number of buses operated by the Undertaking considerably falls short of the requirements of the public. Further work remains to be done in the case of operation and that figures collected during the Week show that whereas more than six lakh passengers travel in the D.T.U. buses daily, the number of buses operated daily comes to 600 only. In spite of all these odd factors and in spite of the fact that less buses have been operated, more trips have been missed due to breakdown and the buses were ~~were~~ run for less kilometres during the Week- all these compared to the same dates of last month- yet the number of passengers carried and daily earnings have registered an increase.

Another fact which we feel it necessary to record is that the so called D.T.U. Karam chari Sangh, affiliated to the I.M.T.U.C., which often indulges in irresponsible tirades against this Union and which has always tried to disrupt the unity of the workers openly sabotaged this Week and its members openly tried to engage in activities which tell on the fair name of D.T.U. Workers. It goes to the credit of the workers that their efforts did not succeed and the workers effectively countered their vile propoganda.

The observance of the Week was ~~was~~ wound up with a gathering of the Volunteers in the Union office on Sunday the 23rd September, 1962. As more and more volunteers came in to participate in the event, it became evident that the workers have observed the Week with great gusto and enthusiasm and they would continue to serve the public with same cordiality and courtesy with which they have served during the Week. The volunteers were entertained to a programme of music and poems and after that to light refreshments. The General Secretary of the Union thanked the volunteers in particular and the workers at large in general for the successful observance of the Week and hoped that they would continue to follow the programme of the Union in future too with the same spontaniety and enthusiasm, as they have done in this Week. He told them that the public expects much more from them and when they have demonstrated during the Week that they were capable of doing this much, the expectations of the public were bound to rise further.

Isaac Singh
GENERAL SECRETARY.

Andhra Pradesh Motor Transport Workers Federation

President :

K. VENKATA REDDI

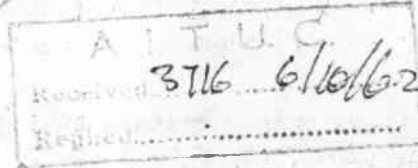
General Secretary :

J. SATYANARAYANA

HIMAYATNAGAR
HYDERABAD-29

Date.. 2-10-1962.....

The Commissioner of Labour,
Government of Andhra Pradesh,
HYDERABAD.



Sir,

A bus-driver by name Sri Koyyana Ramulu of Srikakulam District was dismissed on 15.1.1953. This case was referred to the Industrial Tribunal and the Tribunal awarded reinstatement with back wages. The employer went in an appeal to Appellate Tribunal and the Appellate Tribunal confirmed the award of the I.T. in 1955. Then the employer went to the High Court at Guntur with a writ petition and the High Court dismissed it in 1957. Again the employer wanted the Full-Bench of the High Court, at Hyderabad, to decide the case. The Full Bench also decided the case in favour of the worker in 1958.

Then the award was valued at Rs 4000/- and a certificate was issued by the Govt. for the recovery of the amount in the form of land revenue, and the then Srikakulam Dist. Collector was ordered to recover the amount. He, in his turn, entrusted it to the Tahasildar who endlessly delayed collection. Then in 1962 the employer, in Parvathipuram Munsiff Court, filed a case against the recovery of the amount saying that it is time-barred. The Munsiff Court gave a judgement in favour of the Employer.

Now the worker after fighting the case for about 10 years in the courts, spending whatever he got and secured, is proved to be helpless and he is in a demoralised condition. Govt. with all its machinery could not protect the worker against the onslaught of the employer.

I, therefore, request you to give another certificate for the recovery of the amount, once again fixing up the value of the award, till now, so that another effort can be made for the recovery, without delay, as the implementation of no award can be time-barred.

Thanking you,

Yours faithfully,

J. Satyanarayana
(J. Satyanarayana.)

General Secretary.

Copy to A.I.T.U.C

Andhra Pradesh Motor Transport Workers Federation

President :

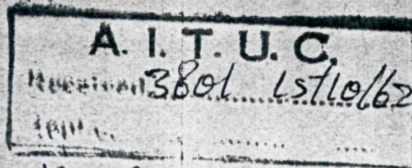
K. VENKATA REDDI

General Secretary :

J. SATYANARAYANA

HIMAYATNAGAR
HYDERABAD-29

Date: 6.10.1962



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Dear Comrade K. G.,

The Bearer of this letter is Comrade Padma Naidu, a clerk in the Govt. Transport in Andhra, and she is being sent by the union to participate in the All India Women's Conference as a representative of Working Women. She is also a Party member, and an active functionary of the union.

So please see that she participates in the Conference as a full pledged delegate.

yours fraternally
J. Satyanarayana
General Secy.
Secy AITUC

To
Comrade K. G. Srivachana
Secretary
AITUC

Hissar Distt. Transport Workers Union

(Affiliated to A.I.T.U.C. & National Federation of Road Transport Workers of India)

Ref. No.

Handwritten initials

A. I. T. U. C.	
Received	29/10/62
Replied	22/11/62

NAGORI GATE.

HISSAR 18-10-62

16-10-62 को रात 8 बजे धुनिपन का जनरल अजलास चौ. बीरबल
को प्रधानता में हुआ. जिस में निम्नलिखित पदाधिकारी चुने गए

1. चौ. बीरबल - प्रधान
2. श्री सेवा सिंह उपप्रधान
3. श्री सुरजीत सिंह "
4. श्री तुलसी दास "
5. श्री शिवपाल सिंह जनरल सेक्रेट्री
6. श्री लक्ष्मण शर्मा ज्वाइंट सेक्रेट्री
7. श्री संतनाम सिंह "
8. श्री शिवपाल बरार "
9. श्री आस प्रकाश रवजायी
10. श्री के.चन्द्र गुप्ता प्रचार मंत्री

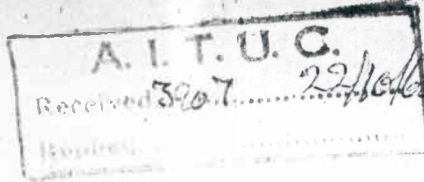
15 वरिष्ठ वर्किंग समिति के मेम्बर चुने गए हैं।

आपका
के.चन्द्र गुप्ता
मंत्री

Hissar Distt. Transport Workers Union

(Affiliated to A.I.T.U.C. & National Federation of Road Transport Workers of India)

Ref. No.



NAGORI GATE.

HISSAR 18.11.62.

18-11-62 - 16 رات کے 8 بجے یونین کا سالانہ جنرل اجلاس جو صدر کا بیٹیل کی صدارت میں ہوا جس میں مندرجہ ذیل میرٹاؤ پاس کئے گئے ہیں۔

I حکم لیسر ٹرانسپورٹ سالکان اور کارخانہ داروں کا ختم کیا جائے۔ معاہدوں اور ایوارڈوں پر پوری طرح عمل نہیں پورے ہوئے۔ ایک یا دو سر ایوانہ بنا کر لگائے ہوئے ورکروں کا کسی مفید کے لئے ایوارڈوں میں نہیں بھیجے جارہے ہیں۔ ورکروں کی بہت سے سائیکس مثلاً ترمیمیاں مفید کے لئے حوالہ کے سپرد نہیں کی جا رہی ہیں۔ کم از کم تنخواہ کے قانون اور ادائیگی تنخواہ کے قانون کے ماتحت ان سیکس نہ ہونے کے برابر ہے۔ جس کا نتیجہ یہ نکلا ہے کہ سالکان ان عمل نہیں کرتے ایوارڈوں اور معاہدوں پر عمل درآمد کی حالت انتہائی افسوسناک ہے۔ ہمارے مفید کی سپر سس سروس ڈیولپمنٹ ٹرانسپورٹ کمیٹی اور ڈسٹرکٹ ٹرانسپورٹ اور کیورس ان تمام غیر قانونیوں میں سے آگے ہیں۔ حکم لیسر کے اس حکم نامہ ذمہ دار افسران اور لیسر کونسل کے نوٹس میں تمام حالات بھی لکھے ہیں۔ جس کا کوئی نتیجہ نہیں نکلا ہے۔ آج کا جنرل اجلاس پنجاب سرکار سے مانگ کر رہا ہے کہ غیر قانونیوں کو ختم کر دیا جائے اور معاہدوں اور ایوارڈوں پر عمل کروائے۔

II حصار سٹیکسٹل ملز میں 1960 سے پولیس کی چوکی قائم ہے اور میٹنگ کی طرف سے غیر قانونی طور پر ٹرانسپورٹ یونین یا بندوں لگائی ہے جس کے بارے میں یونین اور ورکروں کی طرف سے کافی خطوط پنجاب سرکار کو اور حکم لیسر کی کھد لگے ہیں۔ پنجاب سرکار نے ایسی ایک کوئی ایسی مجتہدیں جواب نہیں دی ہے۔ اور نہ ہی پنجاب کے لیسر حکم نے غیر قانونی اور ناجائز طور پر لگائے ہوئے ورکروں کا کسی حوالہ سے سیکرڈ کیا ہے۔ جس سے ورکروں میں بہت بے بسی ہے۔ یونین کا جنرل اجلاس سرکار سے مانگ کر رہا ہے کہ حصار سٹیکسٹل پولیس چوکی ختم کیا جائے اور ورکروں کو ٹرانسپورٹ یونین کے حقوق بحال دیں اور لگائے ہوئے ورکروں کا کسی حوالہ سے نہیں دیکھے۔

III یونین کا جنرل اجلاس پنجاب سرکار کی ٹیکس اور ڈیٹی کا سخت مذمت کرتا ہے۔ جو کہ سرکار نے سرین کلپان نام کا ٹیکس لگایا ہے اس ٹیکس سے غیر ریل ورکروں پر زیادہ بوجھ پڑتا ہے جبکہ ورکروں کو آج کی منگوائی میں بہت کم تنخواہ ملتی ہے۔ اور ٹیکس بہت زیادہ ہے۔ اس لئے اجلاس مانگ کر رہا ہے کہ اس ٹیکس کو اسیر اوسیلوں پر لگایا جائے۔ جنہوں میں زیادہ دینی کی شکتی ہے۔

Hissar Distt. Transport Workers Union

(Affiliated to A.I.T.U.C. & National Federation of Road Transport Workers of India)

NAGORI GATE.

Ref. No.

II

HISSAR

۱۔ یونین کا جنرل ایڈس پنجاب سرکار سے مانگ کرتا ہے کہ ٹرانسپورٹ ورکروں کے لئے جی کالونی
 بنائے۔ جسے سرکار نے دوسری صنعتوں میں کام کرنے والوں کے لئے بنائی ہے۔ کیونکہ شہر
 میں سکالوں کی قلت بخوشے کے کارکنوں کو بہت زیادہ ہے۔ جس سے ورکروں کو سکال لینے
 میں بہت دقت پیش آتی ہے۔ اس لئے جنرل ایڈس سرکار سے پیرزور مانگ کرتا ہے کہ
 ٹرانسپورٹ ورکروں کے لئے جی کالونی بنائے۔

۲۔ یونین کا جنرل ایڈس حکومت پنجاب سے مانگ کرتا ہے کہ ترقیاتی کاموں کی ادائیگی کے قانون میں جو
 ترمیم یونین میں ہو چکی ہے اس کے بارے میں پاس کی جائے اسے لاکھ نہ کرے۔

۳۔ یونین کا جنرل ایڈس دن میں بڑھتی ہوئی تنگائی کو نشوونما دینے والے سے دیکھتے ہوئے مانگ کرتا
 ہے کہ سرکار ضروری چیزوں کی سپلائی کا سرکاری ڈپوٹوں کے ذریعے بندوبست کرے۔

۴۔ اس سال فیلو حضاروں میں بہت زیادہ دست سیدھ آیا ہے جس سے کافی تنگائی ہوئی ہے۔ اور ہزاروں
 کسان اور مزدوروں کو کھانا نہ ملنے اور ان کی فصلیں بھی فراہم ہو گئی ہے۔ یونین کا جنرل
 ایڈس پنجاب سرکار سے مانگ کرتا ہے کہ سرکار سیدھ زدہ لوگوں کی زیادہ سے زیادہ
 امداد کرنے اور ان کو آئے ہوئے کے لئے کوئی سمیت خدمت اٹھائے جس سے غمگین لوگوں کو
 کھیر تباہی کا سامنا نہ کرنا پڑے۔

۵۔ یونین ٹرانسپورٹ ورکروں کے لئے بنائے گئے قانون کے تحت ٹرانسپورٹ ورکروں کی سولہ
 کے لئے کمیشن طوفان ضرور قرار دیا گیا ہے۔ لیکن حصار میں چونکہ ایک ہی ادارہ اس کے لئے
 ملتی ہے اور اس لئے تیار نہیں ہے۔ اس لئے یہ کمیونٹی ایچ حصار کو اس ادارے کی مانگ ہے اس
 طرف کوئی دھیان نہیں دیا ہے۔ یونین کی طرف سے کمیونٹی ایچ کو ادارہ پر لیے گئے پیرس
 دینے کے لئے درخواست دیا گیا تھا تاکہ وہاں یونین کی طرف سے ورکروں کی سولہ کے لئے
 کمیشن کوئی جائے۔ لیکن کمیونٹی ایچ نے یونین کی درخواست کو نامشور کر دیا ہے۔ اور دوسری طرف
 کمیونٹی ایچ کو وہاں کے رکھنے کی اجازت دے دیا ہے۔

۶۔ یہ ایڈس کمیونٹی ایچ حصار کے اس فیصلے کی خدمت میں آئے ہوئے ہیں اور اس سے
 سے درخواست کرتا ہے کہ ایجنٹوں اور اسٹیشنوں کو استعمال کرنے کے لئے یونین کو لیے گئے
 سسٹم پر عمل پیرا ہو سکے۔ کمیونٹی ایچ حصار سے دیکھا گیا ہے کہ وہاں ٹرانسپورٹ
 پر عمل کرنے والے کمیشن طوفانی جائے۔ ایسا نہ ہو تو تباہی ہوگی۔

HINDUSTAN MOTORS LTD.

Calculation of available surplus according to
Bonus Formula of Hon'ble Supreme Court of India.

		(in lakh)
Net Profits as per P & L a/c	...	2,49,71
Add back		
(i) Depreciation	63.07	
(ii) Reserve for Development Rebate	36.00	
(iii) Discarded fixed assets written off.	4.70	
(iv) Bad Debt.	.04	
(v) Charity & Donation	.34	
	<u>104.15</u>	1,04.15
		<u>3,53,86</u>
Less Depreciation (claimed)	63.00	
Income Tax (claimed)	1,13,50	
Dividend	57.89	
Return on Reserve.	2.12	
	<u>2,36,51</u>	2,36,51
		<u>1,17,35</u>
Less Maximum Extra rehabilitation cost in addition to statutory Depreciation	...	20.00
Available surplus before distribution of Bonus	...	<u>97.35</u>

N. B.

- (i) For payment of one month's Bonus
3 (three) lakh will be necessary.
- (ii) The Company will get back refund of income-tax
on the bonus amount. Such refund of income-tax is taken
into account under the formula according to Supreme Court
decision.

N.B.

(111) What percentage % of available surplus is to be distributed as bonus ?

(a) Burn & Co. case - LLJ of 1960 Vol. I Page 585

10.20 lakh as bonus out of
13.72 lakh - available surplus.

(b) 50% of the available surplus (taking refund of income-tax into consideration).

Rajendra Mills case - LLJ 1960 Vol. II Page 53
at Page 56

(iv) The Company has been paying to its staff Rs. 75/= as bonus.

Re : Rehabilitation cost.

(v) There is an award of the Fifth Industrial Tribunal on Bonus for 1957-58 of M/s. Hindustan Motors.

The award was published in the Calcutta Gazette on 21st Sept., 1961.

The said award based on Supreme Court bonus Formula has not been challenged by the company.

Under the award 20 years has been taken as life of the machines.

Under that award - 59.52 lakh has been assessed as total rehabilitation cost Plant & Machinery for the year 1957-58 and deducting depreciation provided extra rehabilitation cost on plant & Machinery will be (59.52 - 30.57 (statutory depreciation)) = 28.95

Extra rehabilitation cost

Plant & Machinery	---	28.95
Building	---	5.00
		<u>34.95</u>

S. Shattachary
2.12.61

শান্তিপ্ৰিয় নাগরিক ও রেল যাত্রীদের উপর পুলিশের

নৃশংস অত্যাচারের প্রতিবাদে—

পশ্চিমবঙ্গের মাননীয় মুখ্যমন্ত্রী ডাঃ বিশ্বানন্দ্র রায় মহাশয় সমীপে সত্ৰকালী কোতরং
অঞ্চলের বিশিষ্ট নাগরিকদের খোলা চিঠি।

মহাশয়,

বিড়লার হিন্দুয়ান মোটর কারখানার শ্রমিক মালিকের বিরোধের কথা আপনি নিশ্চই অবগত আছেন।
আপনি সম্ভবতঃ স্মরণ করত আছেন যে উক্ত কারখানা সংলগ্ন রেল স্টেশনটি বিগত কয়েকদিন যাবত পুলিশ প্রায়
অবরোধ করিয়া রাখিয়াছে। এই রেলস্টেশনটি স্থানীয় জনসাধারণ ব্যবহার করিয়া থাকে। এই স্টেশন হইতে
কয়েক হাজার কর্মচারী ও ছাত্র-ছাত্রী মাসিক রেল টিকেট লইয়া নিত্য কলিকাতা ও অত্যাচার স্থানে যাতায়াত করিয়া
থাকে। নিত্য টিকেট খরিদ করিয়া আরও কয়েকশত লোক এইস্থান হইতে বিভিন্ন দিকে যাতায়াত করে। রেলের
টিকেট ঘরটির সম্মুখে পুলিশ এবং মালিকের দরওয়ান ও মালিকপক্ষের কিছু গুণ্ডাপ্রকৃতির লোক সদাসর্বদা ভিড়
করিয়া থাকে। স্কলে মহিলা, বৃদ্ধ এবং নিরীহ ভ্রমসন্তানদের টিকেট খরিদ করিবার সময় অত্যন্ত বিত্রত বোধ করিতে হয়।
বহু মহিলা এবং ছাত্রী টিকেট খরিদ করিতে না পারিয়া বাড়ী ফিরিয়া আসিয়াছেন—এইরূপ ঘটনাও বিরল নহে।

এই অসহনীয় কয়েকদিন হইতে চলিতেছিল। কিন্তু গত ২২শে নভেম্বর অবস্থা চরমে ওঠে। বৈকাল ৫টা
নাগাদ বর্ধমান জেলায় ট্রেনটি হিন্দুমোটর স্টেশনে আসিয়া থামিয়াছে এবং যাত্রীরা ওঠানামা করিতেছে। স্টেশন
ভিত্তি লোক এই সময়ে পুলিশ অকস্মাৎ টিয়ারগ্যাস ছুঁড়িতে আরম্ভ করে। আমরা যতদূর খবর পাইয়াছি পুলিশ
৮টি টিয়ার গ্যাস শেল নিক্ষেপ করে। এই গ্যাসে কয়েকটি শিশু এবং কতিপয় বৃদ্ধ আচ্ছন্ন হইয়া স্টেশনে শুইয়া
পড়েন। টিয়ার গ্যাসের ধোয়ান স্টেশনের নিকটবর্তী অনেক গৃহের মহিলারা গৃহত্যাগ করিতে বাধ্য হন। টিয়ার গ্যাস
ছোঁড়ার সঙ্গে সঙ্গে শুরু হয় প্রচণ্ড লাঠিচার্জ। নিরীহ রেল যাত্রীরা যে যেদিকে পারে উদ্ধৃৎসাসে ছুটিয়া পালায়।
বহু মহিলা ও শিশু প্রচণ্ড লাঠির আঘাত পাইয়াছেন। একটি তরুণ ছাত্রের হাতের আঙ্গুল উড়িয়া গিয়াছে।
পুলিশ উন্নতির মত জনসাধারণকে তাড়া করিয়া স্টেশনের নিকটবর্তী বটতলা লেন এবং সংলগ্ন বাজারে প্রবেশ
করে। পুলিশ বাহিনীর সংগে সংগে নামিয়া আসে কোম্পানীর দরওয়ান ও ভাড়াটিয়া গুণ্ডাবাহিনী। ইহারা গুণ্ড
বেপরোয়া লাঠিবাজী করিয়াই ক্ষান্ত হয় নাই, সংগে সংগে তাঁহারা দোকানপাট তছনছ করে। দোকানদাররা ভয়ে
পলাইয়া যায় এবং ফিরিয়া আসিয়া দেখিতে পায় যে দোকানের বহু জিনিষপত্র উধাও হইয়াছে। একটি হোটেল,
মিষ্টির দোকান, স্টেশনারী দোকান ও কয়েকটি গরিবতরকারীর দোকান লুণ্ঠ করা হয়। পুলিশ, দরওয়ান ও গুণ্ডারা যে
লুণ্ঠপাটে অংশ গ্রহণ করিয়াছে ইহা স্থানীয় বহু নিরপেক্ষ নাগরিক প্রত্যক্ষ করিয়াছেন। তাঁহারা পুলিশকে দোকানে
ঢুকিয়া বলপূর্বক মিষ্টির খাইতে দেখিয়া অবাক হইয়াছেন। বর্তমানে পুলিশ যাত্রীদের স্টেশনে দাঁড়াইতে দিতেছেন।

আরও একটি ঘটনার প্রতি আমরা আপনার দৃষ্টি আকর্ষণ করিতে চাই। স্টেশনের দিকে লাউউম্পীকার
লাগাইয়া কারখানার ভিতর হইতে মালিকপক্ষীয় কেহ অনবরত ধর্মঘটী শ্রমিক ও স্থানীয় জনসাধারণের উদ্দেশে
গালিগালাজ বর্ষণ করিতেছে। যে ভাষায় গালি-গালাজ করা হইতেছে তাহা মৃত্যুর অযোগ্য। ইহাতে প্ররোচনা
ও উৎসাহী সৃষ্টি করা হইতেছে। ইহা অবিলম্বে বন্ধ হওয়া আবশ্যিক।

মাননীয় মুখ্যমন্ত্রী মহাশয়! বিড়লা কোম্পানীর স্বার্থে স্পেশাল ট্রেন ব্যবহার করা, স্টেশন প্র্যাটিকর্ষ ও
সংলগ্ন অঞ্চলে অসংখ্য পুলিশ দিয়া অবরোধ সৃষ্টি করা প্রভৃতি স্মারককে যদিও আমরা গণতান্ত্রিক রাষ্ট্রের মর্যাদা-
হানিকর বলিয়া মনে করি তবুও শ্রমিক-মালিক বিরোধের বিস্তৃত আলোচনায় আমরা প্রবেশ করিতে চাহিনা। কিন্তু
আমরা শান্তিপ্ৰিয় সাধারণ নাগরিকগণ কেন সর্বদা একটা আতঙ্কিত অবস্থার মধ্যে থাকিব? কেন পুলিশ ও গুণ্ডারা
একটা সন্ত্রাসের রাজত্ব সৃষ্টি করিয়া আমাদের নিরাপত্তা বিপন্ন এবং স্বাভাবিক জীবনযাত্রা বিপর্যস্ত করিবে? কেন
পুলিশ যাত্রী অধ্যুষিত স্টেশন প্র্যাটিকর্ষে অকস্মাৎ টিয়ার গ্যাস ছুঁড়িবে এবং লাঠিচার্জ করিবে? কেন মহিলা যাত্রী
প্রকৃত হইবেন? কেন ছাত্র ছাত্রী, কর্মচারী ও সাধারণ নাগরিকদের স্বাভাবিক গমনাগমন নিয়মিত বিঘ্নিত হইবে?
একটি গণতান্ত্রিক রাষ্ট্রের নাগরিক হিসাবে আমরা রাজ্যের মাননীয় মুখ্যমন্ত্রীকে বিনীতভাবে এই প্রসঙ্গগুলি করিতেছি।

এই প্রকৃতি পরিবার আরও বিশ্বের কারণ হইল এই যে স্থানীয় জনসাধারণের প্রতিনিধি স্থানীয় প্রায় একশত সম্মাননাময়িক ২২শে নভেম্বর সন্ধ্যার ঘটনার পর ক্ষতিগ্রস্ত-দোকানদার ও অত্যাচারিত লোকদের সঙ্গে করিয়া বানায় অভিযোগ করিতে যান। অফিসার ইন্চার্জ এজেন্সির গ্রহণ করিতে অস্বীকার করেন।

আমরা আরও শুনিয়াছি যে জেলা ম্যাজিস্ট্রেট ও মহকুমা হাকিম মহাশয় ঘটনার সময় কারখানার অভ্যন্তরে উপস্থিত ছিলেন। কিন্তু তাঁহারা উপক্রমত অঞ্চলে একবারও পদার্পণ করিলেন না, এমন কি তাঁহাদের নিকট অভিযোগ পরিবার সুযোগও আমরা পাইতেছি না। অথচ অত্যাচার আরও বহুসময়ে কারখানার অভ্যন্তরে তাঁহাদের উপস্থিতির সংবাদ আমরা পাইতেছি।

এই পরিস্থিতিতে নিয়মতান্ত্রিক রাজ্যের মুখ্যমন্ত্রীর নিকট আমাদের সর্বিনয় প্রার্থনা যে আপনি অবিলম্বে হস্তক্ষেপ করিয়া এই সমস্ত অন্যাচারের প্রতিকার করুন। হিন্দ মোটর কারখানার শ্রমিক ও মালিক বিরোধের সন্তোষজনক সীমাংসা করিয়া আমাদের সাধারণ জনজীবনে স্থায়ী শান্তি প্রতিষ্ঠা করুন। আমাদের বৃত্তিতে দিন আমরা কোন শৈবাচারী ধনকুবেরের খেয়ালখুসীর রাজত্বের বাস করিতেছি না। এই রাজ্য মগের মুলুক নহে, একটি নিয়মতান্ত্রিক গণতান্ত্রিক রাষ্ট্র। ইতি ২৫শে নভেম্বর ১৯৩৬

বিনীত নিবেদকগণ

শ্রীবেণুনাথ নাগ
রেজিষ্টার ও সভাপতি ॥ ভূপেন্দ্র স্মৃতি বিদ্যালয়
শ্রীজ্ঞানচন্দ্র মল্লিক
সভাপতি ॥ ভদ্রকালী কোতরং করদাতা ও নাগরিক সমিতি
শ্রীশান্তিপ্রিয় দাশগুপ্ত
মুগ্ধ সম্পাদক ॥ ভদ্রকালী কোতরং করদাতা ও নাগরিক
সমিতি
শ্রীসুশীল কুমার মুখার্জী
চেয়ারম্যান ॥ কোতরং পৌরসভা
শ্রীঅজিত বাগ
ভাইস-চেয়ারম্যান ॥ কোতরং পৌরসভা
শ্রীশশী মোহন ভট্টাচার্য
সম্পাদক ॥ হুগলী জেলা শিক্ষক সমিতি
শ্রীসুবর্ণ সেনগুপ্ত
সম্পাদিকা ॥ আঞ্চলিক মহিলা সমিতি
শ্রীরামপ্রসাদ ভট্টাচার্য
সম্পাদক ॥ ফ্রেণ্ডস কোঅপারেটিভ ॥ ভদ্রকালী
শ্রীনিগিলেশ গুহ
সহ-সম্পাদক ॥ আঞ্চলিক নাগরিক সমিতি
ডাঃ ব্রজেন্দ্র মোহন দাস ॥ সভাপতি ॥ বিবেকদল
শ্রীরাধেশ্রাম রায়
সাধারণ সম্পাদিকা ॥ বিবেকানন্দ ক্লাব
শ্রীশক্তিপদ ভট্টাচার্য
সম্পাদক ॥ অগ্রদূত ক্লাব
শ্রী এস. কে. দত্ত
সম্পাদক ॥ সুহৃৎ সংঘ
শ্রীমৃগাল দাসগুপ্ত
সম্পাদক ॥ উত্তরপাড়া থানা আঞ্চলিক বাস্তবায়ন পরিষদ
শ্রীসুধীন্দ্র কুমার পাল
সম্পাদক ॥ রাণীগোবিন্দ নগর আঞ্চলিক নাগরিক সমিতি

ডাঃ রাখাল চৌধুরী এম. বি. বি. এস.
ডাঃ অজিত রঞ্জন গুহ এম. বি. বি. এস.
ডাঃ দীনবন্ধু মুখার্জী এম. বি. বি. এস.
ডাঃ এ. এ. বাপিত এম. বি. বি. এস (অনাস) ওয়াই. এ
শ্রীনরেন্দ্র লাল চৌধুরী বি. এস. সি. এ. এম-এম.ই.
,, যতীন্দ্র নাথ চক্রবর্তী
,, বিজয়রক্ষ পাল
,, হরিশ দাস
,, বিভূতি দাস
,, প্রশান্ত কুমার দত্ত
,, সমরেন্দ্র নাথ মজুমদার
,, প্রবোধ চন্দ্র গাঙ্গুলী
শ্রীচিত্তরঞ্জন তালুকদার
কমিশনার ॥ কোতরং পৌরসভা
অধ্যাপক গঙ্গেশ চক্রবর্তী
কমিশনার ॥ কোতরং পৌরসভা
শ্রীশঙ্কু দাশগুপ্ত
কমিশনার ॥ কোতরং পৌর সভা
শ্রীনক্ষত্র ভূষণ মল্লী
সম্পাদক ॥ ভদ্রকালী দেশপ্রিয় বালিকা বিদ্যালয়
শ্রীসুবল মিত্র
সম্পাদক ॥ রবীন্দ্র নগর স্কুল কমিটি
শ্রীঅনিল সরকার
সভাপতি ॥ রবীন্দ্র নগর
শ্রীঅজিত বসু
উদয়ন পল্লী
শ্রীমণীন্দ্র অধিকারী
২নং গভর্নমেন্ট স্কুল
শ্রীমহেন্দ্র কর্ণকার
অধিনী দত্ত নগর

MEMORANDUM

OF

HINDUSTHAN MOTOR WORKERS UNION

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To the Hon'ble Prime Minister, Shri JAWAHARLAL NEHRU
Raj Bhawan, Calcutta.

Dated 2nd December 1961.

Sir,

In view of the serious situation that has arisen out of unreasonable and adamant attitude of the employer (Messrs. Birla Brothers), the wanton police terror that has been let loose in the entire area, the open police interference in an industrial dispute in favour of the employer in utter disregard of the just demand of the workers, we, on behalf of the six thousand workers of the Hindusthan Motor Factory, deem it necessary to place before you the facts and circumstances which have forced the workers to take recourse, as a last resort, to strike action all other avenue having been closed due to unconciliatory and vindictive attitude of the employer.

The entire area has been turned into an armed police camp. Police oppression is not sparing even ordinary public who are in no way connected with the industrial dispute or with the strike. Such police brutalities have justly evoked indignant protest from responsible public men of the locality and their protest has been recorded in their open letter to the State Chief Minister.

Armed police guards are affording protection to the employer in bringing in new recruits and also under their protection ganster elements engaged by the employer have held the security and peace of the local people and the peaceful strikers at random. Even peaceful picketing is taken to be forbidden.

In order to bring about a settlement and restore normalcy it is urgently necessary that the State Government abandon its partisan activities in favour of the employer, takes cognizance of the justness of the demand of the workmen to have due share in the fabulous profit that the Company has earned during 1960-61 which the employer has been stubbornly refusing to part with. That the workers can justly claim legitimate share in the increasing prosperity of the industry has been accepted on all hands. But the policy of the management of the Hindusthan Motors Factory and the activities of the State Government which add premium to this policy and attitude of the management are palpably in complete contradiction of this accepted principle.

For the benefit of your appreciation we recount below the facts which fully support the justness of the claim of the workmen for Bonus and also facts relating to the attitude of the employer and the Government at different stages of the development of the present situation.

(1) The Hindusthan Motors Limited is a pioneer automobile manufacturing concern in India employing about 6,000 workers.

(2) From assembling motor parts imported from overseas which started in 1948-49, the factory now produces seventyfive percent of the component parts of a motor car and fifty percent of those of a truck.

(3) During the last ten years production has increased tenfold - from a daily production of 5 to 6 cars and trucks to 50 to 60 cars and trucks. Since January 1959 a new section - the heavy engineering section has been started producing structural materials.

(4) From the year 1956-57 the Company started earning profits which increased by leaps and bounds in each succeeding years. According to the Company's Balance Sheet the net profit of Rs. 9 lakhs 92 thousand earned in 1956-57 increased to Rs. 11 lakhs 55 thousand in 1957-58, to Rs. 34 lakhs 88 thousand in 1958-59, to Rs. 1 Crore 37 lakhs in 1959-60 and in the year 1960-61 the net profit recorded a sharp increase to Rs. 2 crores 49 lakhs and 71 thousand. Since 1956-57 the net profit has thus increased 29 times. In view of such fabulous profit in 1960-61, the workers put forward a claim of six months' basic wages as Bonus which the management rudely turned down although they afford financially to satisfy the legitimate claim of the workers.

We are enclosing herewith a note for your perusal which shows that the claim of Bonus of the workers can be easily met from out of the net profits even on the basis of the formula laid down by the Hon'ble Supreme Court of India which is generally used by all Tribunals in order to determine the available surplus for distribution of Bonus to workers.

(5) It would be worth-mentioning incidentally that in this concern where production has increased ten times during the last ten years and net profit has increased 29 times during four years the workers are still denied the benefit of dearness allowance linked with the cost of living index which is enjoyed by the workers of all other similar engineering concerns. Basic wages also are below the prevailing rates of wages that are in force in comparable engineering concerns. Thus although the prosperity of the Company has been increasing rapidly the net profit having increased 29 times within a short span of four years, the workers are denied wages even on a par with those prevailing in other engineering concerns and their legitimate claim of Bonus has been turned down.

(6) All efforts on the part of the Union having failed due to adamant and unconciliatory attitude of the management, the workers had no other way out than to decide as a last resort, to strike action.

(7) But before the workers actually struck work, the management suddenly locked out the factory on and from 10th October 1961, and the occupants of the quarters were ordered to vacate their quarters. The Government of West Bengal did not take any notice of this entirely illegal action on the part of the management. Rather it appeared from the posting of a large police force inside the factory that this illegal lockout had the active support of

the State Government.

(8) Perhaps by arrangement the State Government after 33 days of this illegal lockout suddenly referred the issue of Bonus on 9th November 1961 to a Tribunal followed by withdrawal of lockout by the Company on the 11th November. The Company tried to bring in new recruits under police guards but failed and all the 6,000 workers abstained from work. The workers were not disinclined to fight their case in the Tribunal, but what they wanted was some advance against Bonus to be finally adjusted after the Award by the Tribunal.

(9) The Railway authorities too by going out of their way, came to the assistance of the employer whether of their own or under instruction of the Ministry of Railways we are still not aware of, by providing Special Trains at midnight of the 19th and 20th November to carry blacklegs from Howrah Station to Hind Motors Station - a distance of about 8 miles. It is also something extraordinary and unprecedented that the Railway authorities should provide Special Trains to the employer and should interfere in an industrial dispute. Besides those posted inside the factory during the lockout period, the State Government provided a large force of armed police turning the entire area and the Hind Motors Railway Station into an armed police camp.

(10) Workers, ordinary public, daily passengers are bearing the full brunt of police oppression - indiscriminate arrests on wild charges, lathi charge, tear-gassing, harassments of ordinary citizens have aggravated the situation.

(11) Even the efforts that were made a few days ago by the Hon'ble Home Minister, Govt. of West Bengal failed despite eagerness and readiness on the part of the Union for an amicable settlement and for ending the impasse. The proposals put forward by the Hon'ble Minister with minor modifications made by the Union that the amount of advance be reasonably increased and the same be deducted after the Award of the Tribunal which would be adjudicating upon the claim of Bonus of the workers, have been turned down by the management.

We have stated in the foregoing the facts relating to the dispute and how a serious situation has been precipitated by the arrogant and unconciliatory attitude of the management and aggravated by the open assistance and support extended by the State Government by means of police terror and other punitive measures against the workers and the public of the locality.

We, on behalf of the 6,000 workers, would appeal to you for your immediate intervention in this serious situation so that police help to the employer and repressive measures against the workers are withdrawn and for exercising your sobering influence in favour of an amicable settlement of the dispute.

Thanking you,

Yours faithfully,

(Ranen Sen)
President.

(Dinen Bhattacharya)
Secretary.

حصار میونسپل کمیٹی کو سرکاری نوٹس

(دوسرے بیان کر کے)

بجانب سرکار سے اپنی ایک چیمٹی مورخہ 24/11/54 کے ذریعہ لکھا ہے کہ میونسپل حصار سے سڑکوں کے ضابطہ نگار اور خلائف قانون پاس کی ہیں۔ اس لئے 19 روز کے اندر اندر وہ بیان کرے کہ کیوں نہ اس کمیٹی کو نوٹس دیا جائے۔

خللاصہ سے ضابطہ نگار جو بیان کی جاتی ہیں۔

1- 4 1/2 کی کمیٹی کی میٹنگ جو صدر کا بیان کرنے کے لئے بلائی گئی تھی۔ بغیر چاند کے ختم کر دی۔

2- 18 جولائی کو ایک میٹنگ بلائی گئی جس کی صدارت ڈاکٹر سورج پرکاش بدانی نے کی تھی اور دیر کے بعد شری پرناپ سنگھ آگے اور انہوں نے یہ کہہ کر میٹنگ منسوخ کر دی کہ ہمارے تین سال پورے ہو گئے ہیں۔ اس کمیٹی کا کام کرنے کا کوئی حق نہیں۔

3- چار ماہ سے کمیٹی بغیر صدر کے چل رہی ہے۔ اور اس کا چناؤ نہیں ہو سکا۔ اس لئے کمیٹی کام کرنے کے قابل نہیں ہے۔

4- کمیٹی کی جتنی سب کمیٹیاں ہیں۔ ان کی میٹنگ ہر ماہ ہونی چاہئے لیکن ایک کے سوا کسی کمیٹی کی میٹنگ نہیں ہوئی۔

5- دفعہ 35 کے تحت حاصل شدہ اثاثہ کی نوٹ سے نائیک صدر نے کچھ لوگوں کو نوٹ دی ہے۔ اور کچھ نقصان پاس کئے ہیں جو زمین کو غلط چاہتے تھے۔

6- چھ ماہ سے ہمارے میں سرکار کسی کمیٹی کی طرف سے کوئی کام نہیں ہے۔ کمیٹی کے فیصلے کئے ہیں۔ جو زمین کو غلط چاہتے تھے۔

7- تر بازاری کو ایک آہ مرید خٹ سے لے کر (دو روٹے مرید خٹ) کو بیلا سکر کا سمجھاؤ تھا۔ جس پر کمیٹی نے عمل نہیں کیا۔

8- جو ملازم رکھے گئے ہیں۔ وہ سیدھے رکھے گئے ہیں ایسٹاٹمنٹ ایکٹیو کے ذریعہ نہیں رکھے گئے۔

9- نائیک بریگڈ میں ایک ڈرائیور کو (10 روپیہ ماہوار) پر لگا دیا ہے اس پر بھی سرکار نے اعتراض کیا ہے۔

10- کمیٹی میں ان سب باتوں سے پارٹی بازی ہے۔ کام نہیں ہو رہا۔ اس لئے بھی کمیٹی کو توڑ دینا چاہئے۔

معلوم ہوا ہے کہ اس چیمٹی پر غور کرنے کے لئے کمیٹی کی ایک میٹنگ مورخہ 15/11/54 کو ہوئی۔ جس میں نائیک صدر جو آج کل صدارت کے فرائض سرانجام دے رہے ہیں کے کاسٹنگ ووٹ سے فیصلہ ہوا کہ کمیٹی کو توڑا جائے اور اس فیصلے کا جواب نائیک صدر دین۔

نائب صدر دین۔

حصار میونسپل کمیٹی کی نوٹس کی تقسیم

حصار مورخہ 19 اکتوبر۔ آج حصار میونسپل کمیٹی کے ووٹوں کی تین کی اوسطاً بنیادی اہلیت کے برابر نوٹس تقسیم کر دیا گیا ہے۔ گزشتہ سال نوٹس 130 مان کی خواہ کے برابر تقسیم کی گئے تھے۔ یہ امر قابل ذکر ہے کہ اس سال گزشتہ سال سے تقریباً تین ماہ زیادہ چلے گئے اور پیداوار گزشتہ سال سے ڈیڑھ گھنٹہ۔ اس کے علاوہ اس مالی سال میں سب ہزار تک زیادہ لگے ہیں۔ اور اس اضافے کے باوجود ووٹوں کی تعداد مزید کم کر کے نوٹس دہرے دہرے سے ہی زیادہ کام لیا گیا ہے۔

ایک اور تبدیلی بھی قابل ذکر ہے کہ گزشتہ مالی سال میں یہ مل سکا تھا 365 روپے ہی چلے گئے۔ جس کے 61-1960 کے مالی سال میں باقاعدہ ہفتہ وار عیاشی کو مل بند ہوئی تھی۔ مل منتظران سے ووٹوں کی کمزوری اور کھلم کھری نہ جانے امداد کا پورا پورا فائدہ اٹھایا ہے۔

مزید نوٹس کو مالی امداد دینا مزدوروں کے حقوق کی حفاظت کو بچانے

فتح آباد جو ڈھانپا گیا گاؤں بالکل تباہ ہو گئے ہیں!

چاند پورہ۔ ردھانوالی۔ باہن ڈالا۔ ڈھان گوند نگر۔ چیتن پورہ۔ بیکاسری۔ کولاسنگھ والی۔ ڈھان اڈا۔ کزنار سنگھ والی۔ جگن سنگھ والی۔ شاہی والی کولارام۔ چندر کسان والی۔ جگن سنگھ والی۔ رامانند والی۔ ان دیہات اور ڈھان میں تقریباً 80 مکان گرنے ہیں۔ کوئی جانی نقصان نہیں ہوا۔

تباہ شدہ دیہاتی کمیٹیوں میں!

تباہ شدہ دیہاتوں سے نکال کر جو لوگ اور مویشی فتح آباد کے پھولوں میں لائے گئے ہیں ان کی تفصیل حسب ذیل ہے۔

کیمپ نمبر	تعداد آدمی	تعداد گھوڑے	تعداد مویشی	سہری جو سرکاری طرف سے دی گئی
1	701	107	400	90 سہری
2	330	72	213	35
	1031	179	613	125

سرکاری طرف سے مویشیوں کے لئے چارہ مہیا کرنے کا کوئی بندہ لیت نہیں ہے کچھ دیہات سے لوگوں نے بوسہ اٹھا کر لے لیا ہے۔ لیکن وہ بھی آئے ہیں ملک کے برابر ہے۔ یہ سرکاری بھی مناسب تعداد میں مہیا نہیں کی گئی۔ آئے گا زمین بھی چلا پاور فی کس دیہاتی آبادی کے لئے بہت کم ہے۔ جو زیادہ چرنا چاہتے۔

تحصیل فتح آباد میں سیلاب، لوگوں کی حالت زار

مورخہ 24/11/54 سہرے کو وقت رات پہل پیمان گاؤں کو پانی نے گھریا۔ اس گاؤں میں بلا سب سے آجڑا کر کے کان گراؤں کی تعداد 10 ہے، جس میں 8 مکان بالکل بگڑ گئے ہیں گاؤں کے ارد گرد تقریباً 2 سے تین فٹ اور کچھ جگہ 3 فٹ تک پانی رہا ہے۔ لوگوں نے ٹھکانے کے کڑا سے پر بچوں کو نکال کر دھنا آباد چھایا۔ سرکاری طرف سے ان کو کوئی سہری اور راشن نہیں دیا۔ اس گاؤں کے بارے میں 24/11/54 کو ایک تار تحقیق کیپورٹس پارٹی کی طرف ڈیٹی کٹر حصار کو دیا گیا تھا اس طرح موضع بھاکھی میں بلا سب پوری گاؤں کے پانچ مکان گرنے ہیں۔ مگر ان دونوں گاؤں کو 15 روپے دیئے گئے ہیں۔ سرکاری طرف سے سہری اور راشن نہیں ملا۔ امران فیٹ اور علاقہ کو اس طرف خاص دھیان دینے کی ضرورت ہے۔

(سیکرٹری براہ منج کمیٹی کیونٹس پارٹی فتح آباد)

سیلاب کی حالت کے بارے میں ڈپٹی کمشنر حصار کا بیان

حصار مورخہ 19 اکتوبر۔ آج ہمارے پرسی کا نفر میں سیلاب کی حالت پر تبصرہ کرتے ہوئے ڈپٹی کمشنر حصار نے کہا کہ اس وقت تک 170 گاؤں کو نقصان پہنچا ہے۔ ان میں سے تقریباً 65 گاؤں چاروں طرف پانی سے گرنے لگے۔ فتح آباد اور ٹھکانہ تحصیلوں میں تقریباً آدھے دیہاتوں سے پانی نکل گیا ہے۔ اور لوگ اپنے اپنے گھروں میں چلے گئے ہیں۔ فتح آباد تحصیل کے پانچ کے علاوہ اور سب کی تحصیلوں میں گاؤں میں سے ابھی بھی پانی نہیں نکالا جاسکا۔ بلکہ پانی دریاں اپنا پھیلاؤ زیادہ کر رہا ہے۔ جاگن منڈی میں سے پانی بالکل نکال دیا گیا ہے۔ اور وہاں حالت معمول پر ہے۔ موضع باہن ڈالا میں سے پانی نکالنے کے لئے بہتر کرنا ہے چاند پورہ میں سے پانی 5 فٹ سے زیادہ تھا۔ اور پورے تقریباً 10 فٹ تھا۔

بچے مزید بیان کیا کہ پانی 500 مرید میں ہیں۔ یہیں گیا تھا بکھیرا گیا ہے۔ (باقی صفحہ 4 پر)

ترک اسلحہ کی اپیلیں

دستیہ دیتے قادم پر دستخط
 میں ارسال کریں
 ہم دستخط کنندگان ہندو
 ہیں۔ کہ وہ بغیر کسی دیر کے ملکی اور
 غیر ملکی ناموں پر دستخط کریں اور اس
 میں اور بغیر ترک اسلحہ کے کٹر اور
 ہم مطالبہ کرتے ہیں۔ کہ اس
 اور اپنی جہت کو ریا جائے۔ غیر ملکی
 جائیں۔ تمام فوجی معاہدے ختم کر
 دیں اپنی ہتھیاروں کو ممنوع قرار دیا جا
 معاہدے سے فرار دیکھ جائیں
 پہلے قدم کے طور پر ہم مطالبہ
 ممنوع قرار دیتے جاتے ہیں
 جبکہ ممنوع قرار دیتے جاتے ہیں
 کہ جو انہوں نے جینوا کانفرنس میں
 ہم ہندوستانی سرکاری اور
 کو بنانے اور تجربات کو ممنوع قرار
 کرتے ہیں۔ ہم روس کے زمین پر
 نشانہ اس مشترکہ مقصد کے حصہ
 نام پیش

اور گورنر اور دیگر دستخط شدہ گورنریوں
 کے سرکاری اور غیر سرکاری
 ایک اسلحہ معاہدہ آئینی اور دستخط شدہ
 میں اہل اسلحہ کے مطابق کہ بغیر کٹر اسلحہ
 نگرانی کے نئے معقول اقدامات کریں۔
 آئینی (تباہ کن ہتھیاروں پر بندش لگادی جاوے
 چاہے کسی بھی دستخط شدہ میں ہوں بند کر دیے
 جائیں۔ جن طاقتوں کے پاس آئینی ہتھیار ہیں
 اور ایٹم سے آزاد علاقے باہمی رفاہتی اور
 ہے ہیں کہ فوری طور پر ایسی ہتھیاروں کے تجربات
 جاتے یہ تجربات۔ فضا۔ دہشت گردی اور باہمی
 مسان اور ہتھیاری غیر جانبدار طاقتوں کی تجویزوں
 کتیں بنیاد بنایا جاوے۔
 مشوں کی جوہر ترک اسلحہ اور ایسی ہتھیاروں
 لینے کے سلسلہ میں کر رہے ہیں۔ پوری جماعت
 اسلحہ تمام لوگوں سے اپیل کرتے ہیں کہ وہ
 لئے جدوجہد کریں۔
 دستخط سکریٹ

پلاسٹک کے بنے ہوئے سخن

چلنے والے جہاز
 ماسکو۔ (تاس) یہاں اپنی سے چلنے والا
 ایک جہاز پلاسٹک سے بنایا گیا ہے۔
 جہاز کے بڑے کمرے میں ۶ مسافر بیٹھ
 سکتے ہیں۔ اس کی ساری چیزیں یہاں تک
 کہ اسلحہ اپنی بھی گلاس کے ریشم وغیرہ سے
 بنایا گیا ہے۔ اسلحہ ۱۵۰ ٹن سے زیادہ کھانے
 پلاسٹک جہاز خاص سا بچوں میں ڈھالا
 گیا۔ جو جو پلاسٹک کے بنے ہوئے ہیں۔
 اس پر کوئی دد غن نہیں ہے اور اس
 کارنگ برسون تک برتن اور ہتھیار۔ جس
 پلاسٹک سے جہاز بنایا گیا ہے وہ لوہے
 کی طرح مضبوط ہے۔ لیکن اس کے مقابلے
 میں وہ ہندسی سبک ہے۔

پلاسٹک کی قابلیت کے بارے میں

لیکن (دو) سے ملکی ہتھیاروں میں ابھی وہ نہیں
 روز لگیں گے۔ آگے میں کو آپ سے بتایا کہ
 گاؤں میں کی آبادی ۵۰۰۰ کی تھی ہاں تک تباہ
 ہو گیا ہے۔ اور ہندوی ایٹمی آبار کو تباہی سے
 بچانے کے لئے ریلوے لائن کو کئی جگہوں سے
 کاٹ دیا گیا ہے۔ مرنے والی میں جہاز ہوا کا
 حذر ہے۔
 بار پیروں کو ہی جا ہی امداد کے سلسلہ
 میں آپ نے بتایا کہ اس وقت ۱۱۰۵ لوری
 آتا اور ۵۰۰ سرنگین عرذت منور کو
 دی گئی ہیں۔ غیر سرکاری ڈسٹرکٹ خد
 ریلوے خد کو لایا ہے، اس میں تین ہزار
 روپے اکٹھے کرنے کا خیال ہے۔ اس سے
 کھریں۔ زمینیاں اور کس خرید کر حاجت مندوں
 کو قیام کے جائیں گے۔

سوویت وسط ایشیا میں ہندوستانی بولنے والی بستی

تاجکستان کی وادی حصار میں ڈیرہ مزار باشندوں پر مشتمل ایک آبادی پھیلی ہوئی ہے
 جو اپنے آپ کو یار یا کہتی ہے۔ سوویت یونین کے ماہرین نے اس بات سے ان کی
 بولی کا تحقیقی مطالعہ کر کے یہاں ظاہر کیا ہے۔ کہ یہ ہندوستانی بولی ہے۔ جو بولی
 اور ہندی سے مشابہ ہے۔ مقامی باشندے ان لوگوں کو افغانی کے نام سے یاد کرتے
 ہیں۔ لیکن ماہرین کا خیال ہے۔ کہ ان کی بولی کا افغانی ان کی زبان سے کوئی تعلق نہیں
 یار یا لوگ تاجکستان کے علاوہ ازبکستان میں بھی سوغان دریا کے کنارے بے ہوتے
 ہیں۔ اس میں یار یا لوگ اپنی مخصوص بولی میں بات چیت کرتے ہیں۔
 ابھی تک یہ خیال تھا کہ سوویت باشندوں میں صرف حبشی۔ خانہ بدوشوں کی بولی
 ہندوستان سے آئی ہے۔ اب اس یار یا بولی پر لیتنگ گراڈ میں عالمی کام ہوا ہے۔

سوویت مطبوعات کا تبادلہ ۹ ملکوں کی مطبوعات سے ہوتا ہے

بڑی طاقتوں میں سوویت یونین اپنے ملکوں میں سے صحیفوں کے تبادلے میں اقوامی تبادلے
 کے معاہدوں کی توثیق کی ہے۔ اب وہ ۹ ملکوں سے اپنی مطبوعات کا تبادلہ کرتا ہے۔
 ہر سال دس لاکھ سے بھی زیادہ کتابیں اخبار اور رسالے دوسرے ملکوں کو جاتے ہیں۔
 سوویت یونین کے کتب خانے روزانہ ۳۵-۴۰ ملکوں کو اپنی مطبوعات بھیجتے ہیں۔
 بین القوامی معاہدوں کے عنوان سے جو دستاویز مرتب ہوئی ہے۔ وہ تاریخ میں اپنی
 قسم کی دوسری دستاویز ہے۔ پہلی دستاویز کوئی ۱۰ برس پہلے مرتب ہوئی تھی۔
 چنانچہ یونسکو نے نئی دستاویز مرتب کی ہے۔ جن میں ان تبدیلیوں کا عکس نظر آتا ہے
 جو لوگوں کی اقتصادی اور روحانی زندگی میں پیدا ہوئی ہیں۔
 کتابوں کے بین القوامی تبادلے کے ایک ماہر یورپس کو نغسکی کے تاس فرابکنی
 کے نام لگا کر بتایا کہ مطبوعات کے تبادلے کی بنیاد دوستی۔ فریقین کے مفاد اور
 فوجی تہذیب کے اموروں پر قائم ہے۔ اس لئے تمام ملکوں نے معاہدے پر
 دستخط کئے ہیں۔ اور اس طرح اپنی اس جہتوں کا اظہار کیا ہے۔ کہ ایک دوسرے کی تہذیب
 کو ڈالا کرنے اور باہمی دوستی کو استحکام بخشنے کا کام فروغ پائے گا۔

ایٹمی طاقتوں کے کوششے؟

پتلی میکائو کا ایک کم ۲۴ کلو
 مکاؤں کو مشیت و نابود کر سکتا ہے
 ہوا ہندو یار یا کے لئے ہتھیار
 ہے۔ ہر گیس بیگانہ کا کم ہی تباہ
 سے بھی زیادہ توت کے کم بہت
 ۳-۲۰۲ بارود ہوتا ہے۔ اس کا
 لئے ۵۰ ٹن ٹی این ڈی بارود موجود
 آبادی کو تباہ کیا جا سکتا ہے
 دنیا میں بڑی طاقتیں اس وقت
 ڈالر خرچ کر رہی ہیں۔ اس کے مقابلے
 ہے وہ ۳۵ یا ۴۰ کلو ہتھیار
 کلو ہتھیاروں میں سے نظروں سے اڑا
 ملکوں کی ترقی کے لئے خرچ کیا جا

تقریباً ۳ میں) کے حدود اور ہر کے تمام
 میں کے پھٹنے سے آگ کے شعروں کا گرجا
 کے تمام جاندار چیزوں کو جلا کر خاک کر سکتا
 ہتھیاروں میں آخری ہیں ہے ۱۰۰ میگا ٹن
 ہوا میں موجود ہیں۔ ایک میگا ٹن کم دس
 یہ ہوا کو دینا کے ہر آدمی کو تباہ کرنے کے
 اور اس سے موجودہ آبادی سے کئی گنا زیادہ
 کئی ہتھیاروں میں ہر سال بارہ سو کلو ہتھیار
 ترقی یافتہ ملکوں کو جو اعداد دی جاتی
 ہے اس کا مطالبہ یہ ہے کہ اگر بارہ سو
 کئی ہتھیاروں پر خرچ نہ کر کے بچھڑے
 وہ بہت جلد ترقی کر سکتے ہیں۔

آئندہ سال سوویت پر
 تجارت میں اضافہ ہوگا
 تمام کو پہنچ چکی ہے
 یہ اضافہ ۱۹۴۳ میں سوویت یونین
 ماسکو کی باہر تہذیب
 ہندوستان کے درمیان تجارت میں ہوگا

Handwritten text at the top right, including the title "الامام احمد بن حنبل" (Imam Ahmad bin Hanbal).

Main body of handwritten text in the upper right section, containing various entries and notes.

Handwritten text below the main body in the upper right, possibly a continuation or a separate entry.

A decorative rectangular box containing the title "الامام احمد بن حنبل" (Imam Ahmad bin Hanbal) in large calligraphic script, with smaller text and numbers around it.

Handwritten text at the top left, including the title "الامام احمد بن حنبل" (Imam Ahmad bin Hanbal).

Section header in the middle left, "الامام احمد بن حنبل" (Imam Ahmad bin Hanbal).

Main body of handwritten text in the lower left section, containing various entries and notes.

Large handwritten text at the bottom of the page, likely a title or a significant entry.

Vertical handwritten text on the far left margin, possibly a library or collection note.

Vertical handwritten text on the far right margin, possibly a library or collection note.

سینٹ فیکری کے منتظان کی سنگدلی

حصار میں چمک سونچاؤ کا دن

شری پر بھو دیال فٹر کی لڑکی جس کی عمر تقریباً ایک سال تھی بیمار ہو گئی پر بھو دیال ۳۰ ستمبر کی رات کو تقریباً ڈیڑھ بجے فیکری کے ڈاکٹر باورم اگر وال کی کونٹری پر گئے اور ان سے درخواست کی کہ وہ لڑکی کو جن کو دیکھ لیں۔ مگر ڈاکٹر نے چلنے سے انکار کر دیا۔ جب پر بھو دیال نے بار بار درخواست کی اور رونے لگے تو ڈاکٹر نے غصہ میں آکر کہا کہ یہاں سے بچے جاؤ آخر میں میں ایساں ہوں۔ اتنی بات کہنے میں ہی سنگدلی پر بھو دیال نے اتن سے کہا کہ وہ ابھی تو ایساں ہے۔ جو مر رہا ہے۔ آپ کا اور انسانیت کا یہ ترس ہے کہ آپ میرے اس بچے کو پھینک کر ڈاکٹر کا پیسہ نہیں پسینہ اور کونٹری کا جردارہ بند کر دیا۔ پر بھو دیال نے ریڈیٹ ایجنٹ کے پاس ٹیلیفون پر درخواست دیا۔ ایجنٹ نے اسے فیکری کے پاس جانے کی صلاح دی۔ مگر شیپر نے پر بھو دیال کو کہہ دیا کہ ریڈیٹ ایجنٹ کے پاس جاؤ پھر ریڈیٹ ایجنٹ کو کہیں کہ اس کے پاس جاؤ اس واقعہ میں کافی وقت لگ گیا۔ اور پر بھو دیال کا بچہ مرنے لگتا ہی تھا۔ جس میں لڑکی کی عمر کے مردوں میں ڈاکٹر۔ ریڈیٹ ایجنٹ۔ اور شیپر کے حلالان بنت غمق ہے۔ ۶۲-۶۰ کمزوروں نے ایک جہول ٹینک کی اور زبردست مظاہرہ کیا اور کینی کے ڈاکٹر کے پاس مانگ کی ہے۔ کہ ڈاکٹر کے حلالان سمٹ کارروائی کی جائے۔ اس واقعہ کا ساری دادری میں پراچا ہے۔ اور سب کے دل میں ڈاکٹر کے حلالان نفرت کا جذبہ ہے۔

ہندوستان بھر میں منائے جا رہے چمک سے بچاؤ کے سلسلے میں حصار میں بھی جلسے اور جلسہ کا اہتمام کیا گیا۔ اس موقع پر تقریر کرتے ہوئے شری دیو سار ڈی۔ پی آر ادا نے کہا کہ پنجاب میں اس سال چمک سے اس سال بچاؤ کے لئے 13 لاکھ روپیہ خرچ کیا جائیگا۔ پہلے آئینہ حصار نے اس موقع پر تقریر کرتے ہوئے کہا۔ کہ تیسری پانچ سالہ سکیم کے تحت میں 6 کروڑ 88 لاکھ 98 ہزار روپے خرچ کئے جائیں گے، آپ نے مرید کہا کہ 1880 میں چمک کا ٹیکہ شروع ہوا 1958ء میں دنیا بھر میں 2 لاکھ 42 ہزار چمک کے ٹیکے خرچ ہوئے۔ جن میں سے 18 لاکھ 18 ہزار ٹیکے صرف ہندوستان اور پاکستان کے لئے۔ 1959ء میں۔ تعداد 18 ہزار کم کی گئی جن میں پچاس ہزار صرف ان دونوں ملکوں کی تھی سارا دیش اس کام میں بہت پیچھے ہے۔ جس میں مزوری طور پر اس بیماری کو ختم کرنا چاہیے۔ بخشتی رام کسٹن ایڈوکیٹ نے اس ٹینک کی حصار کی۔

گنچی بارلس سرورس ہانسی کیساتھ معاہدہ

حصار ڈسٹرکٹ ٹرانسپورٹ ورکرز یونین نے ایک مانگوری نوٹس گنچی بارلس سرورس ہانسی کو گنچی بارلس سے دسے رکھا تھا۔ اسی سلسلے میں گنچی بارلس براہ راست باجھت کوشش کی بار کوشش کی گئی۔ لیکن منتظان نے کوئی بات نہیں مانی اب جبکہ کینی ٹیفڈ کے لئے اندر سرورس کو یونین پنجاب یونین کے سرورس کو سماعت کی گئی۔ لیکن گنچی بارلس نے کوشش کر کے مفید کر لیا کہ اور سال 1941-42ء کا بارلس سرورس ہانسی کی تنخواہ کے برابر دینا منظور کر لیا اس سلسلے میں ایک معاہدہ بھی ہو چکا ہے۔ اس مفید کے لئے منتظان ہمارے شکریہ کے مستحق ہیں گواٹن نے دیر کے بعد سمجھوتہ کی کوشش کی اچھا ہو کہ مانگ آگئے ہی اسی پر مفید کر لیا جا یا کرتے

ڈسٹرکٹ ٹرانسپورٹ کمپنی گروپ اے

ڈسٹرکٹ ٹرانسپورٹ کمپنی گروپ اے نے ماہی سال 1961-62ء کے لئے تمام ورکرز کو ایک ماہ کی تنخواہ کے برابر نوٹس دینا منظور کیا ہے۔ اس سلسلے میں سمجھوتہ ہو گیا ہے۔ اس بات کے باوجود کہ نوٹس کم دیا گیا ہے۔ ہم منتظان کا شکریہ ادا کرتے ہیں۔

مچرہ ہند میں پانی کے نیچے وادی

ماسکو (ناس) سوویت یونین کے کچھ سائنسی تحقیقی مہم نے مچرہ ہند کی گہرائیوں میں درمیں جوڑی وادی دریافت کی ہے۔ یہ کوئی اسی میٹر گہرائی میں ہے۔ ماہرین ارضیات کا خیال ہے کہ اسی وادیاں گذشتہ زمانے میں سمندر کے خرنس بھٹ جانے اور گند لاپانی نکلنے سے بن گئی تھیں۔

لاہور سرگودھا ریل میں دوبارہ دل چیں!

کچھ عرصہ پہلے لاہور سرگودھا ریل کمپنی میں دوبارہ دل چیں شروع ہو گئی ہے۔ اور عہدی پرانے طریقے ورکروں کو تنگ کرنے کے لئے استعمال کئے جا رہے ہیں یہاں تک فون شرافت، انسانیت کو بھی ہلاکے خالق رکھ دیا گیا ہے۔ ایک ڈاکٹر شری پراسن کو عرصہ تقریباً دو ماہ سے ڈیوٹی پر نہیں بھیجا جا رہا ہے۔ کافی کہا سنی کے بعد اسے چارج شیٹ دے دی گئی۔ لیکن انکو آری نہ ارد اس کے لئے ورکر نے خود بخود یونین جھنڈا بٹ کی تو اسے حکم دیا گیا کہ ملوٹ جہاں کمپنی کا ہیڈ کوارٹر ہے جا کر انکو آری کراد۔ ایسے قابل ذکر ہے کہ ورکر کے خلاف الزام سرورس سبایغ میں کام کرتے ہوئے لگا ہے۔ اب کہاں تو کمپنی اپنے گواہ دہا لے جائے گا اور کہاں ورکر کے جائیداد سید زوری کی اس سے زیادہ گناہی مثال کہیں نہیں ملیگی اس کمپنی کے تمام حصہ دار بچارے خالی دستا کر لے وانے ہیں۔ انہیں دو پڑھ کھے شیپر سے ہونے ہیں۔ جو اپنے ذاتی اعزاز کے لئے اس قسم کی پیرا پیری اور حلالان بچا رہتے ہیں۔ ورکر کو اس وقت تک بھٹلے گئی مہنوں کی تنخواہ بھی نہیں ملی۔

درمتر کہیں ایک ڈاکٹر پور کو کھینچا کا ہے۔ کمپنی کے علم میں اس کی... کے مطابق اس سے پہلے بالسمند سے خاص خاص کر موقوف اور تقریروں پر پیشین لیس آیا کرتی تھیں جن کا عام طور پر نہ کبھی پیشین پر مٹ ہو یا گیا ہے اور نہ ہی ٹکٹ کنوالی گئی ہے اس بار جب تک کہ پیشین ٹیکس نے جلالان کر دیا ہے۔ نو اڈا ورکر ان کو چارج شیٹ دیکر ڈیوٹی سے الگ کر دیا گیا ہے۔ یہ قانونی حربہ ہو چکی ہے۔ اور ساہدہ جانتے کی ہی حلالان ورزی کی جا رہی ہے ورکر ان میں اس سلسلے کے بارے میں بہت بے چینی ہے۔

ایڈیٹوریل: - قطع حصار میں سیلاب سے تباہی: - قطع حصار کی زمین میں اس قدر تباہی والا سیلاب پہلے کبھی نہیں آیا تھا۔ جیسا کہ اس وقت آیا ہے۔ سینکڑوں دریا پانی میں گھرے ہوئے ہیں۔ ہزاروں ایکڑ زمین میں زمینیں تباہ ہو گئی ہیں۔ مال مویشی کا نقصان ہو رہا ہے۔ اور آئینہ دریا میں مرد مرگا۔ لاکھوں روپیہ کا ناسخ ضائع ہو گیا ہے۔ ہزاروں کی تنخواہ میں مکانات گرنے کا احتمال ہے۔ اور اس کے ساتھ ہی اگر حقت پر طبی امداد نہ مل سکی۔ تو شعبہ بیماری پھیل جائے۔ اس کے علاوہ لاکھوں آدمیوں (یعنی ہندوستان بھر میں) کی جانیں بچانے کے لئے اس وقت آیا ہے۔ سینکڑوں دریا پانی میں گھرے ہوئے ہیں۔ ہزاروں ایکڑ زمین میں زمینیں تباہ ہو گئی ہیں۔ مال مویشی کا نقصان ہو رہا ہے۔ اور آئینہ دریا میں مرد مرگا۔ لاکھوں روپیہ کا ناسخ ضائع ہو گیا ہے۔ ہزاروں کی تنخواہ میں مکانات گرنے کا احتمال ہے۔ اور اس کے ساتھ ہی اگر حقت پر طبی امداد نہ مل سکی۔ تو شعبہ بیماری پھیل جائے۔ اس کے علاوہ لاکھوں آدمیوں (یعنی ہندوستان بھر میں) کی جانیں بچانے کے لئے اس وقت آیا ہے۔

فتح آباد کمیونٹی پارٹی کی طرف سے پبلک جلسہ؟

دو ہزار کی حاضری کا سرٹیفکیٹ شری منہر لال کھنہ کی طرف سے پبلک جلسہ کے لئے فراہم کیا گیا ہے۔ مورخہ 24/8/42ء کو ہونے والے جلسے میں شری منہر لال کھنہ کی پارٹی کی طرف سے ایک پبلک جلسہ منعقد کیا گیا۔ جس میں شری منہر لال کھنہ کی پارٹی کے مشہور لیڈر اور دیگر پارٹی کے کارکنوں نے شرکت کی۔ مورخہ 24/8/42ء کو ہونے والے جلسے میں شری منہر لال کھنہ کی پارٹی کے کارکنوں نے شرکت کی۔ مورخہ 24/8/42ء کو ہونے والے جلسے میں شری منہر لال کھنہ کی پارٹی کے کارکنوں نے شرکت کی۔

شری منہر لال کھنہ کی سینہ زوری

شری منہر لال کھنہ کی سینہ زوری کے بارے میں ایک پبلک جلسہ منعقد کیا گیا ہے۔ مورخہ 24/8/42ء کو ہونے والے جلسے میں شری منہر لال کھنہ کی پارٹی کے کارکنوں نے شرکت کی۔ مورخہ 24/8/42ء کو ہونے والے جلسے میں شری منہر لال کھنہ کی پارٹی کے کارکنوں نے شرکت کی۔

شری منہر لال کھنہ پبلک جلسے کی اطلاع

شری منہر لال کھنہ کی پارٹی کی طرف سے پبلک جلسے کی اطلاع دی جا رہی ہے۔ مورخہ 24/8/42ء کو ہونے والے جلسے میں شری منہر لال کھنہ کی پارٹی کے کارکنوں نے شرکت کی۔

فتح آباد شہر کے سرزمین اور میونسپل کونسل کے درمیان

فتح آباد شہر کے سرزمین اور میونسپل کونسل کے درمیان تنازعہ جاری ہے۔ مورخہ 24/8/42ء کو ہونے والے جلسے میں شری منہر لال کھنہ کی پارٹی کے کارکنوں نے شرکت کی۔

شری منہر لال کھنہ کی پارٹی کی طرف سے پبلک جلسے کی اطلاع دی جا رہی ہے۔ مورخہ 24/8/42ء کو ہونے والے جلسے میں شری منہر لال کھنہ کی پارٹی کے کارکنوں نے شرکت کی۔

یہ ساری خبریں اور معلومات شری منہر لال کھنہ کی پارٹی کی طرف سے فراہم کی گئی ہیں۔