

COMMITTEE ON PETITIONS

(TENTH LOK SABHA)

FOURTEENTH REPORT



[Presented to Lok Sabha on 12 May, 1994]

**LOK SABHA SECRETARIAT
NEW DELHI**

May, 1994/Vaisakha, 1916 (Saka)

Price: Rs. 13

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COMPOSITION OF THE COMMITTEE ON PETITIONS
(1993-94)

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Shri J.P. Jain	—	<i>Under Secretary</i>

FOURTEENTH REPORT OF THE COMMITTEE ON PETITIONS

(TENTH LOK SABHA)

INTRODUCTION

I, the Chairman of the Committee on Petitions, having been authorised by the Committee to present the Report on their behalf, present this Fourteenth Report of the Committee to the House on the following matters:—

- (i) Petition No. 20 regarding problems of workers of Railway Shramik Sangharsh Samithi, Moradabad, Northern Railway.
- (ii) Representation from Shri M.V. Hareesh Kumar seeking employment on compassionate ground in the Fertilisers and Chemicals Travancore Ltd., Kerala.
- (iii) Representatiion regarding proposal to merge the International Airports Authority of India (IAAI) with the National Airports Authority (NAA) by the Ministry of Civil Aviation and Tourism.

2. The Committee considered the draft Report at their sitting held on 9 May and adopted it.

3. The observations/recommendations of the Committee on the above matters have been included in this Report.

NEW DELHI;
Dated 9 May, 1994

P.G. NARAYANAN,
*Chairman,
Committee on Petitions.*

REPORT

I

PETITION NO. 20 REGARDING PROBLEMS OF WORKERS OF RAILWAY SHRAMIK SANGHARSH SAMITI, MORADABAD, NORTHERN RAILWAY

Shri Mohan Singh, M.P., presented to Lok Sabha on 28 July, 1992 a petition (No. 20-See Appendix) signed by Shri Shyam Bihari Lal, Convenor, Railway Shramik Sangharsh Samiti, Moradabad Division, Moradabad, Northern Railway, regarding problems of workers of Railway Shramik Sangharsh Samiti, Moradabad, Northern Railway.

1.2 In the petition, the petitioners raised *inter alia* the following main points:—

- “(i) Railway Shramik Sangharsha Samiti, Moradabad has been launching an agitation since 2.11.1989 against corruption, pilferage of Railway property and exploitation of Railway Workers.

“Railway Shramik Sangharsha Samiti, Moradabad has not only levelled allegations but has proved that recruitment has been made in Moradabad Division of Northern Railway on false certificates. It has also proved that bribe has been taken and railway property worth crores of rupees has been pilfered, details of which are given below:—

For the first time, recruitment in Roja Loco Shed and other departments in Moradabad Division of Northern Railways was made in 1980, against which besides an agitation a case (no. 361/1981) was filed in the Court of Hon'ble Munshif Magistrate, Shahajahanpur, Uttar Pradesh and hearing was fixed for 7th Jan, 1981 but Shri Chhavilal who had filed the case, was murdered on 6 Jan, 1981. Thus due to murder Railway Officers hushed up the case of such recruitment and pilferage of Railway property in discriminatory manner.

In 1988 Shri Harish Rawat, a Member of Parliament and the Northern Railway Employees Congress raised the matter of recruitment vociferously, but Railway Officers dodged them also but in the interest of the nation the Railway Shramik Sangharsha Samiti has continued the agitation.

- (ii) Honourable Railway Minister, Government of India ordered an inquiry. The officers could not hide the facts and when Railway Shramik Sangharsh Samiti, Moradabad, raised an objection on the

inquiry, Shri George Fernandes again ordered a detailed inquiry as well as reinstatement of real casual labourers but these have not yet been implemented. In case these orders were implemented, pilferage of Railway property worth crores of rupees could have been detected.”

1.3 The petitioner had prayed for making an “inquiry into all the cases so that Railway Property worth crores of rupees could be saved and the real casual labourers could be provided with employment. It will help in checking the social evil and the persons fighting against corruption whose services were terminated with a vengeance, should be encouraged by reinstating them.”

1.4 The petition was forwarded to the Ministry of Railways for comments. The Ministry of Railways have stated in their communication dated 20 January, 1993 as under:—

“(1) During 1987-88, 285 candidates were engaged as substitute Loco cleaners on Moradabad Division on Northern Railway on the basis of casual labour service rendered by them. When the matter was investigated by the Division and by the Vigilance Organisation, it came to light that out of 285, 211 appointments were found to be based on forged documents.

Besides taking action against the appointees who had submitted forged documents, 20 senior subordinates have been charged for issuing forged documents or falsely verifying the working days of casual labours. Out of the 20 cases, eight have already been finalised.

(2) It is correct that Railway Shramik Sangharsh Samiti, Moradabad, had pointed out the irregularities in recruitment by way of complaints but this Samiti never pointed out specific case regarding commission of crime and criminals against railway property.

As regards murder of Shri Chhabi Lal, Khalasi, Loco/Roja, he was Branch Secretary of Indian Railway Loco Mechanical Staff Association/Roja Branch, he took a canteen un-officially on rent from Shri Ghan Shyam Dass, Welder, who was Assistant Branch Secretary of URMU/Roja Branch in 1977-78. On the basis of subletting this canteen, some differences arose between Shri Chhabi Lal and Shri Ghan Shyam Dass, which resulted in murder of Shri Chhabi Lal. It was a motivated act out of personal rivalry.”

1.5. The matter was considered by the Committee on Petitions at their sitting held on 19 July, 1993.

1.6. The Committee perused the comments received from the Ministry of Railways with regard to various allegations levelled in the petition and felt that the reply of the Ministry was not satisfactory. The Committee, therefore, took oral evidence of the representatives of the Ministry of Railways on 9 February, 1994.

1.7. During evidence, the representatives of the Ministry were asked to explain the details of various allegations made by the petitioner and corrective action taken thereon. The representative of the Ministry explained that in 1987 a notice was issued inviting applications from the live registers of various departments for filling up the posts of Substitute loco-cleaners. Of the 1100 applications received and screened by a Committee of Officers, 285 were found eligible as per criteria laid down. Accordingly, 285 candidates were appointed on the basis of certificates issued by the Divisional Senior Subordinates. In 1989, one of the recognised Unions complained that these appointments were made on the basis of forged certificates. The Union also furnished a list of candidates appointed on bogus certificates. The Personnel Inspector, who inquired into the matter, referred the case to the Vigilance Branch of Railways. The Vigilance Branch enquired into all the 285 cases who got appointment and found only 74 cases genuine and the rest got appointment on the basis of forged documents.

1.8. The witness stated that in the course of above investigations in January, 1990, Shri Shyam Bihari Lal, the petitioner, met the General Manager and represented that all the 285 candidates got appointment on the basis of forged documents. He submitted a separate list of 251 candidates claiming that they were genuine candidates and should have been appointed. Later on he gave another list of names bringing the total to 456.

1.9. Explaining the action taken in regard to irregular appointments, the representative of the Ministry stated that all the irregular appointees were suspended and action against them initiated under Disciplinary and Appeal rules. Of these, cases in respect of 73 persons got finalised so far 11 were dismissed, 56 removed from service and penalty by reduction of pay imposed in two cases. While one person had died, three persons were exonerated after inquiry. 107 candidates were granted stay order by the CAT. However, subsequently the Stay was vacated in five cases and in one case it was made inoperative.

1.10. Asked to explain the action taken against the persons responsible for issue of forged certificates, the witness explained that out of 20 supervisors involved in the case, one was dismissed, other penalties were imposed on six, charges could not be proved against four, three had retired and inquiry was in progress against the remaining six.

1.11. Asked to state what action was taken against the members of the Selection Board, the witness stated that they had recommended to the Central Vigilance Commission for an inquiry of major penalty against the Assistant Personnel Officer who was a member of the Selection Committee as the Personnel Branch only knew that certificates produced by the candidates were fake.

1.12. The Committee were also informed that no criminal cases had been lodged by them in this regard. Since no outsiders were involved only departmental action was taken against the officials as it was considered prompt and adequate. The witness explained that the subordinates in the field maintained the casual labour Registers which were not maintained properly. He admitted that there was a system failure.

1.13. When asked to state whether the then Railway Minister's order directing appointment of genuine casual labour in place of fake appointments was complied with, the witness explained that there were 456 claimants out of which 109 had never applied against the notification. 148 persons who had worked for short duration were not eligible. In 72 cases, records were forged, 46 persons did not meet the criteria, 79 persons neither applied nor Railways had any records about them and 2 were not from the Division. Witness stated that each and every case had been gone into.

1.14. When the Committee desired to know the details of the charges and the number of Railway officials who were charge-sheeted in the murder case of Shri Chhavi Lal and the action taken against them, the representatives of the Ministry asked for sometime to collect and furnish a detailed reply on all the points raised in the petition, for information of the Committee. The Committee agreed to the request of the representatives of the Ministry.

1.15 The Ministry of Railways have furnished on 31 March, 1994 their detailed parawise comments on all the pints raised in the petition and clarifications sought by the Committee during evidence on 9.2.1994.

1.16. In the latest comments, the Ministry have stated that no recruitment was made in the year 1980 in Loco Department, Moradabad Division, as alleged in the petition. It was only a case of regularising the casual labour for which a combined seniority list was prepared after screening by a duly constituted Screening Committee. The list was finalised after inviting and considering objections to the combined list from all concerned. It was against this combined list that Shri Chhavi Lal filed a petition in the Munsif Court, Shahajahanpur, U.P., levelling certain allegations of irregularities in preparing the seniority list. After screening, 210 casual labour, who were already working and had put in 120 days continuous service, were placed on the panel. Till date no other representation against this panel had been received.

The Ministry have stated that there was no link between the murder of Shri Chhavi Lal and the matter of screening of casual labour which was the subject matter of suit filed by him in the Court. Murder was a motivated act out of personal rivalry between the victim and the accused Shri Ghan Shyam Das. Both were railway employees and the rivalry related to their dispute of rent regarding Railway Canteen. The accused Shri Ghan Shyam Das was acquitted by the session court as the charges against him could not be proved.

1.17 Regarding the Railway Minister's direction that the genuine casual labour should be appointed in place of appointments made on the basis of fake certificates of working days, the Ministry have furnished the revised information that a Committee of three officers of railways investigated the cases of all the 456 casual labour and found that none of them could be considered for induction as substitute Loco Cleaner as detailed below:—

i) No. of persons who had not applied against notifications of 1987	188
ii) No. of persons who did not fulfil the eligibility criteria	196
iii) No. of cases in which records were forged	72
	456

Regarding the pilferage of Railway property on Moradabad Division, the details furnished by the Ministry of Railways indicate the existence of menace of pilferage. The figures furnished by the Ministry in this regard clearly indicate a large difference between the cases of pilferage reported and detected as also between the value of property stolen and the value of property recovered in respect of both the booked consignment and Railway material during the years 1988-1993 in Moradabad Division.

Observations/Recommendations

1.18 The Committee perused the case regarding alleged irregularities in the appointment of substitute Loco-cleaners from the live casual labour registers and pilferage/theft of Railway properties/booked consignments in Moradabad Division of Northern Railway.

1.19 During the oral evidence, the representative of the Ministry of Railways had informed the Committee that subordinates in the field had not maintained the casual labour registers properly. They admitted that there was a system failure. The Committee failed to understand how the railway authorities could ensure a proper check about the number of working days put in by casual labour and arrive at a conclusion that none of the 456 casual labour could be considered for recruitment when there was a system failure and casual labour registers were not being maintained properly.

1.20. The Committee regret that proper and effective supervision was not exercised by the senior officers of the Division in this regard. The Committee feel that it was lack of proper maintenance of live registers of casual labour which led to the consequence of fraud in issuing fake certificates by the Supervisors and selection of candidates on the basis of such certificates by the Selection Board. The Committee, therefore, recommend that the Ministry must ensure proper maintenance and updating of live registers of casual labour under supervision of senior officers so as to

eliminate the scope for manipulations etc. by officials, in future. The Committee also recommend that pending cases of corruption and irregularities against officials may be finalised without further delay and appropriate action taken against the guilty persons.

1.21. The Committee have been informed that to avoid recurrence of such irregularities in future, the Live Registers are being maintained both in the offices of the Unit-incharge as well as in the Divisional Office and in future any induction/absorption of the casual labour will be done only on the verification of past working days available in the live registers (with the muster roll as well as the payment records maintained by the Senior subordinates, being made use of as a further cross check.) It has also been stated by the Ministry that all the casual labour who are genuine and who are borne on live registers will be regularised in due course. The committee trust that the genuine casual labour who fulfill the eligibility criteria will be absorbed and regularised without delay.

1.22 The Committee note that the number of outsiders and Railway employees arrested for theft of Railway material during the years 1988-1993 are far greater than those arrested for theft of booked consignment. The Committee, therefore, recommend that the Vigilance machinery should be strengthened and deterrent action should be taken against guilty officials to eliminate the menace of pilferage of Railway property as well as booked consignment.

1.23 Regarding the allegations of vindictive suspension of persons fighting against corruption etc., the Ministry have clarified that no details of the persons so suspended were given in the petition. Shri Shyam Bihari Lal, the petitioner and Shri Musharraf Ali, Divisional Secretary, IRLMSA, were dismissed in 1991 on charges of stopping train and causing disruption of train services etc. On appeal, their punishments were reduced to reduction in pay by way of clemency. As such, it could not be concluded that these cases were vindictive action against sincere and honest officers. Nevertheless, the Committee would like the Railways to be watchful and take appropriate measures to ensure that no misgivings arise in the mind of any honest and upright employees that they were victimised for their suggestion/representation for the improvement of working of Railways.

1.24 The Committee learn from the Ministry that there was no link between the murder of Shri Chhavi Lal and the matter of screening of casual labour which was the subject matter of suit filed by him in the court. Murder was a motivated act out of personal rivalry between the victim and the accused Shri Ghan Shyam Dass. Both were railway employees and the rivalry related to their dispute of rent regarding Railway Canteen. As such the Committee do not desire to proceed further in the matter.

II

REPRESENTATION FROM SHRI M.V. HAREESH KUMAR SEEKING EMPLOYMENT ON COMPASSIONATE GROUND IN THE FERTILISERS AND CHEMICALS TRAVANCORE LTD. KERALA

Shri M.V. Hareesh Kumar, Guruvayoor, Kerala, submitted a representation on 12 October, 1993 seeking employment on compassionate grounds in the Fertilisers and Chemicals Travancore Ltd.

2.2 The main points put forward in the representation are as follows:—

- (i) That his father while working in Fertilisers and Chemicals Travancore Ltd. (FACT) died in harness in 1984 after rendering 18 years of service. As he was a minor at that time he could not avail of the opportunity of getting a job in FACT on compassionate ground.
- (ii) His subsequent petitions praying for a job in FACT bore no fruit.
- (iii) Due to financial difficulties, he had to discontinue his studies after S.S.L.C.
- (iv) Being the eldest son of the family he is eligible to get a job in FACT on compassionate grounds.

2.3 The petitioner has, therefore requested that he may be provided a suitable job in FACT on compassionate grounds.

2.4 Shri Kodikkunil Suresh M.P., *vide* his letter dated 9 December, 1993 addressed to the Chairman had forwarded an identical representation of Shri Hareesh Kumar, requesting to look into the matter and help him.

The representation received from Shri Hareesh Kumar was referred to the Ministry of Chemicals and Fertilizers on 25 November, 1993 for their factual comments.

2.5 The Ministry have stated in their communication dated 18/19 January, 1994 as under:—

“FACT has a scheme for employment of dependents of deceased employees who die while in service, on compassionate grounds. The scheme is, as per an understanding with recognised Trade Unions functioning in the company. The selection amongst dependents of the deceased employees, on compassionate grounds, is based on the following factors:

- (a) There should be an existing vacancy.
- (b) The candidates should satisfy the qualification and experience parameters.

- (c) Current financial position of the family.
- (d) Performance of the candidates in the test and interview.
- (e) Employment status of the other members of the family. Only one member of the family of a deceased employee is considered for employment on compassionate ground in the company. No special consideration is extended if another member is already employed in the company.
- (f) Details regarding the service and the death of the employee. It is mentioned that if the employee dies due to an employment injury while on duty, the company provides immediate employment to an eligible dependent.
- (g) Age of the dependent.
- (h) Details regarding family pension and other benefits received/being received from the Company.

Even prior to the understanding with Trade Unions, FACT had made an exclusive selection for the post of Sweeper-cum-Cleaner and other such similar categories in Group D to be filled by recruitment from dependents of deceased employees. The select panel is valid upto 4.5.1994 but Shri Hareesh Kumar does not figure in this select list. Following the understanding with Unions, FACT had issued exclusive vacancy notification for the posts of Canteen Boy, Attender, Loading Helper and Accounts Clerk for dependents of deceased employees. Shri Hareesh Kumar is not in the select list for dependents of deceased employees for the above posts. Shri Hareesh Kumar had also applied for the post of Attender in the Marketing Division of FACT which was a general selection. He was not selected for this post since his performance in the test and interview was not upto the required level. However, the case of Shri Hareesh Kumar can be considered as and when future notifications are issued by the FACT for appointment of dependents of deceased employees against suitable vacancies.”

2.6 The matter was considered by the Committee on Petitions at their sitting held on 25 April, 1994.

2.7 The Committee note from the comments furnished by the Ministry of Chemicals and Fertilisers that the Fertilisers and Chemicals Travancore Ltd. (FACT), Kerala, had made two exclusive selections for dependents of deceased employees of FACT. The first exclusive selection was made prior to an understanding with Trade Unions, for appointment to the post of Sweeper-cum-cleaner and such similar posts in Group ‘D’ category while the second selection was made after an understanding with Trade Unions for post of Canteen Boy, Attender, Loading Helper and Accounts Clerk. The Committee, however, regret to note that Shri Hareesh Kumar,

dependent of a deceased employee of FACT, had not been selected/ appointed in either of the two recruitments made. The Committee feel that in view of the fact that Shri Hareesh Kumar is the eldest son of the family and the financial difficulties they are undergoing due to the death of his father, the FACT should have given a sympathetic consideration to Shri Hareesh Kumar's case while making the said two recruitments.

2.8 The Committee trust that the Ministry will implement their assurance that the case of Shri Hareesh Kumar would be considered as and when future notifications are issued by FACT for appointment of dependents of deceased employees against suitable vacancies.

III

REPRESENTATION REGARDING PROPOSAL TO MERGE INTERNATIONAL AIRPORTS AUTHORITY OF INDIA (IAAI) WITH NATIONAL AIRPORTS AUTHORITY (NAA) BY THE MINISTRY OF CIVIL AVIATION & TOURISM.

Shri Nalin Sharma, General Secretary, National Airports Authority of India Officers Association, New Delhi, submitted a representation dated 29 March, 1993 addressed to the Hon'ble Speaker, Lok Sabha, on the above subject:—

3.2 The main points put forward in the representation are as under:

(1) Merger of IAAI with NAA for utilising profits of IAAI to feed the other airports incurring losses is untenable, because with diversion of so called surplus profits, the International Airports shall starve of further development, adversely affecting trade, tourism, industry and economy of the country.

(2) The proposed merger will create unprecedented problems in Industrial relations in the unified Airports Authority due to the present differences in pay scales, promotion policies etc. in these two organisations which would hinder the developments at all airports including the ones which are intended to be developed through merger.

(3) If profits of one organisation are required to be diverted, the same can be done through the instrument of National Budget without going in for merger and creating administratively sick units.

(4) The proposed merger is being hurried without proper debate.

The representationist, therefore, requested for consultation with all the affected organisations and a national debate on the issue before taking any action in the matter.

3.3 A copy of the representation was forwarded to the Ministry of Civil Aviation & Tourism (Department of Civil Aviation) for furnishing their comments. The Department of Civil Aviation in their communication dated 24.5.93 have stated *inter alia* as follows:—

“The proposal to merge International Airports Authority of India (IAAI) with the National Airports Authority of India (NAA) into an unified authority has already been approved, in principle, by the Government. Necessary action for drafting the Bill for setting up of the unified Airports Authority of India is on hand and the bill is intended to be introduced in the Parliament in due course.

As regards issues raised in the representation against the merger of the two authorities, it may be stated that the pros and cons of the merger were duly examined and the decision to bring about the proposed merger was taken having regard to the following advantages:—

- (i) Merger will lead to optimal utilisation of resources.
- (ii) Having a single organisation will lead to economies of scale and result in the generation of larger surpluses.
- (iii) There will be better coordination and the expertise developed in various fields like airport design, planning and management would be pooled for improved efficiency.
- (iv) Integrated development of airport facilities in all aspects including air traffic control and communication systems would be the responsibility of a single authority having better command over resources.

It was recognised that there may be some difficulties relating to integration of the staff. Therefore, suitable transitional arrangement is envisaged and efforts would be directed assuring fair and equitable treatment to the employees of both the organisations. Merger of the two authorities would not only give greater strength to the newly created authority but also wider career opportunities for the employees in a larger organisation.”

3.4 Subsequently, the Airports Authority of India Bill, 1993 providing for merger of these two organisations was introduced in Lok Sabha on 23.8.93 and referred on 2.9.93 to the Standing Committee on Transport and Tourism in Rajya Sabha. The Standing Committee considered the memoranda received from Associations/ Unions of IAAI and NAA and evidence tendered by the representatives of these Associations/Unions on the Bill including that of Shri Nalin Sharma, the representationist. After taking into account all aspects of the matter, the Committee presented their report on the Bill to the two Houses on 16.3.94, recommending that the Bill be passed as reported by them.

3.5. In their report, the Standing Committee agreed with the provisions of the Bill except for a minor amendment in clause 3, providing for representation of at least a member each from Scheduled Caste and Scheduled Tribe, Backward Classes and the Women on the unified Airports Authority of India.

3.6. Two notes of dissent—one signed jointly by Sarvashri Mohammed Amin, M.P. and Sukhendu Khan, M.P. and the other signed by Shri Loknath Choudhry, M.P., were appended to the Report. In their joint

notes of dissent, the two members opposed the Bill on the ground that it was drafted in a hurry without any expert opinion.

Shri Lokanath Choudhury, M.P. in his note has stated that the proposed merger is ill conceived and will create more problems than it seeks to solve. He requested the Committee to suggest to Government that this Bill should not be pushed through at this point of time and the Government should prepare a status paper as suggested by Air Marshal C.K.S. Raje (Retd.) and give the same to Parliament before passing the bill.

3.7. The matter was considered by the Committee on Petitions at their sitting held on 25 April, 1994.

3.8. The Committee note that the Standing Committee of Parliament on Tourism and Transport considered in all its aspects and ramifications the Airports Authority of India Bill, 1993, which provides for merger of International Airports Authority of India (IAAI) and National Airports Authority of India (NAA). The Standing Committee in their report presented to the two Houses on 16.3.94, recommended that the Bill be passed as reported by them. The Committee on Petitions, therefore, feel that there is hardly any need for reconsideration of the same matter.

New Delhi;
9 May, 1994

19 Vaisakha, 1916 (*Saka*)

P. G. NARAYANAN,
Chairman,
Committee on Petitions.

APPENDIX

(See 1.1 para of the Report)

LOK SABHA

PETITION NO. 20

[Presented to Lok Sabha on 28.7.1992]

To

LOK SABHA
NEW DELHI

The humble petition of Shri Shyam Bihari Lal, Convenor, Railway Shramik Sangharsh Samiti, Moradabad Division, Moradabad, Northern Railway.

SHEWETH

Railway Shramik Sangharsh Samiti, Moradabad, has been launching an agitation since 2.11.1989 against corruption, pilferage of Railway Property and exploitation of Railway Workers. Railway Shramik Sangharsh Samiti, Moradabad, has not only levelled allegations but has proved that recruitment has been made in Moradabad Division of Northern Railway on false certificates. It has also proved that bribe has been taken and Railway property worth crores of rupees has been pilfered, details of which are given below:

For the first time, recruitment in Roja Loco Shed and other departments in Moradabad Division of Northern Railway was made in 1980, against which besides an agitation a case (No. 361/1981) was filed in the Copurt of Hon'ble Munshif Magistrate, Shahjahanapur, Uttar Pradesh and hearing was fixed for 7th Jan., 1981 but Shri Chhavilal, who had filed the case, was murdered on 6th Jan., 1981. Thus due to the murder Railway Officers hushed up the case of such recruitment and pilferage of Railway property in discriminatory manner.

In 1988 Shri Harish Rawat, a Member of Parliament and the Northern Railway Employees Congress raised the matter of recruitment vociferously, but Railway officers dodged them also but in the interest of the nation the Railway Shramik Sangharsh Samiti has continued the agitation.

Honourable Railway Minister, Government of India ordered an inquiry. The officers could not hide the facts and when Railway Shramik Sangharsh Samiti, Moradabad, raised an objection on the inquiry, Shri George Fernanades again ordered detailed inquiry as well as reinstatement of real casual labourers *vide* Railway Board circular (issued as per the Industrial Dispute Act and order) and directives of the Supreme Court, but these have not yet been implemented. In case these orders were implemented,

pilferage of Railway property worth crores of rupees could have been detected.

Therefore, we humbly request you to make an inquiry into all the cases so that Railway property worth crores of rupees could be saved and the real casual laboureres could be provided with employment. It will help in checking the Social evil and the persons fighting against corruption, whose services were terminated with a vengeance, should be encouraged by reinstating them.

And your petitioners as in duty bound shall ever pray.

Name of the petitioner	Address	Signature or Thumb impression
Shri Shyam Bihari Lal	Convenor, Railway Shramik Sangharsh Samiti Moradabad Division Moradabad, Northern Railway.	Sd/-

Countersigned by Shri Mohan Singh, M.P.
Division No. 545