

Programme

16th May 2012

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| 1. Breakfast | : | 7:30 to 8:30hrs. |
| 2. Flag hoisting & Garlanding martyr column | : | 9:00hrs to 9:30hrs. |
| 3. Condolence in meeting hall | : | 9:30hrs to 9:40hrs. |
| 4. Initiation of meeting, proposal for
Presidium and subject Committee | : | 9:40hrs to 10:00hrs. |
| 5. Welcome address by Chairman Com. V. J. K. Nair
Reception Committee | : | 10:00 to 10:30hrs. |
| 6. Inaugural speech by
Com. Basudeb Acharia Hon'ble MP | : | 10:30 hrs to 11:15 hrs. |
| 7. Speech of Chief Guest | : | 11:15 hrs to 11:45 hrs. |
| 8. Speech of Guests | : | 11:45 hrs to 13:00 hrs. |
| 9. Placement of secretary's report and Accounts | : | 13.00 hrs to 14.00 hrs |
| 10. Lunch Break | : | 14:00 hrs to 15:00hrs. |

Second session resume at 15:00 hrs

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| 1. Mass Rally from Bangalore Railway Station | : | 15.30 hrs to 17.30 hrs |
| 2. Public Meeting | : | 17.30 hrs to 20.00 hrs |
| 3. Cultural Program by IPTA, BHILAI
completion. | : | 21:30 hrs to till |

Programme17th May 2012

Breakfast : 7:30 to 8:30 hrs.

Meeting commences at 9:00 hrs.

1. Placement of draft resolution : 9:00 to 9:30 hrs.
2. Discussion on all three documents : 9:30 hrs to 14:00 hrs.
3. Break for meal : 14:00 hrs to 15:00 hrs.

Meeting resumes at 15:00 hrs.

4. Discussion : 15:00 to 17:30 hrs.
5. Reply by Secretary General : 17:00 to 18:30 hrs.
6. Election of Office Bearers : 18:30 hrs to 19:30 hrs.
7. Vote of thanks by Com. C. Sunish
General Convener Reception Committee: 19:30 hrs to 20:00 hrs.
8. Concluding speech and
conclusion of meeting : 20:00 hrs to 20:30 hrs.

Secretary General's Report placed in 19th BGM, held at
Bengaluru on 16th, 17th May 2012

Com Presidium,

Respected chief guests, distinguished guest, leaders of different Trade Union Organizations, Com.Basudeb Acharia, Hon'ble MP (LS), and Com delegates,

This is the 1st occasion that we are holding our BGM in South Western Railway at Bengaluru, the Garden city of Karnataka, after the bifurcation of Southern Railway and South Central Railway in 2002 and the Zonal Committee came in existence in 2004. The SWR is a very small Railway consisting of three small Divisions and having a total sanctioned strength of Loco Running Staff of only about 2000 and on roaster now of only 1500. The comrades of S. W. Railway, being a very small railway and having a less strength of staff had shown the courage to accept such a heavy task to celebrate our 19th BGM and no doubt they deserve for appreciation. I give my red salute to the comrades of S. W. Railway and their leader Com. C. Sunish for taking up such responsibilities. I also congratulate the comrades of S. Railway and S. C. Railway who came forward to support the comrades of S. W. Railway to celebrate our BGM successfully. I also congratulate the Sister Organizations of Railwaymen like NREU, AISMA, DREU, AIGC and other Trade Unions like CITU who came forward to support the comrades of S. W. Railway for holding a successful BGM.

Com, we held our 18th BGM at NGP on 25th, 26th June 2009 and in-fact our BGM was due in June 2011 but we could not hold it due to various situations and our continuous Organizational programs against VICPC recommendations. Com, during this period many of the distinguished renowned personalities in political field and in the field of art or in other fields passed away like Com. Jyoti Basu Ex. Chief Minister of West Bengal an international personality, the ablest, best Chief Minister for an unbroken spell of 23 Years who made a history to rule a state for 23 unbroken years, Com. M. K. Pandhe who inaugurated our 18th BGM at Nagpur, the tallest leader of Trade Union movement, a founder member of strong Center for Indian Trade Union i.e. CITU. It was his initiative that all the Central Trade Unions including INTUC, BMS came on one platform to protect the interest of the working class. Sri.Devanand, an ever green Actor in the field of Cinema, Sri.M. F. Hussain the best artist in the world. In-addition many of our Jawans and Officers of Army, CRPF, Police and innocent people died under the attacks of extremists and terrorists, many people died due to flood, Tsunami, natural calamities, etc. In several train accidents, many passengers have

died. Our friends, comrades in Railwaymen, our brave and founder leader Com, M. C. Saha and Com. A. T. Shom, S. E. Railway who were all along associated in AILRSA movement since the very beginning, died. I on behalf of the Organization express my deepest condolence to all and pay my respectable homage to them and share the grief of their family, I hereby request you all to observe one minute silence in the memory of the departed great souls of the land.

Prevailing National, International condition affecting the interest of working class as well as common people.

Com, in the last BGM which was held at NGP on 25th, 26th June 2009, I had explained the growing economical crisis, recession due to policy of neo-liberalization, crisis of imperialism and its adverse effect on working class as well as on the common people which have now further deepened. The incidents in the near past i.e. March of people, unemployed youths and workers for occupying wall street in United States, world's financial capital and the HQ of biggest stock exchange in the world reflecting the crisis of imperialist countries. It further reflects through the outburst of workers, unemployed youths and common people against their exploitation and new economic system in almost all European Countries. Such protest was not only in USA but about whole of the capitalist world, the vigorous protest seen in almost all 951 cities of 82 countries.

Com, you have also witnessed the people's resistance against the fascist rule which forced the ruler to leave the Government / Country. After fall of Russia, many of the capitalist countries were thinking that there is no future of socialism in the world but now it is proved wrong. In contrary now the future of capitalism / imperialism is at stake. People's resistance is growing all over the world against the neo-liberalization policy.

Our country is also badly affected with the policy of neo-liberalization. Unemployment is growing, prices of essential commodities is hiking daily, going beyond the reach of common people, percentage of poor is increasing and on the other hand richer numbers are increasing, poorer becomes more poor and richer become more richer. The corruption is deep rooted in every walk of people. The corruption in Railway is at highest level. Central Government almost surrendered before corruption and price rise. What to say about other departments and sectors? Even the defense is not remaining untouched with corruption. Last year we have witnessed massive people's movement against corruption

under the leadership of Sri. Anna Hazare and we have also extended our support. It is fact that these movements bring same results. Central Government committed to bring Lokpal Bill with modification and many of such cases of corruption came in light and some actions have been taken. But one thing should be very clear before us that so long the capitalist society, corporate body continue their influence over system and the Government, it is very difficult to have control over corruption. It needs a constant, continuous and massive movement against the corruption. Ultimately we must think over to change the management and the system, if corruption is to be eliminated totally. The policy of liberalization, open market contractarisation, unrestricted foreign investment even in retail market, pension etc. are only helping the corporate body, capitalist society at the cost of middle man, poor, working class and common people. Unprecedented price rise of Petrol, Diesel, K. Oil, Gas etc. further burdens the common people. Increase of several type of Tax, Service Tax further burdens the people in various fields, the net result is more and more suffering of common people. It is a more shocking matter that the corporate bodies are heavily subsidized but the subsidy in the area which may help the common people is being reduced. The present economic policy is resulting in increase in suicide cases in various fields.

Com, we are working in Railways wherein condition is more considerable. While we were expecting that the Railway Budget would be enlightening about the fate of announcements of hundreds of projects, third, fourth corridor, quarters, good hospital, Engg. Colleges, bullet trains, etc. which was made through last two budgets but had seen an unprecedent picture. Railways have exhausted almost all its reserve fund, Safety fund and now in debt of thousands of crores of Rupees. The operating ratio has come to 96%. Railway is now facing serious problems to meet even the need to maintain its infrastructure. Nothing more is required to say about the deteriorating condition of Railways when the Hon'ble MR while placing the budget himself said that the Railway has gone to ICU. In fact, it was not unexpected. The way the Railways have now been used for narrow political interest, this bankruptcy is the only fate of Railways. A signal of deteriorating condition of Railways, marching to financial bankruptcy was being received since last three years when the Railway was started to be used for political interest, you may please re-collect that in Oct. 2010 itself I had hinted about that crisis and possibility to stop payment of some allowance and the attempt was also taken to stop the payment of some allowance. Number of high officials' posts is in excess than needed, the financial mismanagement, corruption, and

utilization of Railway in political interest are the main cause to send the Railway to ICU. Even to-day the Railway is tried to be used for narrow political interest. It is in-fact a most unfortunate incidence, happened 1st time in India that one in the capacity of MR placed the Railway Budget and forced to resign and another person in the capacity of MR replied the discussion. Com, we are to raise our voice against the utilization of Railways for narrow political interest to save the Railway and to bring it out of ICU.

Com, another disappointing aspect is that the present condition of infrastructure rapidly becoming a threat for safe operation of the trains. All of our arguments and views in this matter have been endorsed by High Level Safety Review Committee. Not much is required to say here when the report of High Level Safety Review Committee has already been submitted and tabled on the floor of Parliament and came in detail in News Papers and electronic media. You may please find from the report that almost all our say about the infrastructure of Railways, safety in the Railway have been endorsed by this committee.

Now, I think that all of you agree with me that we are holding our BGM when a very serious and difficult situation is before us, before the working class, unemployed youth, farmers and common people. This situation is only due to adoption of neo-liberalization policy by the present Central Government. The present policy has further caused social unrest, Loot, Dacoity, Extremism / Naxalite activities too and also deep rooted corruption in the society. The lives of common people became in-secured. Com, the Central Government have never been seen so weak, unstable as today.

In the above situation, a strong Organization of not only of working class but also of the democratic forces, youth, students and farmers is very much needed and in which the contribution of Railwaymen is very important. The Loco Running Staff is to play a very important role to unite not only the Loco Running Staff but the Railwaymen too. I on this occasion call upon all the Organizations functioning amongst the Railwaymen to come forward, unite the Railwaymen, join with the national stream of working class movement to protect the interest of working class as well as ours. I also call upon the Loco Running Staff to consolidate our strength, create a situation, so that Railwaymen may join with the stream of National movement.

Com, no doubt it was an appreciable occasion that all the Central Trade Unions irrespective of their banner came forward and assembled on one platform and organized one

day strike on 28th Feb 2012 to resist the anti working class policy and to protect the interest of working class and common people. We should discuss the ways and means to mobilize the Railwaymen too to join the National stream of movement of working class.

Review the working condition of Loco Running Staff duty hours.

The Loco Running Staff is playing an important role in maintaining the productivity, punctuality and safety in the Railways, but always, subjected to discrimination and neglected too. Despite the various recommendations of different Committees and also Labour Ministry announcement in 1973 at the floor of Parliament, 10hrs duty from Signing On to Signing Off could not be implemented, although the Railway Board once in 1979 issued a circular to restrict the duty hours for 10hrs from Signing On to Signing Off. However, due to our sustained and continuous struggle the Railway Board issued a direction to all the Zonal authorities to monitor and see that the duty hours is restricted to 10 hours from Signing On to Signing Off and also see that the Running Staff will be brought to Head Quarters within 36hrs. This also has not changed the situation to our satisfaction but a little change is noticed. This object can't be achieved unless vacancies are full filled and sanction cadre is increased in proportionate to train services newly introduced. However, in recent past a step is taken to appoint the ALPs but that too will not serve the purpose. However, we hope that Railway Board will accelerate the process to fulfill about 17000 vacancies of ALP at least in the interest of safety. Railway Board and officials at deferent levels do not appreciate the restriction of duty hours for LPs / ALPs to six hours in present context, proper rest at HQ and in Running Room and regular periodical rest which are needed for safe running of the trains. They also failed to understand that long distance trains confronting hundreds of Signals of various types, passing over hundreds of manned, unmanned gates, that too in six or seven hour constant working at a stretch is not a safe system. We should also continue our struggle to get all the vacancies be filled up.

Com, it is not today but some ten years back, we have been assured for Crew friendly Loco Cab with a provision of AC and Toilet, Running Room with the facilities of AC, facilities of three star hotel and Crew rest Room too but not much headway is done. The Fast Track Committee also assured us that Railway Administration is working on the matter to provide all these facilities in the near future. Even the GM / S. E. C. Railway assured our Organization that all the newly built Locos will have AC, when the Loco

Running Staff and their family agitated strongly in last summer. Com, your sustained Organizational pressure only will be able to get this assurance implemented. We should continue our straggle till the working conditions are improved to our satisfaction.

On safety in Railways.

On the question of safety in train operations, no need to elaborate much because the High Level Safety Review Committee has explained in detail all the aspects. It endorses all our views whether related to overage or poor maintenance of Loco, Track, signaling system, goods vehicles, coaching rakes. The functioning of RDSO, CRS are also questioned and suggested to have an independent controlling authoring having the existence of RDSO, CRS too. It is unfortunate that sometimes even the highest authority like Hon'ble MR, CRB passing the comment alleging that the LPs are responsible in the case of accidents which influence the enquiry and the real cause does not comes out. Sometimes we have also experienced that enquiry conducted is being pre-convinced, and LPs are made scape goats to protect the defective system and failure of the officials in monitoring the system. Further, on 28.09.2011 Sri. Omprakash, LP (M) of Moradabad Division died for want of medical aid despite the presence of ADRM, DME on foot plate and he complained of illness while running the train no 13308. This reflects the mind of Railway authority on safety of Crew and Passengers.

However, I would like to say that the safe operation of the trains should be given a top most priority and I urge upon our Locomen to see that there will be no negligence at all in their part, similarly I expect from management not to impose unsafe working either through JPO or any other executive orders, investigate each case of accident with an open mind and take an adequate step to overcome the short comings, including providing adequate manpower, avoiding multi-skilled working especially in safety cadre.

Railway Budget and General Budget

On this issue also there is no need to speak much since both the budgets are anti people, anti-working class and hiking the price of the essential commodities. It will badly affect the poor, common people and working class. General budget is pro-capitalist budget. It is a unique thing that even a Railway Pass was levied with a service tax in-addition to the train fare, likewise staying in Lodge / Hotel, fooding in restaurant will become more costly.

It is first time in India that Sarafa-Bazar had gone for strike for about 21 days against the increased service Tax. Com, I do not want to speak much on budget. Everything is before you. Com, in one line, it can only be said that the budget is anti-people, pro-rich and pro-capitalist.

Here I must thank the former Railway Minister, who very courageously and perhaps, for the 1st time, has said that the Railways can't be run from writer building but from the Railway Board, clearly indicated the use of Railway for narrow political interests which pushed the Railway to ICU, but the increase in train fare can't be appreciated. The financial need of Railway can easily be met if corruption, financial mismanagement, wrong planning and the misuse of fund is checked along with the reduction in posts of high officials.

Further no benefit is given to the Railwaymen through this budget. The people of India as well as Railwaymen were expecting that the Hon'ble Railway Minister will say something about all tall-talked promises about proposed projects, Engg. Institutes, good Hospitals, Quarters to all Railwaymen but were disappointed. There is no word in the budget for Railwaymen's benefits. The former Hon'ble MR although gave a statement in RS and outside that the LPs are doing more arduous duty than an Air Pilot even though their genuine grievances remain unresolved and Hon'ble MR maintained complete silence and disappointed the Loco Running Staff.

Review of our struggles against recommendation of VI CPC

Com, I had explained in the last BGM held at Nagpur about VI CPC and its adverse effect on the Central Government employees in detail. I had also explained the injustice and discrimination that had been done to the Loco Running Staff. I do not want to repeat it again to save time.

We have selected four demands i.e. up-gradation of Grade Pay of ALP, and LPs of different Grades, Reckoning the rate of KM allowance based on 1980 RAC formula, Additional allowance for onerous duty to all of Loco Running Staff and judicial review of HOER and since then we have been struggling and decided to continue our struggle till the demands are achieved. During this period of three years we have taken several organizational programs like Rally, Dharna, and Hunger Fast at all the levels i.e. at Branch, Division, Zones as well as in New Delhi at Jantar-Mantar.

Com, when we decided for rally on 25th Nov 2009 followed by Hunger fast, the Ministry of Labour through RLC (C) / New Delhi intervened and invited us for conciliation and that we had accepted. We had then adopted three ways to achieve our demands. First through the democratic process laid down in Industrial Dispute Act the strike would be last resort. Secondly, to mobilize the democratic forces in our support, to approach all the concerned authorities and convince them with the justification of our demands and on the other side consolidate our strength, prepare workers mentally to go for strike if situation so warranted. We did not prefer to go for stopping the work till all our doors are closed with the consideration of Railways' crippled economic condition. Now we had succeeded to get the National Industrial Tribunal which is constituted under the chairmanship of a Hon'ble Judge of High Court to give an award on the dispute. No doubt it is a milestone for AILRSA. Never before a National Industrial Tribunal has been constituted on the demand of a non-recognized categorical Association. I hope that at least now the Loco Running Staff may get justice. It could be achieved only due to your continuous and sustained agitation remaining well within the jurisdiction of the Industrial Dispute Act. I must thank and also congratulate you that you have maintained the same spirit during the period of last three years confronting various attempts of anti struggle forces to divert our issues, our movement and our attention. You have given not only a fittest reply to the forces who led an anti-campaign to divert your movement but also you consolidated your strength rather spread your Organization in all of the sixteen Zones. I also thank the Motormen of Metro Kolkata who always co-operated with our movement. I am thankful to the Ministry of Labour for taking a right decision in the interest of Industrial peace in the Railway.

Com, I can't forget the contribution of Com, Basudeb Acharia, Hon'ble Member of Parliament (Loksabha) who stood behind me and helped a lot to achieve this Tribunal. I am also thankful to Com. Tapan Sen Hon'ble Member of Parliament (Rajyashabha) and General Secretary of CITU who also took up the issue and represented to the Ministry of Labour.

I am also thankful to Hon'ble Prime Minister and some other Hon'ble Central Ministers and some Hon'ble Members of Parliament, whose names are given below, who took great pain to forward our representation to the Hon'ble Minister for Railways to consider our demands appropriately, but unfortunately, a positive response could not be received from the Ministry of Railways.

1. Sri. V. Narayanaswamy : Hon'ble Minister of state for Planning, Parliamentary Affairs.
2. Sri. Mullappally Ramachandran : Hon'ble Minister of State for Home.
3. Sri.T.K.Rangarajan : Hon'ble Member of Parliament (Rajyasabha).
4. Sri. R. C. Khuntia : Hon'ble Member of Parliament (Rajyasabha).
5. Sri. Dr. K. Malaiswamy : Hon'ble Member of Parliament (Rajyasabha).
6. Sri. N. Balaganga : Hon'ble Member of Parliament (Rajyasabha).

He also raised questions in Rajyasabha on our issues.

7. Sri. Gurudas Dasgupta : Hon'ble Member of Parliament (Loksabha).
General Secretary / AITUC
8. Sri. K. P. Dhanapalan : Hon'ble Member of Parliament (Loksabha).
9. Private Secretary : to Hon'ble Minister of State for Power.

In addition, we also tried to bring to the notice of Judiciary, the injustice done to the Locomen by the VI CPC as well as discrimination against the Loco Running Staff. Com, Basudeb Acharia, Hon'ble MP (LS) also represented our case to Hon'ble Speaker, Loksabha and our case has also been represented to Hon'ble President of India through the family members of Loco Running Staff of Badnera of C. Railway when she was at Amrawati to inaugurate a Railway Station. We tried to mobilize all the democratic opinion concerned authority in support of our genuine demands only with a motive to

resolve our issues peacefully without going for stopping the work when the Railways is facing an acute financial crisis and is in debt, although the deep rooted corruption and financial mismanagement is mainly responsible for this situation, otherwise we have increased the productivity, carried the load more than the target.

Com, due to our continuous and sustained Organizational programs, even-after facing various opposition from different corners, we could be able to achieve something although not to the full satisfaction.

1. Fixation of Pay of Running Staff giving the weightage of 30% Pay element i.e. on the factor of 2.118 instead 1.8 as attempted.
2. Weightage of 30% pay element for DA.
3. 80% upgradation of ALP in GP of Rs 2400/- Of course it is far from our satisfaction.
4. Instruction from Railway Board to depute a senior welfare Inspector for Loco Running Staff only to help in redressal of grievances.
5. Instruction from Railway Board to all the GMs / DRMs to monitor the duty hours of Running Staff is limited to 10hrs to from "Signing On to Signing OFF" and Crew should be brought back to their HQ within 36hrs. However, it has not become a rule, so far.
6. Some improvement in MACP although much improvement is still needed. Labour Court / Chennai ruled to restore two MACP cases in S. Railway which were subsequently withdrawn.
7. RBE no. 47 / 2012 dated: 02.04.2012 issued an instruction to reckon 30% pay element for considering the entitlement of Pass by which all staff starting from Sr. ALP to LP/Mail becomes entitled for AC2, Pass and ALP in AC3.
8. The important decisions are the constitution of two committees i.e. High Power Committee to review duty hours, rest at HQ, out station etc. and High Level Safety Review Committee. Com, here it will not be out of place to mention that it is our long standing demand for judicial review of the HOER and scientific review of safety aspect with experts in different stream. Even though not fully as

per our demand, but still, it is an important event. Com, it is necessary to mention that the High Level Safety Review Committee has endorsed all of our views, we have been expressing on safety in the Railways since long.

9. The most important is to constitute National Industrial Tribunal and referring our all of the issues for adjudication, which we have been demanding. Com, it is a historical achievement, a milestone for AILRSA. I expect that we shall definitely get justice from the Tribunal.

Com, to arrive this stage, we have to go through various exercises, problems, oppositions etc. but with your active co-operation, patience and right understanding of the situation we have passed through all the obstruction. All of our efforts, resulting in the closure of Parliament in our support for two days when M/Man, Mumbai had stopped the work followed by our hunger fast all over the country which also resulted in cancellation of some trains. Had the matter been not resolved, there would have been stoppage of work from the evening on the second day. However, I took adequate steps to mobilize the democratic forces in our support, and I am thankful to all those MPs of the different political parties, who came forward to support us on the floor of Parliament such as Sri. Sanjay Nirupam, Gopinath Munde, Com, Basudeo Acharia especially to Com. Gurudas Dassgupta who had threatened to mobilize all the Central Unions in our support, if matter was not resolved. I also thank and congratulate the M / Man W. Railway for their courage and unity. However this movement brought the Fast Track Committee which rejected all of our demands without any justified reason, and put an obstacle before us but we were able to overcome this obstacle too. From the very beginning of struggle against VICPC recommendation, we had been provoked very seriously to go for stoppage of work in immature condition and had we fallen in that provocation, we would have lost our ground. Now, I can only say that we must take a lesson from this struggle, which of the forces are our friends and could go to what extent. I will do wrong if I do not congratulate my ALPs who reacted strongly and agitated to protect their status and subsequently joined with the main stream of the movement of Loco Running Staff under the banner of AILRSA. Now, the same ALPs are leading our organization at different places and had fully associated with the movement which is giving strength to the movement.

However, I do not want to go in detail in that situation, many a time I have explained the situation in detail now the time is to consolidate our strength, build our unity at the point where we don't have or have a weak Organization. Hard days are ahead and only our strong unity and the unity of Central Government Employees, workers democratic forces, unemployed youths will be able to face the situation. We should join the main stream of national movement.

Lastly, I would like to say that you have witnessed many developments during the last three years and hope that you will draw your lesson correctly which will help us to take an appropriate decision in future. Com, by getting National Industrial Tribunal don't sit silent but go for consolidating your strength.

Organizational Position

Com, before I go on the subject I would like to congratulate the Loco Running Staff of Saharanpur who stopped the movement of the train in protest against the arrest of a LP on a complaint of a Dist. Magistrate till the LP was released.

Com, various steps are taken during the period of last BGM to this BGM to consolidate our strength where we have our Organization and to Organize where we do not have our Organization. I do not want to detail the programs to save the time and also because you are already aware of it. I tried best within my capacity to help the Comrades at different places to organize, consolidate the Organization having a live contact with them. On all the issues, before a decision is taken, I always tried to contact the comrades and seek their opinion on different issues. I also used to call the meeting of CWC or Central Office bearers or the Zonal Secretaries meeting, regularly routine-wise or whenever I felt necessary to discuss any important issue and take a decision accordingly. Each and every development, I tried to communicate to all levels at shortest possible time. I always tried to avoid a communication gap. Three teams of Central Officers also toured over the Country. These efforts resulted in strengthening our Organization where our Organization exists are consolidated and some new places are organized like N. W. Railway, Delhi Division, Bhopal Division, all the points of NGP division, in Central Railway, Sholapur Division for which I thank Com. Ramsharan of Delhi, Com. R. C. Srivastava, Bina (W. C. Railway), M. P. Choudhury, Com. Pathak of Bhopal, Com. M. P. Deo, Com. S. K. Gautam, Com. R. K. Rana of NGP Division, Com, R. C. Choudhury,

Com. K. K. Meena and other young comrades of N. W. R, Com Lunaram W. R. and Com. Dinesh Singh of Sholapur. The Membership position increased in all the places. I may not be wrong if I say that MemberShip would have gone to 90 to 95%, had our comrades been a little more active.

Com, since the day I assumed the office, I tried my best to prevail upon the leadership of IRLRO to merge with AILRSA, their parent organization, which is now the need of time and in this concern I had given the letters also. I had also responded their call to discuss the unification of two organizations but I could yet not succeed in my efforts. However, I still have a hope for unification.

I would like to draw the attention of Comrades of W. Railway, S. C. Railway, S. E. C. Railway and N. F. Railway to see that their weaknesses are removed. I also request comrades of N. C. Railway to see that Zonal / Divisional / Branches Committees are formed without any further delay.

Lastly, I congratulate Com. Giriraj of Kota, Com. D. S. Koparkar and Com. R. K. Rana of C. Railway who took initiative to organize class on D&A rules and proceeding of D&A enquiry at Kalyan for five days which is the 1st occasion that AILRSA has organized such classes.

FIRE, the AILRSA mouthpiece

I shall do wrong if I do not appreciate the role of Com. C. Sunish, Com. Giriraj and their associates in publishing and Organizing the FIRE magazine which is now not only the Magazine of AILRSA but now becoming the Magazine of Railwaymen. The Railway Employees of different categories are showing their interest in this magazine. No doubt both these comrades in association with some other comrades under the guidance of Com. L. Mony and Com. T. Hanumaiah taken this magazine to top of the success. The circulation of FIRE has been increased but I call upon the comrades at the different Railways to see that it is widely circulated. I hereby congratulate the full team for this glorious work. It is proper to mention here that in last CWC meeting we constituted a new editorial Board which is yet to start their work. Coms should sit here and formulate the way and manner of their functioning.

My request before this supreme body of the Organization

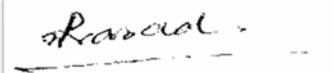
Comrades, when Com. S.K.Dhar was under the grip of disease, was on bed, unable to discharge his responsibility, we took a decision to struggle against the retrograde recommendations of the VICPC. I took up the responsibility to carry forward the struggle, subsequently I was authorized by Com. Dhar and then by the CWC to work as Secretary General. Later I was elected at NGP from 18th BGM as Secretary General of this Organization which has a place in working class struggle. Com, with my best capability and ability, tried to push forward our struggle and organization. I tried to take this Organization to a glorious stage taking all of my Comrades into the confidence and with their best co-operation. During this period, I fully devoted my life to my Organization. Now you are to evaluate my performance and point out my shortcomings, if any, for my future rectification.

Lastly, before I conclude my report I request this supreme body / authority to accept my voluntary retirement from now itself and relieve me from the responsibility. Com, I am not only committed but my life will be only for the service of Loco Running Staff, I shall be always at your service but oblige me by giving relief from the responsibility of Secretary General. It will be better if young comrades come forward.

With thanks,

Inquilab Zindabad, AILRSA Zindabad, Working Class Unity Zindabad

Your's comradely



(M. N. Prasad)

Note: Twentieth BGM is hereby proposed at some time in 2014 in Western Railway

Outgoing Central Committee

1	President	Com. L. mony
2	Working President	Com. N. Sarkar
3	Vice president	1. Com. T. Hanumaiah
		2. Com. K. A. S. Mani
		3. Com. Prabhu Nath Rai
		4. Com. Ramsharan
		5. Com. Com. B. N. Bharadwaj
4	Secretary General	Com. M. N. Prasad
5	Joint Secretary General	1. Com. N. B. Dutta
		2. Com. Mrinal Sen
6	Assistant Secretary General	1. Com. K. C. James
		2. Com. S. K. Choubey
		3. Com. Sanat Sen
7	Treasurer	Com. Jit Singh Tank

Srl.no.	Organizing Secretary	Railway	CEC/General Council Members
1	Com. S. C. Mazumdar	ER	Com R. B. Yadav
2	Com P. P. Govindam	NF	Com Jhantoo Sen
3	Com S. K. Gautam	CR	Com H. B. Singh
4	Com A. K. Singh	SECR	Com P. K. Routray
5	Com Rolly. M. M.	SR	Com Pandiarajan
6	Com M. K. Saji	SC	Com M. Kangaiah
7	Com A. Jayachandran	SWR	Com M. R. Jayaram
8	Com Jafrool Hassan	WR	Com Gajendra Verma
9	Com Dayal Singh Rathore	WCR	Com Ajay Kanojia
10	Com K. L. S. Yadav	E. Co. Rly	Com D. K. Sahoo
11	Com S. P. Sahoo	ECR	Com A. B. Thapa
12	Com Trilok Singh	NR	Com Bankesh Acharia
13	Com Ram Prasad	NER	Com Ram Swarup Singh
14	Com Dashrath Sahu	SER	Com Goutam Goswami
15	Com R. C. Choudhury	NWR	Com Suresh Kumar

BIENNIAL GENERAL MEETING LIST

(i)	First BGM, Jamnagar, Western Railway	:	1965
(ii)	Second BGM, New Delhi, Northern Railway	:	1969
(iii)	Special Convention, Vijayawada where all the Organizations of Locomen jointly associated in the main stream	:	1970
(iv)	Third BGM, Burdwan, Eastern Railway	:	1973
(v)	Fourth BGM at Varanasi, N. E. Railway	:	1974
(vi)	Fifth BGM at Kharagpur, S. E. Railway	:	1975
(vii)	Sixth BGM at Guwahati, N. F. Railway	:	1977
(viii)	Seventh BGM at Kota, Western Railway (Now West Central Railway)	:	1978
(ix)	Eighth BGM at Agra, Central Railway (Now in North Central Railway)	:	1980
(x)	Ninth BGM at Vijayawada, S. C. Railway	:	1983
(xi)	Tenth BGM at Madras (Chennai) S. Railway	:	1987
(xii)	Eleventh BGM at New Delhi, Northern Railway	:	1990
(xiii)	Twelfth BGM at Burdwan, Eastern Railway	:	1992
(xiv)	Thirteenth BGM at Samastipur, N. E. Railway	:	1994
(xv)	Fourteenth BGM at Vishakhapattanam, S. E. Railway (Now in East Coast Railway)	:	1997
(xvi)	Fifteenth BGM at New Jalpaiguri, N. F. Railway	:	1999
(xvii)	Sixteenth BGM at Ernakulum, Sothern Railway	:	2002
(xviii)	Seventeenth BGM at Seundrabad, S. C. Railway	:	2006
(xix)	Eighteenth BGM at Nagpur, Central Railway	:	2009