

MR. CHAIRMAN: He has not got all that information.

SHRI JAGJIVAN RAM: We do not receive applications for claims. There are the Claims Commissioners and they settle the claims. As soon as the claims are settled by the Claims Commissioner we make the payment.

DR. D. H. VARIAVA: What were the causes of the accidents in Saurashtra?

SHRI SHAH NAWAZ KHAN: The cause of the accident to which I have just referred was the spread of gauge.

DR. D. H. VARIAVA: What were the causes of all the accidents? There were many accidents, not one.

MR. CHAIRMAN: The Question hour is over.

#### SHORT NOTICE QUESTIONS AND ANSWERS

##### AIRCRAASH NEAR SARASPUR HILL AT HAILAKANDI IN CACHAR

4. SHRI S. C. DEB: Will the Minister for TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether it is a fact that an aircraft of Air Freight Service of Air Assam Party took place near Saraspur Hill at Hailakandi in the district of Cachar on the 5th May 1957 after its taking off from the Kumbhigram Airport;

(b) if so, what was the cause of the accident and whether any enquiry has been conducted in the matter; and

(c) what was the number of persons in the plane including the crew and whether there was any loss of life?

THE MINISTER OF STATE IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI HUMAYUN KABIR): (a) Yes, Sir, An aircraft of the Indian Airlines Corporation operating a freighter service from Kunv

bhigram to Calcutta on the 5th May 1957 crashed at a distance of about 42 miles from Kumbhigram.

(b) The accident is under investigation by the Chief Inspector of Accidents, Civil Aviation Department. No definite information about the cause of the accident can be given until the report of the Chief Inspector has been received and examined.

(c) The aircraft carried a crew of three and no passengers. One of the members of the crew was killed as a result of the accident.

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SHRI S. C. DEB: Was any rescue party sent when the accident occurred and may I know whether there is any such arrangement there in Kumbhigram aerodrome?

SHRI HUMAYUN KABIR: A rescue party was sent the very next morning but because of bad weather the party could not get to the place. But the wreckage of the aircraft was spotted by the Superintendent of Police, Cachar, and the survivors were removed almost immediately to a local hospital in Hailakandi and later to Silchar. Since then they have been brought to the Presidency Hospital in Calcutta. One is out of danger and the other is also responding to treatment. Regarding arrangements at Kumbhigram, we do not have adequate arrangements there. It is not possible to have all the necessary arrangements at many of the small wayside stations but whatever local ambulances can be provided are provided.

SHRI S. C. DEB: May I know whether the villagers rushed to the place to rescue the crew?

SHRI HUMAYUN KABIR: We have received information to that effect and actually it was the services of the villagers and of a school teacher which was responsible perhaps for saving the life of two of the crew.

SHRI S. C. DEB: May I know what was the cargo carried by the plane and whether the load was heavy?

SHRI HUMAYUN KABIR: The cargo of the plane consisted of ginger, motor parts, broken brass and furniture from a company called Messrs. Air Assam. There was no mail on board.

SHRI MAHESWAR NAIK: May I know what was the loss of property involved?

SHRI HUMAYUN KABIR: The aircraft was completely destroyed and so the aircraft was lost and most of the goods, motor parts, broken brass, furniture etc. I do not think much was salvaged.

SHRI PURNA CHANDRA SHARMA: Are these freighters permitted to carry passengers also?

SHRI HUMAYUN KABIR: Those which are purely freighter service are not allowed to carry any passengers. When you have a mixed freighter and passenger service, it is a different matter.

SHRI S. C. DEB: May I know whether the load was heavy?

SHRI HUMAYUN KABIR: The load was well within the maximum permitted. I have made enquiries to that effect specifically and we are satisfied that the load was below the maximum.

**GO-SLOW ACTION RESORTED TO BY THE TELEGRAPH EMPLOYEES**

10. SHRI S. C. KARAYALAR: Will the Minister for TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether the Telegraph employees have resorted to 'Go-Slow' action in respect of their duties as telegraphists;

(b) if so, whether the 'Go-Slow' action has resulted in heavy delays

in transmission of telegrams and their accumulation; and

(c) what action Government have taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI RAJ BAHADUR): (a) to (c). The telegraph employees resorted to "Go-Slow" movement from the midnight of 14th/ 15th May 1957 which caused heavy delays in the transmission of telegrams. As a result of discussions with the Union, however, this movement has been called off and normal conditions have since been restored at almost all the centres.

SHRI S. C. KARAYALAR: May I ask what were the circumstances which led to the adoption of the Go-Slow action?

SHRI RAJ BAHADUR: Some time back the All India Telegraph Employees Union made certain demands. Many of these demands had been accepted or were in the course of consideration. Perhaps at a given moment they thought fit to launch this movement known as the Go-Slow movement.

SHRI S. C. KARAYALAR: May I ask whether the hon. Minister is now-satisfied that the Go-Slow action was adopted deliberately?

SHRI RAJ BAHADUR: I think to say the least it was not well-advised.

SHRI MAHESWAR NAIK: May I know what was the volume of traffic which was held up by this Go-Slow agitation?

SHRI RAJ BAHADUR: I shall give certain figures. The relevant dates are 14th May, a date prior to the so-called Go-Slow movement, 16th May when perhaps it was at its height and 20th May when we could see the results of alternative methods of transmission. On the 14th the number

of telegrams sent over the wire was 8,151 while the number sent by post was nil. On the 16th May the number of telegrams sent over the wire was 2,629 while the number sent by post was 2,265. That means, about 50 per cent had to be sent by post. On the 20th May after our alternative methods of communication came into operation, the number of telegrams sent over the wire was 4,106 while the number sent by post was 975. We had almost overcome the difficulty and were returning to normalcy in spite of this Go-Slow action.

SHRI H. P. SAKSENA: Do Government propose to take any disciplinary or other action against those persons who went on this ill-advised Go-Slow strike?

SHRI RAJ BAHADUR: We have got to work together and therefore we have to take action in case of gross breach of discipline.

SHRI K. S. HEGDE: Is the Go-Slow action one of the recognised methods of strike?

DR. R. B. GOUR: Of course.

SHRI RAJ BAHADUR: It is not at all recognised as a method of strike.

DR. R. B. GOUR: May I know what were the demands that were accepted and what were the demands that were not accepted and were under consideration and for how long they were under consideration?

SHRI RAJ BAHADUR: Sir, there were four demands and they were for the first time brought to the forefront at the time of the Hyderabad conference which was held in December last. The demands were, firstly the appointment of a Telegraph Enquiry Committee. This was their main demand and this was accepted and a communique has already been issued about the acceptance of this demand. The second demand was, promotion of ministerial staff to gazetted ranks. This was a question which was to be refer-

red to the Telegraph Enquiry Committee. Apart from that one of the suggestions that were made at one of the meetings with the Union was also under consideration separately and that was known to the Union. The third was revision of pay scales of telegraphists. This particular demand for upgrading the pay of telegraphists was opposed by another section of telegraph employees, namely, the clerks who maintained that this should not be done. So it became a controversial demand but even then it was not rejected and it is still under consideration. The fourth demand was for the cancellation of a supplementary list of candidates successful in a test held in the year 1953. The Union representatives discussed this question with us and the entire circumstances were brought to their notice and they were satisfied with regard to the question of seniority of these candidates who were declared successful at the supplementary examination.

DR. R. B. GOUR: What is the agreement that they have reached by which the Go-Slow action was withdrawn?

SHRI RAJ BAHADUR: I explained to them the circumstances and the position and they realised that what they wanted had already been largely conceded.

SHRI K. S. HEGDE: Were there any political parties behind this movement and if so which are they?

SHRI RAJ BAHADUR: I believe there were no political parties.

#### WRITTEN ANSWERS TO QUESTIONS

##### CHANGE IN TIME TABLE OF WESTERN RAILWAY FOR SAURASHTRA

\*103. SHRI MAGANLAL B. JOSHI: Will the Minister for RAILWAYS be pleased to state:

(a) whether the Western Railway effected changes in their time table