

(b) whether any representations to this effect have been received by Government; and if so, what action has been taken thereon?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) Sir, it is not due to want of sufficient protection inside the Railway lands that the fields near Azhikkal Railway Station get flooded during abnormal rains, but for want of additional drainage facilities.

(b) Yes, Sir. The matter was considered by the Railway in consultation with the State Government and plan and estimate for providing an extra culvert are being got out which will be sent to the Madras Government for their acceptance.

STRIKE BY THE PILOTS AND BERTHING MASTERS AT BOMBAY PORT

*95. SHRI S. N. MAZUMDAR: Will the Minister for TRANSPORT be pleased to state:

(a) whether it is a fact that the pilots and berthing masters of the Bombay Port went on a strike in December 1954;

(b) if so, what were the demands of those employees;

(c) whether any of the provisions of the Essential Services (Maintenance) Ordinance, 1941, were applied by the authorities on the said employees; and

(d) if so, what was the reason therefor?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) Yes.

(b) The demands related to improvement of pay scales, allowances and certain other conditions of service.

(c) No.

(d) Does not arise.

SHRI S. N. MAZUMDAR: Is it not a fact that either a notice under this Act was served on them or the representatives of these people were told that unless the strike was withdrawn, this Act would be applied to them?

SHRI O. V. ALAGESAN: If I remember rightly, the strike lasted for three days. We were prepared to appoint a committee to go into this matter and they withdrew the strike. But if the strike had been prolonged, the necessity to apply this Act would have arisen, but fortunately it did not arise.

SHRI S. N. MAZUMDAR: Am I to understand then that the application of this Act was contemplated by the authorities?

SHRI O. V. ALAGESAN: Many things are contemplated but they do not take shape unless the conditions warrant.

SHRI S. N. MAZUMDAR: My question is this: If a war-time Act like this is to be used in ordinary times when there is no war emergency, or even its use is contemplated, against the strikes of workers, then it is definitely an attack against trade union rights. So, I want to be clear about the attitude of the Government on this question.

SHRI O. V. ALAGESAN: The existence of a particular Act does not mean that it will be applied when circumstances do not warrant it. I have nothing more to say. I can only say that we had no occasion to use this Act.

SHRI S. N. MAZUMDAR: My question was whether it was contemplated or not.

MR. CHAIRMAN: Even if there was contemplation, his point is that that contemplation was not implemented.

SHRI S. N. MAZUMDAR: My question is different. My question is, apart from the situation—I am coming to that later—whether this Act, which is a war-time measure, should be

applied against the normal strikes of workers.

SHRI O. V. ALAGESAN: My answer is categorical. Unless the conditions warrant, these Acts will not be applied.

DR. RAGHUBIR SINH: May I know what pay scales apply to these people who were on strike—pilots and berthing masters?

SHRI O. V. ALAGESAN: They are on the scale of Rs. 800 to Rs. 1,500. In addition they receive a conveyance allowance of Rs. 50 p.m.

DR. RAGHUBIR SINH: May I know what increase they have been demanding on these scales?

SHRI O. V. ALAGESAN: I do not have the figures just now.

CLASS IV EMPLOYEES OF THE CIVIL AVIATION DEPARTMENT

*96. SHRI S. N. MAZUMDAR: Will the Minister for COMMUNICATIONS be pleased to state:

(a) whether Government have received any representation from class IV employees of the Civil Aviation Department for revision of their basic scales of pay;

(b) if so, what are the scales asked for by them; and

(c) what action has been taken by Government in the matter?

THE DEPUTY MINISTER FOR COMMUNICATIONS (SHRI RAJ BAHADUR):

(a) No, Sir.

(b) and (c). Do not arise.

SHRI S. N. MAZUMDAR: Is it not a fact that in their conference they passed a resolution on the revision of their pay scales?

SHRI RAJ BAHADUR: The Class IV employees of the Civil Aviation Department are governed in the matter of pay scales by the same rules as other Central Government employees, who get their salaries in accordance with the provisions of the Central Civil Services Revision of Pay Rules, 1947.

SHRI S. N. MAZUMDAR: May I know what their present scale of pay is?

SHRI RAJ BAHADUR: It is a long list and I will not go into details. There are various scales:

Rs. 40—1—50—2—60.

Rs. 35—1—50.

Rs. 30— $\frac{1}{2}$ —35.

Rs. 40—2—60.

These are broadly the various scales that are being given to Class IV employees in various positions.

SHRI S. N. MAZUMDAR: Is it not true that a man on the scale of pay of Rs. 30— $\frac{1}{2}$ —35 reaches his maximum in ten years and that after that he has no chance of getting any increase in his pay and that is why these people are demanding the fixing of their scale at least on Rs. 35—1—50?

SHRI RAJ BAHADUR: I do not think it is wholly correct, because these scales normally apply to peons, who are promoted to posts of daftries and other posts. Apart from that, as I have said just now, all these employees in the Civil Aviation Department are governed by the same rules as other Central Government employees of the same class.

*97. [The questioner (Shri S. N. Dwivedy) was absent. For answer, vide col. 930 infra.]

*98. [The questioner (Shri S. N. Dwivedy) was absent. For answer, vide col. 931 infra.]

*99. [The questioner (Shri S. N. Dwivedy) was absent. For answer, vide col. 932 infra.]

MANUFACTURE OF METRE GAUGE LOCOMOTIVES BY TELCO

*100. SHRI M. GOVINDA REDDY: Will the Minister for RAILWAYS be pleased to state:

(a) whether it is a fact that orders for metre gauge locomotives have been placed with the Tata Locomotive and Engineering Company on special terms; and