

**LOK SABHA DEBATES**      Dated: 06.02.55  
(Part I—Questions and Answers)

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**LOK SABHA**

Wednesday, 4th May, 1955

*The Lok Sabha met at Half Past Ten  
of the Clock*

[MR. DEPUTY-SPEAKER in the Chair]

**ORAL ANSWERS TO QUESTIONS**

**Short Notice Questions and Answers**

**STRIKE BY KOLAR GOLD-FIELDS WORKERS**

**S.N.Q. No. 11. Shri T. B. Vittal Rao:** Will the Minister of Labour be pleased to state:

(a) whether it is a fact that the workers of gold mines in the Kolar Gold Fields have gone on a strike since the 17th April, 1955 consequent on the refusal by the management of the Company to implement the award of the Industrial Tribunal;

(b) if so, whether any conciliation proceedings have been started; and

(c) the steps Government propose to take to bring about the settlement of the dispute?

**The Deputy Minister of Labour (Shri Abid Ali):** (a) About 10,000 workers of the gold mines in Kolar Gold Fields went on strike from the 16th April, 1955 over the issue of immediate revision of wages rates of certain categories of workers. According to the Tribunal's award, this revision was left to be settled by the mines management in consultation with the representatives of the workers. As directed by the Tribunal, the management was prepared to grant a uniform increase of annas three in the existing rates of wages but the workers demanded an immediate revision of wages rates. The

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management declined to do so and their appeal against the wage increase granted by the Tribunal was pending before the Labour Appellate Tribunal.

(b) and (c). At the intervention of the Regional Labour Commission (Central), Madras, a settlement was reached to the effect that the strike should be called off and direct negotiation of all outstanding issues resumed. The workers accordingly resumed work on the 27th April, 1955.

**Shri T. B. Vittal Rao:** May I know when the Conciliation Officer and the Regional Labour Commissioner went to Kolar? Is it only after the strike or did they go before the strike and try to avert the strike?

**Shri Abid Ali:** On the eve of the strike they went there.

**Shri T. B. Vittal Rao:** What do Government propose to do on the findings of the Kolar Gold-field Enquiry Committee that the management of the company have not been working the Mines in the interests of the country?

**Shri Abid Ali:** That is entirely a separate question. That does not arise out of this.

**FORCED LANDING OF AEROPLANES**

**S.N.Q. No. 12, Shri S. G. Parikh (on behalf of Dr. J. N. Parekh):** Will the Minister of Communications be pleased to state:

(a) whether it is a fact that the Calcutta bound Skymaster and the Rajkot bound Dakota had to make forced landing on the 23rd April, 1955 which caused anxiety to passengers;

(b) if so, the causes that led to this forced landing; and

(c) the measures that Government propose to take to improve the efficiency in view of the frequency of such forced landings and engine troubles?

**The Deputy Minister of Communications (Shri Raj Bahadur):** (a) and (b). A Skymaster on a scheduled service from Bombay to Calcutta on the 23rd April, 1955 force-landed at Aurangabad as one of its engines failed in flight and the propeller could not be feathered out. The aircraft made a landing at Aurangabad. A relief aircraft was sent from Bombay to carry the passengers to their destination. The passengers were well looked after during their enforced stay at Aurangabad and there was a total delay of about six hours in the flight arriving its destination.

Regarding the incident to a Dakota at Rajkot aerodrome, the Dakota which was on a scheduled service from Bhuj to Bombay, overshot the runway in gusty wind conditions while making its scheduled halt at Rajkot. The aircraft halted on soft ground and was bogged. It had to be towed back and the service departed from Rajkot after a delay of about two hours. Government have no information of any harassment caused to passengers

(c) Every effort is made to prevent engine troubles and accidents. The measures taken by Government with a view to preventing engine failures, accidents etc. have been explained to the Sabha from time to time. However, I lay on the Table of the Lok Sabha a statement indicating these measures. [See Appendix XIII, annexure No. 11].

**Shri T. B. Vittal Rao:** As per item (8) of the statement laid on the Table of the House, it is stated that the maintenance schedule has been revised with a view to increase the margin of safety and that they are more elaborate in detail than those obtaining in U.K. and U.S.A. Could I know if a copy of the schedules that are obtaining in U.K. and U.S.A. will be laid on the Table of the House?

**Shri Raj Bahadur:** I will try to do so. So far as the actual modification in the schedule is concerned, I may give only one example. For instance, the between-overhaul period for Hercules engines has been reduced from 900 hours to 850 hours. Similarly other steps have been taken to revise the schedules in order to ensure the elimination of all mechanical defects.

**Shri G. S. Singh:** May I know when the Government propose to revise the licensing of pilots and ground engineers in accordance with the standards laid down by the International Civil Aviation Organisation?

**Shri Raj Bahadur:** As the hon. Member is aware, we had appointed a Committee, known as the Master Committee, and they also went into this question and advised us in regard to this question. We have taken some steps which I shall be able to indicate on a separate question.

**Dr. Rama Rao:** May I know whether the Lokur Committee has submitted its report on the Nagpur air crash?

**Shri Raj Bahadur:** That is a separate question altogether and I will not be able to answer it now.

**Mr. Deputy-Speaker:** Yes, that is a different matter altogether.

**Shri Joachim Alva:** Where are the engines sent for checking up and overhaul? Do they go to the Hindustan Aircraft Factory in Bangalore or do Government have a special central workshop near at Bombay as at Calcutta for the Bengal area?

**Shri Raj Bahadur:** We have got one at Delhi and the other at Calcutta. At Bombay, we have got the Air India International's workshop.

**Shri M. S. Gurupadaswamy:** Will you please permit me to put my question—Short Notice Question?

**Mr. Deputy-Speaker:** The hon. Member was not present when I called his question. Today, instead of calling the questions first, as is usual, I called the hon. Prime Minister to make his

statement because he wanted to go away early, and so the hon. Member had some more time in that way. He was given notice that he should be here at 10-30 to put his question. His question was called and he has missed the bus. I cannot help it. However, I shall arrange to send a copy of the written answer to the hon. Member.

**Shri M. S. Gurupadaswamy:** Can it be taken up tomorrow?

**Mr. Deputy-Speaker:** Another notice will have to be given. I cannot call upon any hon. Minister to be present here except in the usual course. If a separate notice is given, let us see.

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WRITTEN ANSWERS TO QUESTIONS

**Short Notice Question and Answer**  
DETENTION OF DR. LOHIA

**S.N.Q. No. 13. Shri M. S. Gurupadaswamy:** Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that Dr. Ram Manohar Lohia and six other Praja

Socialist Party workers were released by the Judicial Commissioner of Manipur on the 26th April, 1955 following *habeas corpus* petitions filed on their behalf;

(b) whether it is also a fact that Dr. Lohia and Shri Achaw Singh were re-arrested by the Police on the same day just outside the jail gates under the Preventive Detention Act; and

(c) if so, the grounds on which they have been detained?

**The Minister of Home Affairs (Pandit G. B. Pant):** (a) and (b). Yes.

(c) Grounds of detention have been furnished by the District Magistrate to Dr. Lohia and Shri Achaw Singh, as required by Section 7 of the Preventive Detention Act, 1950; they can make a representation against the Magistrate's orders to the State Government and the Advisory Board.

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