

Shri B. S. Murthy: May I know what steps Government propose to take in order to remove the lacuna which has resulted in the strike of the workers being termed 'illegal'?

Shri Abid Ali: I have already stated that administrative instructions have been issued. No hardship has been reported; if any hardship still exists, we will take appropriate action.

Shri A. N. Vidyalankar: The hon. Minister stated that the Chief Labour Officer had returned from leave on that day, there were arrears of work accumulated and therefore he could not attend to this matter. Is it not a serious matter and somebody else also must have been responsible for it. Has Government enquired whether any other officer also was responsible for this and, if so, what steps Government propose to take to expedite disposal of such important work, which may not result in serious consequences, in future?

Shri Abid Ali: I note the suggestion for action.

Shri Nambiar: May I know whether Government are persuading the employers to pay the workers for the strike period?

Shri Abid Ali: No, Sir.

LATE ARRIVAL OF CALCUTTA MAIL IN MADRAS

IV. Shri Natesan: (a) Will the Minister for Railways be pleased to state whether it is a fact that the Calcutta Mail due in Madras on the 13th December, 1952, arrived after a delay of six and half hours, and was held up on some stations between Rajahmundry and Madras?

(b) If so, at what stations and by whom was it held up?

(c) Was any damage caused to the Mail, and what was the amount involved?

(d) What steps are proposed to be taken to prevent a repetition of such occurrences?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Calcutta Mail due in Madras at 6.50 hours on the 13th reached at 13.30 hours, i.e., 6 hours 40 minutes late.

(b) The train left Waltair right time and reached Rajahmundry four minutes late due to loss on run:

Detained at Nidadavolu 57 minutes for crossing trains which were badly delayed.

Detained between Nidadavolu and Tadepalligudem 194 minutes at all the three intermediate stations and between stations due to alarm chain having been pulled, removal of washers from vacuum hose couplings, disconnecting electric couplings and damaging glass shutters of carriages.

Detained between Tadepalligudem and Bezwada 29 minutes due to alarm chain having been pulled, 7 minutes for engineering restrictions and crossing of trains.

Bezwada 103 minutes waiting for relief engine due to failure of the train engine of the Calcutta Mail which is scheduled to run through.

Between Bezwada and Bitragunta 13 minutes due to cautious driving through stations.

Between Bitragunta and Madras 3 minutes made up.

Total loss on run 403 minutes minus 3 minutes made up.

Arrived late 400 minutes i.e. 6 hours 40 minutes.

(c) Yes, by breaking of glass shutters. Exact amount involved is not yet known, but is not expected to be heavy.

(d) Detentions other than 'engine failure' due to interference with the trains by mobs creating disturbances. Prevention of repetition of such occurrence is essentially a law and order problem for the State Government who are fully aware of the position.

Mr. Deputy-Speaker: The hon. the Railway Minister like to make a statement on this.

The Minister of Railways and Transport (Shri L. B. Shastri): Sir, trouble in a sporadic form started on the 8th instant, with demonstrations at a number of railway stations such as Guntur, Narasapur, Tadepalli, Muddanuru, Palakol. The mobs held up trains by standing on the track and pulling up alarm chains.

The position deteriorated further on the 13th and the 14th, particularly on the Bezwada-Rajahmundry section. At Bezwada on 15th December, after about 6-30 P.M. a big crowd mobbed the station and did not let the Delhi-bound Grand Trunk Express proceed, and later extended their activities to the station office and the carriages. They

forced the Railway staff out from their places of work and did not allow any work to be done or trains to pass for about 24 hours.

The disturbances reached the climax on the 16th. At about 9-30 A.M., the mob went into the Control Office and the Office of the Assistant Transportation Superintendent, Movement, and stopped the staff from working. Goods sheds and parcel offices were looted. Section 144 has been promulgated and the situation is reported to be under control. The Grand Trunk Express mentioned earlier left at about 7-30 P.M. on the 17th.

At Anakapalle, wagons were looted, cabins were set on fire, and the track was interfered with.

At Nellore one passenger bogie coach was set on fire. Rails on Pennar bridge were removed. They have since been restored by the Railway.

At Bhimavaram, level crossing gates were smashed; telegraph, signal and electric wires were cut; windows and name-board were smashed; the pumping engine was slightly damaged; the overhead water tank was emptied; and passenger vehicles were damaged.

At Guntur, the goods shed and the parcel office were looted and damage to railway property was caused.

At Godavari, the mob attempted to set fire to the station building.

At Ongole, signals were pulled down and obstructions placed on the track. Track keys were removed for about three-fourth of a mile.

At Waltair, heavy damages were caused to track and Railway equipment and Loco shed stores were damaged.

Arson and looting at stations and from loaded wagons, damage to Railway equipments such as signals and track, interference with rolling stock and telegraph wires on varying scale were indulged in at many other stations and also on the branch lines connecting with the North-East main line.

Trains services were disrupted badly on the North-East line between Bezvada and Waltair and also on its branches.

There was considerable dislocation of train services on the Waltair-Cuttack section also.

No injuries to any staff have so far been reported. Owing to the local

officers and staff being fully occupied with the emergency, it has not been possible to make a reasonable assessment of the extent of damages to the railway and public property. At a very rough estimate, it may be anything up to Rs. 50 lakhs. Very close liaison is being maintained between the Railway Administrations, the local Government and the local and Railway Police.

The position is reported to be under control and coming back to normal. It is hoped that with effect from the 19th instant some of the important through trains, viz., Madras-Calcutta Mails, Grand Trunk Expresses and the Madras-Puri passengers will resume running by the normal routes. These trains will carry armed escorts.

Shri Natesan: Were trains coming through Rayalaseema area also similarly held up?

Shri L. B. Shastri: I am not aware of that, Sir.

Shri B. S. Murthy: Tanjore also?

Shri Nambiar: That is due to cyclone.

Dr. Rama Rao: May I know if all this expression of indignation of Andhra is due to the failure of the Government of India to come out with definite steps for the formation of the Andhra State?

The Prime Minister (Shri Jawaharlal Nehru): Hon. Members opposite perhaps know more about it than we do.

3-15 P.M.

FORMATION OF ANDHRA STATE

V. Shri Raghuramaiah: Will the Prime Minister be pleased to state in view of the grave situation fast developing in Andhra and the necessity of assuring the Andhra public that their cherished goal is in sight what immediate steps Government propose to take towards the early formation of the separate Andhra State?

The Prime Minister (Shri Jawaharlal Nehru): Sir, In furtherance of the statement I made in the Council of States on the 9th December, 1952, and in terms of that statement, the Government of India have decided to establish an Andhra State consisting of the Telegu speaking areas of the present Madras State, but not including the city of Madras, and intend to take early steps to this end in accordance with Article 3 of the Constitution. Government are appointing Mr. Justice K. N. Wanchoo, Chief Justice

of the Rajasthan High Court, to consider and report on the financial and other implications of this decision and the questions to be considered in implementing it. Mr. Justice Wanchoo will report by the end of January 1953. On receipt of this report, Government will take other necessary steps, they are anxious to avoid all possible delay in establishing the new State. They hope that the establishment of this State will be brought about with the

friendly co-operation of all the people concerned.

Shri Nambiar: In view of the statement made by the Prime Minister, will the question of forming an Aikya Kerala, a separate Kerala province be considered?

Mr. Deputy-Speaker: It does not arise out of this question.
