

all that. He was transferred from Mongyr. So, the time taken for the journey is also there.

SOME HON. MEMBERS: Every time, it is the same story.

MR. SPEAKER: The time taken by the journey is also there. Therefore, the details are to be looked into.

श्री कंबरनास गुप्ता : (दिल्ली सदर) :  
प्रध्यक्ष महोदय यह मधु तिमये जी की  
बात नहीं है सिर्फ एक ही केस नहीं है, इस  
नरह के बहुत मारे केमेज हमारे सामने घाते  
हैं इस चीज के बारे में प्रापको देखना चाहिये।

COMMITTEE ON PRIVATE MEMBERS BILLS AND RESOLUTIONS

FOURTIETH REPORT

SHRI KHADILKAR (Khed.): I beg to present the Fortieth Report of the Committee on Private Members' Bills and Resolutions.

12.54 hrs.

INDIAN RAILWAYS (AMENDMENT) BILL—contd.

Clause 2—contd.

MR. SPEAKER: The House will resume further clause-by-clause consideration of the Indian Railways (Amendment) Bill.

The Business Advisory Committee had allotted 3 hours for this, but we have already taken 6 hours. At least now, we have to finish it quickly. We are having clause-by-clause consideration now. The general discussion had taken 6 full hours. No doubt, it is an important Bill and it is good that so much time, in fact, double the time allotted, was taken. But I think we shall have to finish the clauses a little more quickly.

We were discussing clause 2 and the amendments thereto. Shri Lobo Prabhu may now continue his speech.

SHRI S. M. BANERJEE (Kanpur): We should have at least 2 hours more as there are 63 amendments.

SHRI LOBO PRABHU: (Udipi): In my speech yesterday, I was developing two ideas. The first was that it was not good for labour, unions and for the parties supporting them to go against public opinion. The second was that it was not good for parties which are so interested in these unions to create an image that they are against public opinion, which image is also confused with the image of the whole Opposition. I would like to state here that we of the Opposition would like to stand shoulder to shoulder with every party in this House; we stand shoulder to shoulder with them when they are in a position to have public opinion on their side. So on this occasion, I would like to appeal to the parties supporting labour to realise that we are also for labour, in the context of the whole country, in the context of all workers, in the context of the economy.

SHRI GEORGE FERNANDES (Bombay South): In the context of exploiting them.

SHRI LOBO PRABHU: In this context, if they would like us to support labour, we are ready.

I have moved my first amendment.

Now I come to the second which is to the effect that in respect of squatting and other forms of satyagraha the provision should not be restricted only to those who obstruct the movement of trains but should apply also to those who obstruct the use by the public of any form of facility available to them whatsoever.

12.57 hrs.

[Mr. DEPUTY-SPEAKER in the Chair]

It is quite possible for obstructing the public, to go on with a strike in

[Shri Lobo Prabhu].

regard to the issue of tickets. It is quite possible to prevent people from travelling if the ticket collector says: 'I am on strike. You will not be able to have your ticket'. It is quite possible for the station staff not to open the gates or otherwise prevent the movement of passengers to trains. So this particular provision, to be effective, must be extended to all employees of the railway concerned with the travel of the public, not to be confined only to those who are preventing the movement of trains.

SHRI INDRAJIT GUPTA (Alipore): Really a pro-labour suggestion.

SHRI LOBO PRABHU: This is certainly a pro-labour suggestion because among the passengers, the largest majority are workers. They may not be railway workers, but they are workers and they want to get to their work; they do not want to be prevented from reaching their place of work.

I stand for labour, not for a section of it. I stand for the whole labour of this country. I would, therefore, press that Government accept my amendment that this provision should be applicable also to those who are concerned with travel facilities, to those who deny or delay these facilities.

श्री विश्वनाथ पाण्डेय (सलेमपुर) : अध्यक्ष महोदय, मैंने जो संशोधन पेश किया है, वह इस लिये किया है कि जो विधेयक आपके सामने प्रस्तुत है, उस का अर्थ यह है कि—

"If a railway servant, when on duty, is entrusted with any responsibility, connected with the running of a train, railcar or any other rolling-stock from one station or place to another station or place..."

जिसके द्वारा कि रेलवे के जो कर्मचारी हैं, जिनके हाथ में रेल को चलाने का साधन दिया गया है, वे इस स्थान पर रेल को पहुंचा दें, जिससे कि रेल में यात्रा करने वाले अपने स्थान पर पहुंच जायें, बीच में न रह जायें। दूसरे—लोग ऐसी कार्यवाही न करें कि वे पिकेटींग करें या हड़ताल करें या ट्रेक के सामने बैठ जायें, जिससे कि ट्रेन के चलने में गतिरोध या अवरोध पैदा हो। भारतीय रेलवे कानून के अध्याय 9 क्लॉज 100 (ए) तथा (बी) में जो दण्ड की व्यवस्था है, वह व्यवस्था कुछ कम है और वह भी इन मामलों के बारे में नहीं है। भारतीय रेलवे कानून सन् 1890 का है, देश की परिस्थिति के अनुसार, समय के अनुसार तथा कार्य के अनुसार यह आवश्यक है कि उनमें आमूल परिवर्तन किया जायें। यह 1890 का कानून है और ऐसा मालूम होता है कि इसमें नीस चाली-बार संशोधन हो चुके हैं लेकिन इतने संशोधन होने पर भी अभी पर्याप्त संशोधन नहीं हुए हैं जिनमें कि रेल कर्मचारियों की कठिनाइयों का समाधान हो सके या रेलवेज के चलने में जो कठिनाइयां हैं उनका निराकरण हो सके। इसीलिए मैं कहता हूँ कि इनमें आमूल परिवर्तन किया जाये।

इसी संबंध में, जो इसमें दंड निहित है, उसके सम्बन्ध में मैं ने कहा है कि दो वर्ष की सजा को बढ़ाकर उसकी अवधि पांच वर्ष कर दी जाए तथा पांच सौ रुपये जुर्माने के स्थान पर एक हजार कर दिया जाए क्योंकि जब तक कठोर दंड की व्यवस्था नहीं की जायेगी तब तक ये चीजें बन्द नहीं हो सकती हैं। मैं आशा करता हूँ कि मंत्री महोदय मेरे संशोधन को स्वीकार करेंगे।

13. hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.