

[Prof. Madhu Dandavate]

many times its capacity. This had a disastrous effect on the bridge. From the aerial survey and the statements on record, it is quite evident that what happened on the night of 29th—30th May, 1977 was a flash flood of devastating proportions."

11. The Additional Commissioner of Railway Safety commenced his statutory enquiry into this accident on the 2nd June at Rangiya. According to his provisional finding, the accident was caused due to the scouring of the Rowta Bagan end abutment and approaches of the bridge No. 141 by the diverted waters of river Golandi, normally crossing the track through the adjoining bridge No. 139. He has not held any railway employee responsible for failure to prevent the derailment of 13 Up Tezpur Express and has ascribed the accident as an "Act of God".

12. The army men who were in the front coaches, were prompt not only in saving their own lives but also in expeditiously rescuing other passengers in that dark early hour. For those courageous army men it was the noblest hour of their life and I expressed to them our deepest gratitude.

SHRIMATI PARVATHI KRISHNAN (Coimbatore): What about the other accidents. There are other serious accidents also. In the Trivandrum section of the Southern Railway, there was an accident. Only yesterday there was another.... (Interruptions).

MR. SPEAKER: Will you all kindly sit down? It is unfortunate; nobody is happy about the accidents and so many people dying. He will present the budget and you are going

to talk about railways for three days; you can certainly take these things up, not just now.

SHRIMATI PARVATHI KRISHNAN: You cannot confine the budget discussion to accidents only. There should be a statement about the whole thing; the budget discussion is not meant to discuss accidents only.

11.10 hrs.

ADDITIONAL EMOLUMENTS
(COMPULSORY DEPOSIT)
AMENDMENT BILL*

THE MINISTER OF FINANCE AND REVENUE AND BANKING (SHRI H. M. PATEL): I beg to move for leave to introduce a Bill further to amend the Additional Emoluments (Compulsory Deposit) Act, 1974.

SHRI VAYALAR RAVI (Chirayinkil): On a point of order. Under the provisions of the proposed Bill, government employees would not be allowed to withdraw their deposits; according to the assurance given by the government earlier, they should be allowed to withdraw the second instalment in cash. The Act was extended only for one year. Because of this Bill, the employees' suffering would be for five months while it will give benefit only for two months. According to the promise made by the government, the money had to be returned. The introduction of the Bill can come up in July because this session will end only in August; it could have been introduced after fulfilling the promise of the government to pay the second instalment in cash, both the principal as well as the interest. The government has to fulfil the promise and return the entire amount deducted from the wages of the employees. I object to the introduction of this Bill.

SHRI H. M. PATEL: These are arguments which can be urged when the Bill comes up for discussion and not at the introduction stage.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Additional Emoluments (Compulsory Deposit) Act, 1974."

The motion was adopted.

SHRI H. M. PATEL: I introduce† the Bill.

11.12 hrs.

STATEMENT RE. ADDITIONAL EMOLUMENTS (COMPULSORY DEPOSIT) AMENDMENT ORDINANCE, 1977

THE MINISTER OF FINANCE, AND REVENUE AND BANKING (SHRI H. M. PATEL): I beg to lay on the Table an explanatory statement (Hindi and English versions) giving reasons for immediate legislation by the Additional Emoluments (Compulsory Deposit) Amendment Ordinance, 1977.

11.13 hrs.

RAILWAY BUDGET, 1977-78

MR. SPEAKER: Shri Dandavate.

SHRI VAYALAR RAVI (Chirayinkil): Sir, before you call the Minister, I want to raise a point of order. Article 75(4) says:

"Before a Minister enters upon his office, the President shall administer to him the oaths of office and of secrecy according to the forms set out for the purpose in the Third Schedule."

I do not want to take the time of the House by reading the Third Schedule. There is a case pending before a court.

MR. SPEAKER: I know. It is being argued in a court of law. Let us await the decision there whether the minister will continue as a minister or not. Why should we decide it here if it is pending before a court of law? I cannot allow any further discussion on this. I have given my ruling.

SHRI VAYALAR RAVI: In this situation, how can he present the budget? Suppose the court ultimately rules against him, the whole thing will be *ultra vires*. Even for a member the penalty is Rs. 500. For a minister it may be much more, may be Rs. 3000. How much penalty is he going to pay? This is a very relevant point.

MR. SPEAKER: The House can consider the situation after the judgment comes. Now, Shri Dandavate.

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): Mr. Speaker, Sir, I rise to place before the House the Annual Financial Statement for the Indian Government Railways showing the estimated receipts and expenditure for the year 1977-78.

2. After adoption of the Interim Budget presented on the 28th March 1977, I met representatives of trade unions, Industry and Passenger Associations, and also some eminent economists with a view to understanding their genuine grievances about the working of railways and inviting from them concrete suggestions to improve Railways' performance.

3. After these fruitful discussions, I have been thinking of streamlining the administrative machinery of the Railways and of providing better amenities and facilities to the travelling public, particularly the second class passengers.

Budget Estimates 1977-78

4. At the very outset I would like to inform the House that I have fulfilled the time bound assurance given to Parliament in the last session that all

†Introduced with the recommendation of the Vice-President acting as President.