

**MR. DEPUTY CHAIRMAN:** You will have to conclude now.

श्री कल्पनाश्रम में अभी खत्म कर रहा हूँ।

मैं अपने विरोधी पार्टी के लोगों को भी कहना चाहता हूँ कि जो हमारे देश में एक तरफ तो कहते हैं कि बगला देश को मान्यता दो और दूसरी तरफ तालाबंदी कराते हैं, जब तालाबंदी होगी, जब हड़ताल होगी तो उत्पादन घटेगा, महंगाई बढ़ेगी, प्राइसिज बढ़ेंगे। मैं वित्त मंत्री जी से कहना चाहता हूँ कि it is a national emergency on the economic front. Let the Government work to dynamise the economy on was footing. We must have determination to fight inflammation in some way as we had faced Chinese and Pakistani aggression.

जब तक यह सरकार देश की जनता को भरपेट मोटा अनाज, मोटा कपड़ा, पढ़ाई एवम् दवाई का इंतजाम नहीं कर लेती है तब तक इसे अपने को समाजवादी कहने का अधिकार नहीं है।

अगर देश की सरकार यह निश्चय कर ले कि पांच वर्ष तक इस देश में कोई हड़ताल नहीं होगी, कोई तालाबंदी नहीं होगी और अगले पांच वर्षों में हम हिन्दुस्तान की जनता को मोटा कपड़ा और मोटा अनाज देकर दम लेंगे, विरोधी दलों को राष्ट्रीय आर्थिक संकट की इस बेला में देश की जनता के हितों को प्राथमिकता देते हुए सरकार का साथ देना चाहिए। इसलिए मैं चाहता हूँ कि पांच वर्ष तक इस देश में तालाबंदी और हड़तालें बन्द होनी चाहिए और हमें दाम बांधों की नीति अख्तियार करना चाहिए और समता के द्वारा सम्पन्नता के आधार पर अपनी आर्थिक व्यवस्था को सुलझाना चाहिए जिससे हमारा यह मुलक उन्नति के रास्ते पर अग्रसर हो सके। इन शब्दों के साथ मैं आपको धन्यवाद देना हूँ और अपना भाषण समाप्त करता हूँ।

**MR. DEPUTY CHAIRMAN:** Now Mr. Qureshi will make a statement.

### STATEMENT BY MINISTER

**Railway Accident between Yadugram Block Hut and Gurpa Station of Eastern Railway on 23rd August, 1974**

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** Sir I regret to inform the House of an accident which took place on the Grand Chord section of the Eastern Railway on 23-8-1974.

At about 0530 hours on 23-8-1974, while goods train No. 1211 Up was approaching the Up distant signal of Nathganj station on the Grand Chord section of Dhanbad Division of the Eastern Railway, 10 of its wagons got derailed blocking both the Up and Down lines. After the clearance of all infringements on the Down line at 1700 hours, the relief trains including the cranes were to be removed from the Down line for the passage of 9 Down Doon Express. The first part of the assembly comprising of Gaya based Accident Relief Train and 120 tonne crane left the site for Gurpa at 1810 hours. However, the second part of the assembly comprising of Gomoh based Accident Relief Train, along with three re-railed wagons could not be despatched to Dilwa on account of the engine of this Accident Relief Train having failed. Consequently another engine was called for from Gujhandi. While coupling up this engine with the second assembly, the latter rolled towards Gurpa because of a steep falling gradient. This rolling assembly collided with the first Accident Relief Train assembly between Yadugram Block Hut and Gurpa station at 1900 hours.

As a result of the collision, 15 railway staff including Assistant Security Officer, Dhanbad, were killed and another 7 injured of whom 2 sustained grievous injuries. A sum of Rs. 500 to the next of the kin of each of the dead persons excepting one who has not been identified so far, and

[Shri Mohd. Shafi Qureshi.]

Rs. 400 to each of the two grievously injured persons has been made. The General Manager has also sanctioned a special posthumous grant of Rs. 2,000 in respect of the dead persons who have been identified.

Additional Commissioner of Railway Safety is expected to commence his statu-

tory enquiry into this accident on 27th August, 1974.

MR. DEPUTY CHAIRMAN: The House stands adjourned till 11.00 A.M. on Monday.

The House then adjourned at twelve minutes past six of the clock till eleven of the clock on Monday, the 26th August, 1974.