

trains; the alarm chain apparatus was accordingly restored in nearly 150 trains on Indian Railways. There was, however, a spurt in the incidence of unauthorised pulling of alarm chain adversely affecting punctuality of trains and as a result of a further review undertaken in 1962, alarm chain apparatus had to be blanked off on a number of trains.

As in the present incident, passengers could not stop the long-distance train when fire broke out in a coach, resulting in casualties, I thought we should put a stop to the system of blanking off of the alarm chain apparatus. Instructions have accordingly already gone out that this practice should be discontinued forthwith in all non-suburban trains.

Honourable Members will, however, appreciate that conditions are different as far as suburban trains are concerned. Stations are situated close to each other and in case of any incidence of fire, etc., it cannot remain un-noticed for more than perhaps a few minutes. Railways now blank off the alarm chain apparatus in a number of suburban trains and I am afraid this practice will have to continue in the interest of smooth running of trains. On suburban sections, trains follow each other in quick succession and stopping of a train by an unwarranted use of the alarm chain apparatus will immediately cause queuing up and dislocation of services. Also, the punctuality of suburban trains will be severely affected, creating more problems.

I thought I should clarify what I had in mind when I made the announcement on 26th April regarding discontinuance of the practice of blanking off of the alarm chain apparatus.

12.4 hrs.

#### RE EXPLOSIONS IN GOODS YARD AT BHUSAVAL

**Mr. Speaker:** About the railway accident, I would now permit some

clarificatory questions. Anyone who is signatory to it may put the question. Only signatories and not others.

**श्री विष्णु प्रसाद (लालगंज) :** जो स्टेटमेंट रेलवे मिनिस्टर ने दिया है उस को देखने से ऐसा मालूम पड़ता है कि एक गड़ढा 46 फीट व्यास का घोर 13 फीट गहरा घोर एक गड़ढा 65 फीट व्यास का घोर 18 फीट गहरा बना। इसका अर्थ यह हुआ कि रेलवे बैगन के अन्दर बड़े ही विस्फोटक पदार्थ भरे हुए थे। रेलवे के अन्दर रेड ट्रैफिक रूल्स हैं कि किम तरह से बैगन्स में सामान रखा जाना चाहिये और सारी हिदायतें बरती जानी चाहियें में जानना चाहता हूं कि जो आपका रेड ट्रैफिक रूल बना हुआ है उसके मुताबिक सारा सामान लदा था या नहीं।

**रेलवे मंत्रालय में राज्य-मंत्री (डा० राम सुभग सिंह) :** उम्मी के अनुसार लदा था।

**श्री प्रकाशवीर शास्त्री (बिजनौर) :** जैसा कि असम मेल के सम्बन्ध में रेलवे मंत्री महोदय ने कुछ विदेशी तस्कों का हाथ होने की सम्भावना प्रकट की थी, उसी तरह से क्या भुसावल में जो रेलवे दुर्घटना हुई है उसके पीछे भी कुछ अनुमान लगा है। मैं जानना चाहता हूं कि क्या पाकिस्तानी या दूसरे तस्क भारत भर में फैल गये हैं जिनका इस प्रकार की दुर्घटनाओं के पीछे हाथ है।

**डा० राम सुभग सिंह :** मारी बातों की जांच की जा रही है।

**श्री बड़े (खारगोन) :** भुसावल के पाम बरणागांव में अम्पूनिशन फीकट्री है और वहां से पठानकोट और फंटियर के लिये माल जाता है। यह बात सब को मालूम थी कि इन पांच बोगियों में विस्फोटक पदार्थ भरे हुए थे। मैं जानना चाहता हूं कि जो डब्बे लगे हुए थे उनमें क्या इस प्रकार के प्रिकाशन लिये गये थे कि कोई सैवाटेज न हो सके।

**डा० राम सुभग सिंह :** सारी सावधानी बरती गई थी ।

**एक साननीय सदस्य :** फिर यह दुर्घटना कैसे हो गई ।

**सभापति महोदय :** यह तो तहकीकात में पता लगेगा ।

**Shri Hem Barua (Gauhati):** It has been reported this morning that 13 live bombs have been discovered in a nalah in Sahranpur. All these things and explosions and violent activities in the country speak of a certain pattern. In that context, may I know whether the Government have been able to hold any preliminary or primary investigation into these accidents at Bhusawal and, if they have, whether they have come to the conclusion that this might belong to the broad pattern of things that are evolving in this country the CBI, I mean.

**Dr. Ram Subhag Singh:** As I said earlier, the entire matter is under investigation and the government will have to be guided by the report of the investigation authorities.

**श्री मधु लिमये (मुंगेर) :** अध्यक्ष महोदय, जब आसाम में यह घटनाएं हो गईं तो उस वक्त प्रधान मंत्री जी ने यहां कहा कि नागा विद्रोहियों के साथ उनका सम्बन्ध नहीं जोड़ना चाहिए और चालिहा साहब ने कहा है कि उन्हीं का यह काम है । जब इस तरह की घटनाएं होती हैं तो पूरी जांच पड़ताल किये बिना किसी को सिफारिश-पत्र देने का जो काम होता है उससे काफी गलतफहमी हो सकती है । तो क्या वे झाइन्दा से इस तरह की घात बन्द करेंगी ? दूसरी बात यह है कि यह जो विस्फोट हुआ है उसमें काफी जायदाद का नुकसान हुआ है तो क्या उसका कोई अनुमान बता सकते हैं कि कितना नुकसान हुआ है ?

**डा० राम सुभग सिंह :** जायदाद की क्षति के बारे में अनुमान लगाया जा रहा है

और सारी बानों का पता लगाकर यहां उस थ्रॉकड़े को रख देंगे कि कितने रुपये की जायदाद बर्बाद हुई है ?

**Shri Swell (Assam—Autonomous Districts):** With regard to the incidents in Assam, the Minister of State for Railways answering questions last week had stated that there was a foreign hand behind the incidents, although the investigations were still going on. On the same basis, may I know whether he suspects a foreign hand behind the explosion at Bhusawal also?

**Dr. Ram Subhag Singh:** Actually when I made that statement, I had certain proof at my disposal. Here the matter is under investigation. So, I do not want to be categorical.

**श्री अ० ना० बिद्यालंकार (होशियारपुर) :** क्या मैं यह जान सकता हूँ कि जो एक्सप्लोजन हुए हैं उसमें जो बम या दूसरी चीजें हैं वह कहां की बनी हुई हैं ?

**The Minister of Railways (Shri S. K. Path):** These explosives belong to our own defence. What was in it, where they were made, etc. is not known to us, nor is it proper to divulge it.

**Shri A. P. Sharma (Buxar):** From the statement, I find that the wagons were booked from Pathankot to Pulgaon on 23-4-66 and the explosion took place on 2-5-66 at 23.15 hours when they were standing in Bhusawal goods yards. I want to know when these wagons started from Pathankot, when they arrived at Bhusawal and how long they had been waiting in Bhusawal goods yard. When the wagons contained explosives, why were they detained so long in the yard?

**Dr. Ram Subhag Singh:** The wagons arrived at Bhusawal at 3.10 hours on 2-5-66 and the explosion occurred at

23.15 hours on 2-5-66. So, there was not much of a detention there.

**Shri A. P. Sharma:** When did they start from Pathankot, because it has taken a considerably long time to reach Bhusaval.

**Dr. Ram Subhag Singh:** They were booked on 23-4-66 from Pathankot to Pulgaon.

**Shri A. P. Sharma:** I am asking a specific question. These wagons contained explosives. It has taken about 9 or 10 days. Why should explosive material take so long a time in its movement?

**Dr. Ram Subhag Singh:** The movement depends on the line clearance, etc.

**Mr. Speaker:** Are there no special precautions taken when there are explosives?

**Dr. Ram Subhag Singh:** It was standing in the marshalling yard at that time. There was no question of the explosion occurring while the train was in motion.

**Mr. Speaker:** When the wagons contain explosives, they should be left to the ordinary routine to remain in some yard for some days as other wagons would remain. Is not any special precaution taken when the wagons contain explosives?

**Shri S. K. Patil:** There is a manual that governs the carriage of explosives. But it has nothing to do with time; that is a new problem. The manual contains how they are to be booked, what precautions the consignor has to take, etc. It also contains what must be the distance between the locomotive and the wagons, etc. There is very scrupulous adherence to all these things, but the time factor is not mentioned there.

**Shri A. P. Sharma:** It has taken 10 days to move from Pathankot to

Bhusaval. Is there no time limit for the movement of explosives?

**Mr. Speaker:** He says there is no time-limit mentioned in the manual. What can I do?

**Shri Hari Vishnu Kamath (Hoshangabad):** Amend the manual.

**Mr. Speaker:** If this is not included, this aspect may be examined.

**Shri S. K. Patil:** We shall certainly do so. We shall also find out why that much time was taken.

**Shri D. C. Sharma (Gurdaspur):** The minister has given a very conventional and stereotyped reply to this question which is engaging the attention of the whole of India. He has said that it is under investigation. May I know whether the Chief Inspector of Railways is going to investigate into the matter? He can investigate it on a human level, operational level and mechanical level. What efforts is the Minister of State going to make in order that the element of sabotage, which most of us believe is 100 per cent correct, is taken note of? May I know whether some other kind of inquiry will be set up to find out that there has been sabotage about which I have no doubt?

**Dr. Ram Subhag Singh:** Every precaution will be taken to find out whether there has been sabotage or not. The Inspectorate of Explosives as well as the CBI representatives are included in this along with the investigating authorities, which consist of four railway officials.

**Shri Shree Narayan Das (Darbhanga):** What are the usual precautions that are to be taken by railways when they accept such explosives for transport from one station to another? When these wagons were lying in the yard, were any persons posted there to keep watch against any sabotage being carried out? If so, what arrangement was made?

**Dr. Ram Subhag Singh:** There are certain conditions. It runs to 20 lines. If you allow me, Sir, I will read it.

**Shri Tyagi** (Dehra Dun): Are proper arrangements made to keep watch?

**Dr. Ram Subhag Singh:** Yes; there were proper arrangements to watch.

13.00 hrs.

STATEMENT UNDER DIRECTION  
115 RE. INACCURACY IN STATE-  
MENT AND REPLY THERETO

**Shri Daji** (Indore): Sir, during the discussion on...

**Shrimati Renu Chakravartty** (Barackpore): Where is Mr. Sanjiva Reddy?

**Mr. Speaker:** Mr. S. K. Dey will make the statement.

**Shrimati Renu Chakravartty:** Why? Mr. Sanjiva Reddy must be here to apologise.

**Shri Daji:** Mr. Speaker, Sir, during the discussion on the Indian Copper Corporation I had pointed out that the Indian Copper Corporation was under the technical management of New Consolidated Goldfields South Africa Ltd. and had referred to Bulletin of the Geological Survey of India, p. 55. In his reply, the Hon'ble Minister Mr. Sanjiva Reddy denied my statement as based on false information. A reference to the speech will show that he was silent on the question of the matter having been referred to in the Bulletin of Geological Survey of India and only denied my statement and held it up to ridicule.

I thereupon tried to get the copy of the Bulletin from the Parliamentary Library but I was informed that it had been withdrawn. My efforts to obtain the Bulletin from the other sources was met with a similar reply. However, I have now been able to find the relevant page and a photostate copy of the same is in my possession.

In the Bulletin of the Geological Survey of India, Series A, Economic Geology No. 23, Copper, by J. A. Dunna as revised and enlarged by

A. G. Jhingram, S. P. Nautiyal and M. K. Roy Chaudhuri, p. 55, it is mentioned "in 1924, exercising their auction the Cordoba Copper Company purchased the mining rights at Mosabani from the Cape Copper Company. Simultaneously the company was reconstructed as the Indian Copper Corporation.

"In 1931, the technical management of the Corporation was handed over to the New Consolidated Goldfields South Africa Ltd. under whose management operations still continue."

The year of publication, as given on the Bulletin, is 1965. I had therefore right and reasonable reason to believe that the technical management of New Consolidated Goldfields South Africa Ltd. continued on the day when I spoke in the House. If during the Africa Ltd. continued on the day when period after the publication and my speech in Parliament, the technical management had been changed the Minister could have made such a clear statement and the matter could have rested there. Instead he totally denied the whole of my statement regarding Indian Copper Corporation being technically managed by New Consolidated Coldfields South Africa Ltd. In this context the withdrawal of the relevant Bulletin from circulation is also very significant.

It is clear that the Government of India in their publication Bulletin of Geological Survey of India gave wrong information or the information given was correct but the technical management by the South African firm was terminated before I raised the issue in Parliament. The Minister's statement does not give any clear indication as to the actual fact. It is regrettable that the Minister instead of clarifying the position satisfied himself by a general statement denying what I have said and also went further to make some unsavoury remark about me. It is now clear that the Minister's statement amounts to *suppressio veri* and *suggestio falsi*, and the statement made by me is correct as based on