

**THE MINISTER OF EXTERNAL AFFAIRS (SARDAR SWARAN SINGH):**

(a) There is no collective farming scheme for Tibetan refugees, though a number of them have been rehabilitated on land in settlements at Bylakuppe (Mysore), Chandragiri (Orissa), and Mainpet (Madhya Pradesh).

(b) Does not arise.

12 NOON

**CALLING ATTENTION TO A MATTER OF URGENT PUBLIC IMPORTANCE**

**EXPLOSION AT LUMDING AND DIPHU STATIONS ON THE NORTH EAST FRONTIER RAILWAY IN ASSAM**

**SHRI G. MURAHARI (Uttar Pradesh):** Sir, I beg to call the attention of the Minister of Railways to the recent explosions at Lumding and Diphu Stations on the North East Frontier Railway in Assam resulting in the deaths of, and injuries to, a large number of persons.

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAM NATH):** Sir, I regret to have to apprise the House that two serious explosions took place on 20th and 23rd April, 1966 at Lumding and Diphu Railway stations respectively, involving heavy casualties among the travelling passengers and others.

On 20-4-66 while 20 Down Tinsukia-New Jalpaiguri Passenger train was standing at Lumding Railway station on platform No. 1, a loud explosion was heard at 22.05 hrs. in a third class compartment of Coach No. 3583 second from the engine. This caused the roof of the rear portion of this coach being blown off resulting in heavy casualties amongst the occupants as well as persons on the platform. As a result of the explosion, 72 persons were injured and 57 were killed.

General Manager, North-East Frontier Railway with other Railway officers arrived at site at 04.50 hrs on 21-4-66 and supervised the relief and restoration arrangements already initiated by the Superintendent Railway Police and other local railway

officers. *Ex-gratia* payments to all the injured persons were promptly arranged.

On 23-4-66, Tinsukia-New Jalpaiguri passenger train No. 20 Dn. arrived at Diphu station (32 Kms. from Lumding) at 20.50 hrs. Immediately thereafter at 20.57 hrs. an explosion took place in a third class coach marshalled third from the train engine. As a result of the explosion, 41 persons were killed and 81 injured.

Medical relief arrangements and succour to the injured and the restoration of traffic were carried out speedily. *Ex-gratia* payments were arranged. All facilities such as issue of telegrams to the near relatives, free passes etc. were also given.

The Inspector General, Railway Protection force, who was at Lumding in connection with the earlier incident, rushed to the scene with relief train, volunteers and R.P.F. and along with the Army Sector Commander, 4 Sector Diphu and district authorities rendered necessary help.

The Minister of State for Railways visited the scene of explosions at Lumding and Diphu stations on 24-4-66 along with Member Staff, Railway Board, General Manager, Inspector General, Railway Protection Force, G.O.C. Nagaland I.G. Police, Assam and two Ministers of Assam Government and the local M.P. in order to have first hand details of the incidents. Both at Lumding and Diphu, M.S.R. met the railway staff and found them in good spirit, despite the fact that some of them had splinter injuries.

At Diphu, M.S.R. discussed the *modus operandi* of the planting of these explosives with the Army, Security and the Police officers. The explosives were planted with the deliberate object of dislocating the main channel of communications and thereby undermining the confidence of the public. It was a well-organised, well-planned and well-directed action.

M.S.R. also held a meeting with Shri B. P. Chaliha the Chief Minister of Assam and four of his Cabinet colleagues, Chief Secretary, I.G. of Police and Railway officers at Gauhati on 25-4-66. The responsibility for all security arrangements and ensuring the safety of the bridges, tun-

[Shri Sham Nath.]

nels and track in the sections between Lumding and Badarpur (Hill Section) and between Lumding and Simuluguri (main line), recently extended up to Sapakhati, is that of the Army. This responsibility in other sections rests as usual with the State Government. It was felt that these required further strengthening. It was agreed that the bases of these heinous activities required to be located immediately and tackled properly. It was also considered necessary to set up an expert intelligence cell by pooling the resources of the State C.I.D. and the Staff of the Central Intelligence Bureau and detective staff of the R.P.F. A decision was also taken to introduce with immediate effect, checking of all personal effects of travelling public in these sections.

In pursuance of the decision the matter was further discussed in detail between the Inspector General, Railway Protection Force and I.G. of Police, Assam and other Police and Railway officers on the afternoon of 25-4-66. A co-ordinating cell of Railway, State and Civil Police officials has been set up at Gauhati. Searching of luggage of passengers was brought into effect. Police armed guards have been posted in trains and at the stations on these sections and no unauthorised person is allowed to enter platform and station premises. All trains are thoroughly searched at originating and terminating stations in these sections. Bogies have been marked separately for long and short distance passengers to facilitate searching and checking of short distance passengers *en route*. All heavy luggage after search is placed in brake vans and other items of luggage carried by passengers are searched before a passenger is allowed to enter into compartment.

Necessary publicity has been given and passengers requested to keep a sharp watch on persons whose movements are suspicious and who board compartments and then leave their luggage behind, and report such cases to the R.P.F. escorts travelling with the trains for taking necessary action.

As a result of searches, on 29-4-66 after the departure of 20 Dn., Police/R.P.F. search parties recovered a steel trunk in 3rd Class waiting hall at Manipur Road railway station (Dimapur) which contained a live bomb. The steel trunk could not be

placed in the train by the miscreant due to searches and it appears he slipped out after leaving the steel trunk in the waiting hall. Further details are being enquired about it.

SHRI G. MURAHARI: Sir, I would like to know why the Government has taken so long to ensure safety on the Railways especially because after these two incidents there have been several incidents in that region of the country? The Assam Mail was derailed and there have been further accidents. Even in today's newspapers we find some news about explosives being found on railway tracks. In view of this situation it seems that there is entirely no law and order in that part of the country. May I know, Sir, if it is a part of the campaign that the Naga hostiles have been carrying on? I would also like to know whether it is not a fact that certain foreign-made plastic bombs were found. If it is so, may I know the origin of these bombs because from the reports that appear in the press it looks that they are of the N.A.T.O. origin. Are they of French make and have come from the N.A.T.O. countries? Therefore, we would like to know why the Government is taking such a complacent view of the whole thing and not proceed on a war footing to ensure the safety of Indian citizens in that part of the country.

Secondly, I would like to know whether the question of shooting at sight of any saboteurs has been thought of because this country wherever there is any trouble the Government takes immediately to shooting down people but when there is such a deliberate attempt to sabotage and kill innocent people, the Government does not seem to move in that direction. I would like to know whether the Government would assure us that they would give orders to shoot and kill whoever is found indulging in this matter of sabotage.

My another question is that recently there was a report that certain Naga hostile leaders were arrested in that part of the country while going in a jeep, but the Chief Minister of Assam seems to have interfered in this whole matter and got them released though certain incriminating documents were found on their person which actually incited Naga hostiles to indulge in this kind of deliberate sabotage. Also there were letters written by certain

hostile leaders saying that they had carried out their task of having explosions in such and such part of the country.

These kinds of documents were found and, in spite of that, they were allowed to go. I would, therefore, like to know why the Government is taking such an attitude.

**THE MINISTER OF RAILWAYS (SHRI S K PATIL)** Sir, this is a very long question and I do not know where to begin and where to end. But for the information of the House I would like to say that in this 3 or 4 Ministries are involved. So far as the Railway Ministry is concerned, our business is to carry passengers.

**SHRI ATAL BIHARI VAJPAYEE (Uttar Pradesh)** To the heaven.

**SHRI S K PATIL** Please listen to me. After all I listened to such a long question without complaining. So far as the law and order question is concerned, it is looked after by the Assam Government, also the Home Ministry of the Government of India comes in. So far as these disturbed areas are concerned and the nature of that track is concerned, the overall supervision and charge is of the Defence Ministry because it is on a war footing. Now hitherto before these explosions took place, the question was how to guard the track and how to carry on the normal functions of the Railways, etc. The track, the culverts and bridges are protected and there are any number of them. So far as that was concerned, it became impossible for them and no track could be disturbed and no culvert or bridge could be interfered with. But this is a new thing, new bombs, plastic bombs or some other kinds of bombs. This is an innovation; it has nothing to do with the track or other arrangements or cutting of jungles, etc. Anybody can carry a small trunk containing a time-bomb anywhere, in any compartment and after a particular time an explosion might take place. Now some arrangements have been made which were not made hitherto, because you can understand that it is so very difficult to make them, namely, to search hundreds and thousands of trunks because the number of passengers runs into thousands and the stations are also not one or two. If I mistake not, they are 40 to 50. I am only talking of the disturbed areas. Therefore to do this is an enormous task and involves

delay to the passengers and railway transportation would become almost impossible. But because there is risk to life, we have started doing it for the last two or three days. So far as the other question is concerned, it was answered in the other House. It is not for the Railway Minister just to say as to whether some people were arrested or what was found with them and what steps are going to be taken. That is a different category altogether.

**SHRI M P BHARGAVA (Uttar Pradesh)** May I know from the Railway Minister whether he is aware that information was received on the 20th of April at Dimapur station that two boxes with explosives had been loaded and, in spite of that information, a thorough search of the train was not made and the train was allowed to leave Dimapur station for Lumding?

**SHRI S K PATIL** I am sorry such information was not received by us any time, even up to this moment.

श्री अटल बिहारी वाजपेयी सभापति जी, मंत्री महोदय ने कहा कि वे रेल विभाग की जो जिम्मेदारी है उसी के बारे में जवाब दे सकते हैं। इस बात से मैं सहमत हूँ। वैसे तो सरकार सयुक्त उत्तरदायित्व के सिद्धान्त पर काम करती है। रेल मंत्री महोदय यह बताए कि जब पहली दुर्घटना हुई उस समय तो मुसाफिरो की तलाशी नहीं ली जाती थी, लेकिन पहली दुर्घटना जब हो गई और बड़ी सख्या में लोग मारे गए तो आज जो काम काम किया जा रहा है कि मुसाफिरो की तलाशी ली जा रही है वह उसी समय क्यों नहीं शुरू की गई। पहली दुर्घटना और दूसरी दुर्घटना में कुछ दिन बाकी थे। उस समय रेल मन्त्रालय क्या कर रहा था? क्या उसके लिए यह सम्भव नहीं था कि पहली दुर्घटना के बाद वह सजग हो जाता और हर एक मुसाफिर की तलाशी लेना जिससे दूसरी दुर्घटना न घटती।

श्री एस० के० पाटिल : बीच में अन्तर खाली तीन दिन का था। जैसा मैंने कहा, इतने स्टेशन और दूसरी चीजें देखनी थी।

[श्री एस० के० पाटिल]

हमने होम मिनिस्ट्री को इत्तिला दे दी कि वह चीज करनी चाहिये क्योंकि वह तो आसाम गवर्नमेंट से होती है, रेलवे नहीं करती है, हमको खर्च करने का अधिकार नहीं है। अभी खबर आई है, मालूम नहीं सच है या नहीं। जैसा डिप्टी मिनिस्टर ने पढ़ा—यह लेटेस्ट इनफार्मेशन है—कि मणिपुर स्टेशन में एक ऐसा ट्रंक मिला। इस प्रकार की जांच होती थी, इसलिए छोड़कर वह भागा, इसलिए वह चीज मिली। बीच में जो समय गया वह इसलिए गया क्योंकि अरेंजमेंट करना पड़ता है, एकाएक नहीं होता। मालूम ही नहीं था कि 72 घंटे के अन्दर इस प्रकार की दूसरी योजना होने वाली थी।

**SHRI DAHYABHAI V. PATEL** (Gujarat) : Has the Government made enquiries as to whether there is the hand of any foreign power behind all these incidents? If I mistake not, the hon. Minister for Railways has said something of that kind in the statement. If so, whether it is based on some information and what steps have the Government taken about it?

**SHRI S. K. PATIL** : Sir, these are plausible presumptions. Anybody can believe it. But the matter is under investigation because of the nature of the bomb. It is found that the bomb has a terrific capacity of destruction. That capacity suggests that it is something extraordinary and it is not an ordinary bomb. It blows off everything; even the 95-pound or 110-pound rails could be bent. The hon. Members might have seen the pictures. If not, I would send them the pictures. Now it was clear that it had a terrific power of destruction. Therefore the presumption is that these must have been secured from somewhere outside.

**SHRI S. S. MARISWAMY** (Madras) : Sir, the hon. Minister just now stated that it is not possible to search the luggage of every passenger. We do agree and sympathise with the hon. Minister. But there is a gadget which is called mechanical detector. If this is installed at the entrance of the railway station, it would point out

whether any lethal weapons or bombs are carried in the luggage. This is done in foreign countries and it is installed in important buildings. The Railway Ministry could make enquiries about it from America and England, whether it could be got here and fixed at railway stations, at least in the disturbed areas.

**SHRI S. K. PATIL** : It is a very valuable piece of information which the hon. Member has placed here. It could detect metals but these bombs can be camouflaged in hundred different manners. Anyway, we shall surely make enquiries and if any gadgets are possible by which this could be done so very easily, the Railway Ministry would be only too pleased to instal them.

**SHRI CHANDRA SHEKHAR** (Uttar Pradesh) : With your permission I again repeat the question which the hon. Member, Mr. Bhargava, put, because an hon. Member of this House, Mr. Sheel Bhadra Yajee, who is not in the House today, was to travel by the same train. He was at the Dimapur station. He said that in his presence this information came to the G.R.P. that two boxes with some explosives are suspected in this train and some search was made at the Dimapur station and only one hour after that this explosion took place, while Mr. Sheel Bhadra Yajee was still in the waiting room of that station. He said that when he enquired from the G.R.P., they said that only two coaches were not searched and the explosion took place only in those two coaches. It is surprising that this fact has not been communicated to the Railway Ministry nor to Parliament. This is the statement made by a responsible Member of this House, who is the leader of the Railwaymen's Union. Shri Yajee mentioned this fact to me, Mr. Bhargava and to Shri R. S. Doogar, the Deputy Chief Whip of the Congress Party, that in his presence all these things happened. If this is a fact, a thorough enquiry should be made and the persons responsible for concealing this fact should be punished.

**SHRI S. K. PATIL** : Surely, Sir. As I said, we have not got any information of that kind. I am rather surprised why Shri Sheel Bhadra Yajee, who is a very good friend of mine, omitted me from that information when he contacted the rest of the world.

**SHRI CHANDRA SHEKHAR :** He had told Dr. Ram Subhag Singh, the Minister of State in the Ministry of Railways, this fact and because of this he did not tell this to the Minister of Railways, Shri S. K. Patil.

**SHRI S. K. PATIL :** And the arrangement for regular searches started from only the 25th when we got this from the Home Ministry and also the Railways. Therefore, on the 20th and 21st there was nothing like a regular search.

**SHRI B. K. P. SINHA (Bihar) :** I sympathise with the Railway Minister.

**SHRI ATAL BIHARI VAJPAYEE :** What for ?

**SHRI B. K. P. SINHA :** For carrying a baby in this House of which he is only a minor co-father, because there are so many other agencies (*Interruptions*). There is the State Government, the Home Ministry and so many others which are also involved in any kind of arrangement that they may be having for carrying out these checks in that area. May I know whether even now the Government of India have come to the realisation that there has to be a high-level coordinating committee drawn from all these different Ministries and the State Government of Assam to have proper measures with regard to the communication system and other things in that area ? Has that realisation even now dawned upon the Government of India ? If so, what steps are they taking to establish such a high-level committee for coordination, composed of people drawn from all the Ministries concerned and the Government of Assam ?

**SHRI S. K. PATIL :** Apart from being a co-father either major or minor, I may say that there has been such coordination all along. But it must be realised that whatever arrangements we may have, these things can happen. If it is a matter of seven or eight days, it may be all right, and one can understand that. But if it goes on for months together, for years together, then we do not know ultimately what it will be. Therefore, some other remedy, as I suggested in the other House, has to be taken. So far as coordination between this Ministry and other Ministries, the Home

Ministry or the Defence Ministry, and the law and order work of the Assam Government are concerned, there is perfect understanding between all these agencies.

**श्री राजनारायण (उत्तर प्रदेश) :** क्या सरकार इस बात को स्पष्ट करेगी कि जब डा० राम सुभग सिंह को, रेल मंत्री जी को, इस बात की जानकारी करा दी गई थी कि दो वाक्स थे जिनमें कि कुछ एक्सप्लोसिव मँटर रखा गया, और जी० आर० पी० को भी इसकी खबर हो गई थी तो उसके सम्बन्ध में क्यों अब तक जांच नहीं की गई ।

और इसी से लगा हुआ प्रश्न है कि जो शुद्धतः, इनटायरली जिससे रेलवे मंत्रालय का सम्बन्ध है, जिसमें कि गृह विभाग का सम्बन्ध नहीं है, विदेश विभाग का सम्बन्ध नहीं है, 25 अप्रैल को काशी एक्सप्रेस की जो दुर्घटना हुई है, जिसमें 6 आदमी मरे हैं और अभी भी करीब 26, 25 आदमी इलाहाबाद के अस्पताल में पड़े हुए हैं, इसकी पूर्णतः रेलवे मंत्रालय की जिम्मेदारी समझ करके रेल मंत्री महोदय इस्तीफा देंगे । श्रीमान, मैंने इस सम्बन्ध में श्री एस० के० पाटिल को लिखा भी है, हमने बयान भी दिया है, मैं अस्पतालों में गया हूँ, मैं घटनास्थल पर गया हूँ काशी एक्सप्रेस की दुर्घटना शुद्धतः रेलवे की जिम्मेदारी है, रेल के डिब्बे में रेलवे की खराबी से आग लगी और तमाम पैसेंजर्स चिल्लाते रहे, तीसरे दर्जे के डिब्बे से खतरे की जंजीर निकाल दी गई थी, इसमें न तो गृह विभाग, न विदेश विभाग आता है और न कोई और आता है । हाँ यह सही है कि इसके लिये पाटिल साहब ने रेलवे मंत्रालय की, रेलवे विभाग की नालायकी मानी; तो जो 25 अप्रैल को दुर्घटना हुई उसकी शुद्धतः अपनी जिम्मेदारी मानते हुए, रेल मंत्रालय की जिम्मेदारी को मानते हुए, क्या श्री एस० के० पाटिल साहब इस्तीफा देने को तैयार हैं ?

श्री एस० के० पाटिल : मैं मानता हूँ ।  
इसका कोई जवाब नहीं है ।

श्री राजनारायण : सुना नहीं कि आपने  
क्या कहा ।

श्री एस० के० पाटिल : मैंने कहा, जवाब  
ही कुछ नहीं है उसका ।

श्री राजनारायण : उसका जवाब जनता  
आपको देगी ।

डा० एम० एम० एस० सिद्धू (उत्तर  
प्रदेश) : वह तो हमेशा दिया करती है ।

श्री राजनारायण : और आप लेते भी  
हैं ।

डा० एम० एम० एस० सिद्धू : आखिर में  
इनडाइरेक्टली आ गये हो ।

SHRI A. D. MANI (Madhya Pradesh) :  
May I ask the hon. Minister whether in  
view of this extraordinary situation which  
prevails in that part of the country, the  
Government of India and his Ministry have  
considered the proposal of taking over the  
entire administration of the railway track  
under the Defence of India Rules? He  
mentioned that talks were going on between  
the Inspector-General of the Railway Pro-  
tection Force and the Inspector-General,  
Assam. I may tell the hon. Minister that  
it is reported that some 2,000 underground  
Nagas are engaged in blowing up the com-  
munication system in that area. In view of  
the situation prevailing there, is the Gov-  
ernment of India considering the question  
of taking over the entire administration  
under the D.I.R.?

SHRI S. K. PATIL : I do not think that  
that will solve the question. I can quite  
understand that many things can be sug-  
gested. But then that would be regular  
war, I mean what the hon. Member sug-  
gests. The question is whether it is neces-  
sary. Sometimes where it is necessary, it  
may have to be done, to the proper extent.  
All these questions are under active exami-  
nation every day, what is happening there,

and to the extent it is possible to take pre-  
cautions, the precautions are being taken.  
And when things go beyond that, then  
something else, something more radical, will  
have to be done.

#### STATEMENT OF BILLS ASSENTED TO BY THE PRESIDENT

SECRETARY : Sir, I beg to lay on the  
Table a statement showing the Bills passed  
by the Houses of Parliament during the  
Fifty-fifth Session of the Rajya Sabha and  
assented to by the President.

#### STATEMENT

1. The Delhi Land Reforms (Amend-  
ment) Bill, 1966.
2. The Imports and Exports (Control)  
Amendment Bill, 1966.
3. The Indian Tariff (Amendment)  
Bill, 1966.
4. The Seamen's Provident Fund Bill,  
1966.
5. The Appropriation (Vote on  
Account) Bill, 1966.
6. The Appropriation Bill, 1966.
7. The Appropriation (Railways) Bill,  
1966.
8. The Appropriation (Railways) No.  
2 Bill, 1966.
9. The Armed Forces (Special Powers)  
Amendment Bill, 1966.
10. The Kerala Appropriation Bill,  
1966.
11. The Kerala Appropriation (Vote  
on Accounts) Bill, 1966.

#### PAPERS LAID ON THE TABLE

THE CINEMATOGRAPH (CENSORSHIP) FIFTH  
AMENDMENT RULES, 1966

THE DEPUTY MINISTER IN THE  
MINISTRY OF INFORMATION AND  
BROADCASTING (SHRIMATI NAN-  
DINI SATPATHY), Sir, on behalf of Shri  
Raj Bahadur . . .