

Not a single work concerning railways is being done in my constituency. For a long time, we have been demanding that the train which runs between Indore and Mumbai should be extended upto Mumbai Central, but no attention is being paid to our demand.

We had made another demand that an inter-city should be run to connect Indore with the State Capital Bhopal and it should take three and a half hour time. But it takes about six hours. The basic reason for this is that electrification of a sixty k.m. distance between Ujjain and Indore has not been done. Therefore, engine is to be changed two times. Indore is such a big city and the railway station there has been declared as a Model Railway Station. Despite that nothing is being done there and the Railway Minister is not taking any interest. If you want I am prepared to stage a 'Dharna'. I would like to request the Railway Minister to kindly pay attention towards Madhya Pradesh. Indore wants to achieve a prominent place in the Indian map as far as railways are concerned.

SHRI CHAMAN LAL GUPTA : It is a fact that one does not get place to sit in Malwa Express. If there are 46 berths in a bogie, only 13 are supplied bed rolls whereas rent is charged from everybody. There is heavy rush in every train coming from Jammu. Even in A.C. compartments two persons are accommodated on each seat.

[English]

MR. DEPUTY SPEAKER : You please sit down. Mr. Roy I will request you one thing. In future, please do not lose patience.

(Interruptions)

[Translation]

MR. DEPUTY SPEAKER : Hon'ble Railway Minister wants to say something. Please listen.

SHRI RAM VILAS PASWAN : Mr. Deputy Speaker, Sir, there are three issues involved in it. As far as the question of additional train is concerned, we shall discuss it in detail at the time of Supplementary budget. The other issue with regard to electrification can also be raised at that time. In so far as the question of bedding and maintenance is concerned, I have already said that we are concerned about this. We are going on increasing the trains, but there is shortage of coaches. But as far as the question shortage of bedding is concerned, we assure you that we shall do the needful and also try to remove such complaints.

SHRI HARADHAN ROY : Mr. Deputy Speaker, it is a matter of regret that land has caved in in Jharia and more than five hundred families have been affected and there has been loss of life and property. On the same day there was a news that CMD of BCCL visited Dugdha Coal Washery, which is a plant of BCCL, on 26.11.96 and announced closure of washery on the

same day, as a result of which about three thousand labourers were rendered jobless. I had informed the C.M.D. of BCCL that I will go there in the capacity of member of Coal Consultative Committee and also the members of Coal Standing Committee and see what is going on there. I am pained to inform that what to talk of CMD, no officer was present there. I had not asked for vehicle and neither I had asked somebody should accompany me because arrangement for shifting and rehabilitation of the residents is to be made.

I would like to know why Dugdha Coal Washery has been closed down and when it would be restarted. This plant was established in 1962 and now 1996 is going on. 34 years have passed Neither this plant has been renominated, modernised and nor diversified. This plant has been shut down with immediate effect. We have huge deposits of coal but we are importing good quality coal from foreign countries. We are depending on foreign countries and are closing down our washeries. They are earning more and more profits. Such type of looting is going on. Through you, I want to tell the Government that adequate arrangements should be made for the shifting and rehabilitation of the people from the area where land has caved in and for restarting the coal washery thousands of people are in danger. So, there is a need for proper rehabilitation of the people of Jharia. There is also a need that Coal India and BCCL should immediately start the rehabilitation work and replace the rehabilitated people who are affected because of fire and subsidence in Jharia township.

SHRI DWARAKA NATH DAS (Karimganj) : My constituency, Karimganj (SC), Assam, consists of Karimganj and Hailakandi Districts of which Karimganj is the border district, that is, adjacent to Bangladesh which is on the right bank of the river Kushiara. The border security forces of this border are divided into three sectors - one at Dholcherra, second at Machimpur and the third at Karimganj - the border town and the headquarters of the district.

Sir, smuggling is a common feature on this border and only on that day, i.e. the 2nd November, 1996, a BSF *jawan*, by name Ram Singh, was killed on the border, on the bank of the River Kushiara.

MR. DEPUTY-SPEAKER : Shri Das, please hurry up.

SHRI DWARAKA NATH DAS : So, I urge upon the Government to make Karimganj the regional headquarters of BSF and to station a DIG. BSF there to coordinate the BSF operations of the three aforesaid sectors...(Interruptions)

MR. DEPUTY-SPEAKER : Shri Das, you are a senior Member. Reading is not allowed in Zero Hour.

SHRI DWARAKA NATH DAS : This should be done in order to check smuggling and other unlawful activities along the border.