

fore, Government should reconsider this serious problem.

[English]

**(v) Demand for increasing the number of E.M.U.s and Shuttle Trains between Arakkonam Katpadi Tiruthani and Madras city on the Madras—Bangalore Railway Section**

SHRI R. JEEVARATHINAM (Arakkonam): Sir, due to a lot of Governmental, commercial and other economic activities in and around Madras City, the necessity of extending Madras City limit upto 70 to 80 Kms. in three directions has already arisen. The Office goers, small and big businessmen, daily-wage workers, labourers, students etc, have to commute to Madras City from Arakkonam, Katpadi, Tiruthani and vice versa on the Madras-Bangalore Railway section.

Sir, between Arakkonam-Katpadi-Tiruthani and Madras, the railway track is already electrified. At present, the E.M.U. train service and the shuttle trains running between these stations are hardly sufficient to meet the growing demands of the commuters living in Arakkonam, Katpadi, Tiruthani and other suburban areas. The E.M.U. and other local trains running between these stations are always jam-packed. Due to non-availability of accommodation at reasonable rent in Madras, people have perforce to go and live in suburban areas.

It is, therefore, requested that the Railway Minister may kindly look into this matter and immediately arrange to increase the number of E.M.U.s and shuttle train services between these stations so that the commuters are able to travel comfortably.

**(vi) Demand for a railway bridge on the railway crossing near Dindigul railway junction in Tamil Nadu**

SHRI K.R. NATARAJAN (Dindigul):

Dindigul is a grade I Municipal Town in Tamil Nadu. Since Madurai District was a very large district, the Government bifurcated it and formed a new District with Dindigul as the capital of the District with effect from 15.9.1985. Collectorate, District Police Office and other district Offices have been located there. The city has been growing very rapidly, now having population of about 5 lakhs. The floating population coming to various offices and shopping centres in Dindigul has increased manifold. Dindigul is a Railway junction connecting Railway lines for Madras, Madurai and Coimbatore. Now broad-gauge line has been laid and trains are running between Karur and Dindigul. There are number of national highways and other roads passing through these railway lines. Railway gates are provided at these junctions. When trains are running through these lines, the railway gates have to be closed. Traffic movement is curtailed. On the main railway line bound for Madurai just south of railway junction, there is a gate which remains closed most of the time. It is centre of the town and also very busy road, cutting across the lines. Hence an overbridge needs to be built there immediately. A number of times I raised this matter in Lok Sabha. The then Railway Minister Shri Bansilal had promised an overbridge there. But no over bridge has been built up so far. As it is a very urgent matter of public importance, I request the Railway Minister to carry out his predecessor's promise and construct an overbridge there.

**(vii) Demand for generation of employment opportunities and evolving a National Employment Policy**

SHRI SYED SHAHABUDDIN (Kishanganj): The national level of unemployment, even among the educated, has reached unprecedented heights, apart from increasing incidence of under-employment all over the country. What is needed is a national policy which should link generation of employment opportunity with a national system of preferential treatment for the local unemployed. This implies that each category of