

**COMMITTEE ON SUBORDINATE
LEGISLATION**

Fourth Report

SHRI MOOL CHAND DAGA (Pali): I beg to present the Fourth Report (Hindi and English versions) of the Committee on Subordinate Legislation.

MR. DEPUTY SPEAKER: Now matters under rule 377.

MATTERS UNDER RULE 377

(i) RAIL TRANSPORT FACILITIES FOR PASSENGERS FROM MADRAS TO TAMBARAM

SHRI ERA ANBARASU (Chengalpattu): It is estimated that about 14 crores of commuters had travelled in the Madras Electric Trains System during the year 1978-79. But the number of trains used for the passengers from Madras to Tambaram are only 26. Hence, very often, this results in exorbitant delay and most of the trains do not ply in time. Further the meagre number of trains is not sufficient to accommodate nearly 20 crores of commuters. In order to cater to the needs of the commuters, the total number of trains should be increased immediately. It appears that there are some difficulties in increasing the number of trains. Only in Madras, the electric trains are being run in meter-gauge and in other parts of our country these trains run in broad-gauge.

Most of the carriages are under repair and the spare parts are to be procured from outside the country. The Integral Coach Factory at Perambur is manufacturing carriages only for the broad-gauge and the carriages for the meter-gauge are not manufactured. And hence, the needs of the people of Madras is not met with for a long time. In spite of the several agitations in this regard by the Ladies Association as well as by Mad-

ras and Chengalput District Commuters Association, the authorities have not taken any interest either to increase the number of trains or to provide any other alternative.

At present, the Madras and Chengalput Commuters Association and Working Girls Association have given a call for state-wise agitation. In response to the call, the Public Relations Officer of Southern Railway has categorically stated that only solution to improve the situation is to convert this meter-gauge track into broad-gauge track between Tambaram and Madras Beach. If the authorities failed to take suitable action in this regard, I am afraid that this may unnecessarily lead to law and order situation and the public will be the ultimate sufferer. Hence, I request this hon. House to bring it to the notice of the Railway Minister to take immediate action to provide for a broad-gauge line as early as possible to cater to the long pending needs of the public of Madras and Tambaram.

Further the electric train facility at present is extended only upto Tambaram from Madras. But the same facility is not extended upto Kalpakam via Changalputu, Thirukazikunram and Mahabalipuram. There is an Automatic Power Project at Kalnakam. Thirukazikunram (which is known as Patchi Theartham is a religious centre. Mahabalipuram is a factoring centres. Besides, there places there are number of salt manufacturing centres. Besides. There are many factories situated. Hence without rail transport facility nearly 5 lakhs of people of Chingalpattu constituency are affected.

A double track from Tambaram to Chingalpattu and a new Railway line upto Kalnakkam via Thirukazikunram, Mahabalipuram is an immediate necessity to cater to the public needs. The Railway authorities have already constructed bridges for the purpose. Hence I appeal to this august House