

(Shri Madhavrao Scindia)

measures. Mere liquidation of the dacoit gangs, active at the moment would not eradicate the problem completely, unless the preventive aspect especially aimed at the removal of the socio-economic factors, which give rise to new gangs, is also given due attention.

The dacoity infested areas of Madhya Pradesh, Rajasthan and Uttar Pradesh are very backward both economically and socially. Widespread ravines exist along the rivers flowing through them and the continuous erosion of soil has reduced the area of cultivable land to a considerable extent. Owing to the negligible growth of industries, other avenues of employment are almost non-existent. Even after 34 years of independence not a single rupee has been spent in the shape of public sector investment in any one of the dacoity infested districts of the three States. Hence the land is very precious and even petty land disputes lead to murders.

Paucity of roads in the rural areas of these districts hampers the easy movement of people, especially of the police pursuing the dacoit gangs.

It is imperative that the Government take effective steps for the removal of these adverse socio-economic factors so as to find a permanent solution to the recurring dacoity problem in the region. Measures like increasing irrigation facilities, setting up of small scale, medium and large scale industries, provision of electricity to the villages of the area, construction of anti-dacoity roads and setting up of vocational schools and technical training centres would help a great in improving the socio-economic conditions of the region.

As this is a problem, which directly concerns both the States on either side of their border, it is essential to establish coordination between the three State Governments closely monitored by the Centre. Hence I suggest that:—

1. The Union Government should set up a cell or a Committee at a very

high level to study the preventive aspect of the dacoity infested areas of these States i.e., their economic regeneration.

2. Give Central financial aid to the governments of Madhya Pradesh, Rajasthan and Uttar Pradesh earmarked specifically for these areas for implementing the aforesaid programme.

3. The governments of Madhya Pradesh, Rajasthan and Uttar Pradesh should be advised to give top priority in budgetary allocations to these areas.

4. Preventive measures must be taken up on a war footing, otherwise the curative steps being taken at the moment would prove of no avail.

If such a high-level committee was set up by the Union Government and development priority given to the dacoity infested areas, I have no doubt that these preventive steps would go a long way in finding an effective solution to the dacoity problem.

(iii) NEED FOR INCREASED RAIL TRANSPORT FACILITY AN MADRAS-TAMBARAM RAILWAY SECTION

SHRI ERA ANBARASU (Chengal-pattu): Under Rule 377, I make the following statement:

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 Perampur is manufacturing carriages only for the broad-gauge and the carriages for the meter-gauges are not manufactured. And hence, the need 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 Madras 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 a state-wide agitation. In response to the call, the Public Relations Office of Southern Railway authorities have 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 bring it to the notice of 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 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 Kalpakkam via Chingalpattu, Thirukazikunram and Mahabalipuram. There is an Automatic Power Project at Kalpakkam Thirukazikunram (which is known as Patchi Jhurtham a religious centre. Mahabalipuram is a famous tourist centre. In between these places there are a number of salt manufacturing Centres. Besides, there are many factories situated. Hence without trains 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 Kalpakkam via Thirukazikunram, Mahabalipuram is an immediate necessity to cater the public needs. The Railway authorities have already constructed bridges for the purpose. Hence I appeal to the hon. House to bring it to the notice of the Ministry of Railways to provide such a Rail Transport facility.

14.00 hrs.

(iv) March on foot of people from Hura in Purulia—(West Bengal) in support of their demands.

PROF. RUP CHAND PAL (Hooghly): Sir, in West Bengal, several hundreds of people have started a march on foot from Hura, Purulia on 29-3-1982 with the purpose of urging upon the Central Government certain pressing problems affecting them seriously for a long time. These people would reach Calcutta on April 5, 1982 after covering a route of about 250 kms. The demands of the people of West Bengal include—

- (i) Express train service between Howrah-Purulia section of South Eastern Railway and conversion of Purulia-Kotshila metre gauge line into Broad gauge.
- (ii) Railway link between Raniganj and Bankura via Mejhia.
- (iii) Railway link from Mechada to Digha; from Haldia to Bokaro; from Pashkura to Chandrakona Road via Ghatal.
- (iv) Doubling of railway line between Sheoraphuly and Tarakeswar and extension of railway line up Bishnupur.
- (v) Doubling and electrification of Katwa-Bandel railway line.
- (vi) Expedition of conversion of Howrah-Amta-Sheakhala line into broad-gauge.
- (vii) Early completion of rail link from Budge Budge to Namkhana.