

(c) The run of 65 Cochin-Cannanore Passenger was curtailed on Shoranur-Cannanore section due to poor occupation. However, a compensatory service has been provided on this section by extending a passenger train on Olavakkot-Cannanore section (No. 511 Passenger). This provides a convenient connection at Shoranur for passengers coming from Cochin by No. 65 Cochin-Shoranur Passenger and wanting to travel to Cannanore. For Passengers from Cannanore towards Cochin No. 62 Cannanore-Comibatore Passenger, closely following 514 Cannanore-Calicut Passenger, provides a convenient connection with 66 Shoranur-Cochin Passenger at Shoranur. Therefore, it is not desirable to extend No. 514 Passenger to Cochin or No. 65 Passenger to Cannanore.

The traffic offering between Calicut and Shoranur is adequately served by 3 pairs of passenger services running on this section. There is no justification for introduction of an additional train.

Railwaymen of Jamalpur Workshop

6500. DR. RAMJI SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) has the Railway Minister received an SOS from Railwaymen of Jamalpur Workshop, submitted by Eastern Railwaymen Union, Workshop Branch, Jamalpur;

(b) if so, what is the reaction of the Government thereto; and

(c) is it a fact that the Workshop and its Steel Foundry, Forge Shop and Rolling Mills are suffering for want of work?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes, a representation was received last year.

(b) It has been decided to introduce additional lines of production to compensate for reduction in steam loco periodical overhaul workload. A scheme for setting up facilities in Jamalpur Workshop at a cost of Rs. 1.22 crores for POH of diesel Hydraulic locomotives has been included in the Budget for 1978-79.

(c) Adequate workload exists, at present, in Jamalpur Workshop and no subunit is suffering for want of load.

Less use of Loco Sheds

*6502. SHRI P. G. MAVANKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the loco sheds in various parts of the country are gradually getting less used on account of electrification and/or other factors;

(b) if so, facts thereof;

(c) if not, whether the said loco sheds are being used to their optimum capacity and efficiency; and

(d) if so, how?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) In some of the sections electrification has resulted in reduction of workload in steam loco sheds.

(b) to (d). In order to use the steam loco sheds to their optimum capacity and efficiency, consequent upon the fleet of steam locomotives having been reduced commensurate with the reduction in workload due to dieselisation/electrification, suitable readjustment of staff and assets has been carried out.

Areas affected by Pollution due to Drilling and Exploration

6503. PROF. G. MAVALANKAR: Will the Minister of PETROLEUM,