

**Conversion of Lucknow-Bareilly Line**

4602. DR. G. L. KANAUIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to convert the metre-gauge line from Lucknow to Bareilly into broad-gauge;

(b) if so, when and;

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No, Sir.

(b) Does not arise.

(c) A major part of the section i. e. from Mailani to Bareilly is a part of the main metre-gauge link between East-West, North South routes which cannot be disrupted. Moreover, Lucknow and Bareilly are already connected with Broad-gauge.

**Air Safety at Bombay Airport**

4603. SHRI SHARAD DIGHE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware of the distorted communication, frequent breakdowns of a vital radar and the instrument landing system (ILS) and lack of trained personnel at Bombay airport throwing the airport traffic control and communication units out of gear;

(b) if so, the details thereof; and

(c) the steps taken to ensure air safety at the Bombay airport?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) and (c) Due to heavy rains and earthing effect there was some interference in Automatic Terminal Information Service (ATIS) broadcast. This has since been corrected.

Due to heavy rains for 5 days in June, 1991 the radar site was heavily flooded and the cables and associated equipments of Air Route Surveillance Radar (ARSR) were affected considerably. The Air Route Surveillance Radar (ARSR) was put back into action. Since then the performance has been within the parameters. The Instrument Landing System (ILS) has been functioning satisfactorily and no malfunctioning has been reported.

*[Translation]*

**Railway Workshop at Jhansi**

4604. SHRI RAJENDRA AGNIHOTRI: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for closing machine shop Lahaurkhana of Jhansi carriage and wagon repairing workshop;

(b) since when this machine shop has been closed and the value of spare parts purchased from outside since then;

(c) the number of employees retrenched, declared surplus, absorbed elsewhere and the posts abolished therefor;

(d) the comparative costs of spare parts manufactured at Jhansi Workshop vis-a-vis those purchased from open market;

(e) the circumstances under which the machine shop was opened and the