

conservation of tigers, elephants and rhinos are being implemented.

- (vi) Close coordination is maintained with the Police at State level and with Customs Department, Directorate of Revenue Intelligence, Central Bureau of Investigation, Coast Guards and Army at Government of India level regarding anti-poaching measures.

- (vii) A system of cash rewards has been introduced for getting intelligence about poachers and illegal traders.

Train accident at Kardimal Nagar Station

67. SHRI ANNA JOSHI:
SHRI P.M. SAYEED:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a train accident took place on September 3, 1992 at Karodimal Nagar Station on the border of Bihar and Madhya Pradesh;

(b) if so, the main cause of this accident;

(c) the number of persons killed and injured and the loss of railway property therein;

(d) the preventive measures taken to reduce such accidents in future; and

(e) the details of the compensation given to the victims?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). On 4. 9. 92 at

about 00.20 hrs, while 322 Dn. Nagpur Tatanagar Passenger trains was entering Karodimal Nagar station of Bilaspur division on Jharsuguda - Bilaspur, BG/DL/ Electricified section via Dn. Loop line, the passenger train side collided against last vehicle of Dn. BRN/DGC Spe. Goods train which was standing on the Dn. Main line resulting in derailment of 3 bogies which capsized, blocking both Up and Dn. lines.

according to the provisional findings of the Commissioner of Railway Safety, south Eastern Circle, Calcutta the cause of accident was due to non-clearance of Fouling Mark by Dn. BRN/NGC Goods Spe. train.

(c) 40 persons were killed and 45 injured.

The cost of damage to Railway property has been estimated at Rs. 25, 80, 000/-

(d) Instructions have been issued that track circuits between Fouling Mark to Block Section limit, board should be provided on priority where any of the following conditions exist:-

(i) Visibility of the portion between Fouling Mark to Block Section limit is obscured from the place of operation; or

(ii) Frequent shunting involving main line takes place, or

(iii) Advanced starter is placed at a distance of full train length beyond the trailing points.

(e) No compensation claim against this accident has so far been preferred.

[Translation]

Religious Places under ASI

68. SHRI SURESHANAND SWAMI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the total number of temples, mosques, gurdwaras and other religious places where the work of Archaeological