

January, 1991 under sub-section (4) of section 12 of the Iron Ore Mines, Manganese Ore Mines and Chrome Ore Mines Labour Welfare Fund Act, 1976.

- (3) A copy of the Iron Ore Mines, Manganese Ore Mines and Chrome Ore Mines Labour Welfare Cess (Amendment) Rules, 1990 (Hindi and English versions) published in Notification No. G.S.R. 619 in Gazette of India dated the 29th September, 1990 under sub-section (4) of section 14 of the Iron Ore Mines, Manganese Ore Mines and Chrome Ore Mines Labour Welfare Cess Act, 1976.

[Placed in Library. See No. LT-264/91]

- (4) A copy each of the following Notifications (Hindi and English versions) under sub-section (4) of section 16 of the Limestone and Dolomite Mines Labour Welfare Fund Act, 1972:—

(i) The Limestone and Dolomite Mines Labour Welfare Fund (Amendment) Rules, 1990 published in Notification No. G.S.R. 618 in Gazette of India dated the 29th September, 1990.

(ii) The Limestone and Dolomite Mines Labour Welfare Fund (Amendment) Rules, 1990 published in Notification No. G.S.R. 42(E) in Gazette of India dated the 22nd January, 1991.

[Placed in Library. See No. LT-265/91]

- (5) A statement (Hindi and English versions) regarding Ratification of ILO Conven-

tion No. 136 concerning Protection against hazards of poisoning arising from Benzene—1971.

[Placed in Library. See No. LT-266/91]

**13.03 hrs.**

#### STATEMENT BY MINISTER

#### Accident of Sonik Station of Lucknow Division on 4-8-1991

[English]

**THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):** With profound regret, I apprise the House of an unfortunate accident involving 1144 Chhapra-Gwalior Mail and a Military Special that occurred at Sonik Station on the Kanpur-Lucknow Broad Gauge Single Line Section of Northern Railway at about 8.00 hours on 4-8-1991.

The Military Special from Kanpur was received on the Loop Line at Sonik station at about 07.55 hours and shortly thereafter 1144 Chhapra-Gwalior Mail from the opposite direction came on to the occupied line and collided head-on with the Military Special resulting in the derailment of the train engine and three wagons next to the engine of the Military Special and the first two coaches of 1144 Chhapra-Gwalior Mail. Prima facie, the collision occurred due to the driver of 1144 Chhapra-Gwalior Mail, overshooting the reception signals. As a result of the accident, 9 persons lost their lives and 28 persons sustained injuries.

Immediately on receipt of information about the accident, the Divisional Railway Manager, Lucknow, alongwith a medical team and divisional officers rushed to the site by road. Medical vans from Lucknow

and Kanpur with doctors were also rushed to the site. The General Manager, Northern Railway along-with heads of departments also proceeded to the site to oversee the rescue and relief arrangements.

My colleague, Shri Mallikarjun proceeded to the site by a Special Air Force plane at 12.30 hours along-with senior officers of the Railway Board and Northern Railway. He visited the injured who were admitted in the hospitals at Unnao and Lucknow.

Ex-gratia payment to the next of kin of the dead and the injured who have been identified is being arranged. In this case, the amount of ex-gratia has been doubled to Rs. 10,000 for the dead, Rs. 2,000 for grievous injury and Rs. 500 for simple injury. Compensation admissible to the next of kin of the unfortunate victims will be awarded by the Railway Claims Tribunal. The amount of compensation payable in the case of death and total disability is Rs. 2,00,000. For other injuries, the amount varies from Rs. 16,000 to Rs. 1,80,000. I am, however, painfully aware that no amount of money can compensate for the immense suffering caused.

The Commissioner of Railway Safety, Northern Circle, who also visited the site of accident will hold a Statutory Inquiry into this accident. It will commence on 7th August, 1991.

I have been deeply disturbed by this sad and tragic accident. The staff responsible for causing it will be severely dealt with. Four Railway staff including the driver of 1144 Chhapra-Gwalior Mail have been placed under suspension. I have also ordered a country-wide drive to monitor critical aspects of working, particularly, the performance of the staff involved in train running and train passing duties.

My colleague, Shri Mallikarjun, all railway workers and I extend our heartfelt condolences to the relatives of the persons who lost their lives in this unfortunate accident and sincere sympathies to the injured.

I trust the House will join me in extending heartfelt condolences to the bereaved families.

13.05 hrs.

#### MATTERS UNDER RULE 377

- (i) Need to connect Guntakal and Secunderabad by broad gauge line and to lay a new railway line from Guntakal to Tumkur

[English]

SHRI ANANTHA VENKATA REDDY (Anantapur): Guntakal is one of the major railway junctions in South India and it is midway Madras and Bombay. It has metre-gauge and broad-gauge lines.

Guntakal junction is directly connected to Secunderabad by a metre-gauge line via Dronachalam Kurnool and Mehboob Nagar. There is a broad gauge line from Bangalore to Guntakal. If Guntakal and Secunderabad are connected by a parallel broad gauge line, this will serve the nation greatly.

For laying parallel broad gauge track between Guntakal and Secunderabad, preliminary survey work has already been completed and the report is pending with Railway Board.

I request the hon. Minister for Railways to sanction this project and complete the laying of parallel broad-gauge track between Guntakal and Secunderabad.

A new railway line from Guntakal to Tumkur via Urvakonda, Kalyan-durg, Pavagoda and Madakasira