

### Posts of Signallers on Northern Railway

2374. { Shri S. M. Banerjee:  
Shri Tangamani:

Will the Minister of Railways be pleased to state:

(a) the number of posts of signalers, departmental, as well as traffic, on the 1st April, 1956 on the Northern Railway;

(b) number of posts upgraded;

(c) number of posts upgraded after the revision of percentage; and

(d) reasons for the difference, if any?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) 851.

(b) to (d). There is no change in the total number of posts in grades of 100 to 185 and higher but by revising the percentage the number of posts in 150—225 is less by 45 with a corresponding increase in those in 100 to 185.

### Ore Traffic in Barajamda Sector on S. E. Railway

2375. Shri Panigrahi: Will the Minister of Railways be pleased to state:

(a) whether the South Eastern Railway has assessed the total requirement of Ore traffic in Barajamda Sector;

(b) if so, what is the total requirement; and

(c) whether any additional railway facilities have been planned and implemented during the Second Five Year Plan to increase the transport capacities of Keonjhar Mines in particular and other Orissa mines?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes, on the basis of estimates made (i) by the

Ministry of Steel, Mines and Fuel in respect of ore for the steel plants, and (ii) by the Ministry of Commerce and Industry in respect of ore for export.

(b) According to the tentative estimates made, the requirements will be as follows:—

#### (i) Steel Plants.

Steel Plant	Approx. tons per year (million tons)
IISCO	2.2
TISCO	2.3
Durgapuu	2.1

#### (ii) Export.

About one million tons of iron ore and manganese ore per year.

(c) The following additional facilities have been programmed during the Second Five Year Plan period:

(1) Two ore loading sidings at Jajpur-Keonjhar Road for movement of ore from the Sukinda Mines for export.

(2) Doubling of the line between Barajamda and Rajkharawan.

So far, the sections between Barajamda-Dangoaposi and Jhinkpani-Pendrasali have been doubled and opened for traffic.

(3) Opening of a new branch line from Noamundi to Banspani for development of the Joda Mines. This line has been opened to traffic on 18th April, 1958.

(4) Extension of the Barajamda-Barabil branch to Panposh Gorge.

(5) Remodelling of Gua, Barajamda, Noamundi and Dangoaposi yards.

(6) Opening of a new branch line from Rourkela to Dumaro.