

of having a unified automatic exchange in that area?

Shri Raj Bahadur: Sir, in view of the fact that the capacity for production of automatic equipment is limited in our factory, it is not possible to extend the automatic telephone facilities in this area immediately. That can follow in due course.

LICENSED COOLIES

*1900. **Shri K. Subrahmanyam:** (a) Will the Minister of Railways be pleased to state the service conditions of the railway licensed coolies?

(b) Do they vary from zone to zone and if so, why?

(c) Who does the loading and unloading of parcels from trains?

(d) Are these parcel porters employed by the Railways?

(e) If so, what are the emoluments paid to them?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) and (b). Railway licensed coolies are not Railway servants and the question of service conditions does not therefore arise. They are either employed by contractors on terms settled between the parties concerned or licensed by Railways on collection of a monthly licence fee. The terms and conditions of employment by contractors and also the licence fees collected by Railways vary in the light of local conditions.

(c) The loading and unloading of parcels from trains is as a rule done by regular parcel or station porters who are railway servants, assisted if necessary by licensed porters. On some Railways, however, at places it is done entirely by licensed porters referred to under (a) and (b) above and in a few cases the Station Master is paid a lump sum amount based on the traffic handled and he engages casual labour for the purpose. The licensed porters are paid for the loading and unloading work done by them.

(d) Regular parcel porters are employed by Railways, while the licensed porters and the casual labour engaged by the Station Masters are not railway servants.

(e) The regular parcel porters are on the scale of Rs. 30-1-35. They also get in addition the usual dearness, compensatory and house rent allowances as permissible under the rules.

Shri K. Subrahmanyam: Is it a fact, Sir, that in the Southern Railway there is a monthly salary basis and in the Eastern Railway the monthly salary basis is not there for these porters?

The Deputy Minister of Railways and Transport (Shri Alagesan): In the Southern Railway there is no contract system and on the Eastern Railway also, in many stations, the contract system has been abolished and de-casualisation has been introduced.

Shri K. Subrahmanyam: Has Government received any memorandum from the Eastern Railway Parcel Workers' Union and has the Government considered the memorandum and are making any proposals?

Shri Alagesan: The scheme of de-casualisation is being carried out, Sir.

Shri Muniswamy: May I know whether there are any restrictions in issuing these licences regarding the number of coolies in particular junctions?

Shri Alagesan: That depends on the particular station and the conditions prevailing there.

Shri K. K. Basu: What is the minimum and maximum licence fee paid by these porters, because I am told it varies from place to place?

Shri Alagesan: Yes, Sir, it varies. The maximum is Rs. 4.

MATCH-WOOD PLANTATION

*1901. **Shri Madiah Gowda:** Will the Minister of Food and Agriculture be pleased to state:

(a) how many acres of match-wood plantations have been raised in U.P., Assam, Travancore-Cochin, Madhya Pradesh and Madras; and

(b) what amount of subsidy is paid to each for the years 1951-52 and 1952-53?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Area of match-wood plantations in States:—

(1) Uttar Pradesh	1452 acres
(2) Assam	750 "
(3) Travancore-Cochin	400 "
(4) Madhya Pradesh	Nil "
(5) Madras	150 "

(b) No subsidy was paid during 1951-52. During 1952-53 following subsidy was paid to these States:

(1) Uttar Pradesh	Rs. 44,289.
(2) Assam	Rs. 5,298.