

whooping cough, diphtheria and other diseases take a very heavy toll of children—especially the school-going children—in this country?

Rajkumari Amrit Kaur: I have not got statistics from the States, but the only information I have is about the number of cases treated and the number of deaths recorded from these diseases collected from the annual reports. I have not got the number of deaths under age-groups.

Shri V. P. Nayar: May I know whether the attention of the hon. Minister has been drawn to the reference made by the Pharmaceutical Enquiry Committee, in its recent report, that in view of the fact that whooping cough and diphtheria are taking a very heavy toll of children—and also tetanus—Government should embark upon a project and manufacture the triple vaccine immediately?

Rajkumari Amrit Kaur: I have taken note of the recommendations but the demand for the vaccine is so small from the States that I have not thought it worth while to embark on any venture. What is being produced today by the three firms seems to suffice.

P. & T. TRAINING CENTRE, HYDERABAD

*483. **Shri T. B. Vittal Rao:** Will the Minister of Communications be pleased to refer to the reply given to unstarred question No. 620 on the 22nd September, 1954 and state:

(a) whether Government have since been able to acquire a plot of land for the construction of a Departmental building to house the P. and T. Training Centre at Hyderabad;

(b) if so, when the construction of the building will start; and

(c) what amount out of the budgeted sum has so far been spent in this connection?

The Minister of Communications (Shri Jagjivan Ram): (a) No.

(b) Does not arise in view of answer to part (a).

(c) Nil.

Shri T. B. Vittal Rao: May I know what efforts have been made by Government for acquiring a plot?

Shri Jagjivan Ram: Efforts were being made, but in the meantime, the entire question whether we should have any institutes, like the one at Saharanpur, established in other places or not, is being examined by the Ministry of Finance.

Shri Krishnacharya Joshi: Question No. 499, standing in my name, may also be taken along with this.

Mr. Speaker: Yes.

RAILWAYS OF FORMER INDIA STATES

*485. **Shri Krishnacharya Joshi:** Will the Minister of Railways be pleased to state the nature of the reforms introduced in the Railways belonging to erstwhile Indian States after they were integrated with the Indian Railways from the 1st April, 1950?

The Deputy Minister of Railways and Transport (Shri Alagesan): The main changes introduced on the erstwhile Indian States Railways after integration with the Indian Railways were the implementation of the recommendations of the Central Pay Commission and the adjudicator's award.

RAILWAYS OF FORMER INDIAN STATES

*499. **Shri Krishnacharya Joshi:** Will the Minister of Railways be pleased to state whether the Railways of the former Indian States have fallen in line with the Indian Railways as far Administrative and other matters are concerned?

The Deputy Minister of Railways and Transport (Shri Alagesan): The administrative set-up of ex-Indian States Railways has been brought in line with that of Indian Railways. In other matters, such as operating improvements, passenger and staff amenities, these railways are being

brought up to the level of Indian Railways expeditiously.

Shri Krishnacharya Joshi: May I know, before integration, how many State Railways were State-managed, and how many were company-managed and what were the defects in the old administration?

Mr. Speaker: He includes all the States or only Hyderabad?

Shri Krishnacharya Joshi: The first part relates to all States and the second part to Hyderabad.

Mr. Speaker: Can the hon. Minister give the information or does he want notice?

Shri Alagesan: All told, there were nine State Railways and they were integrated with the Indian Railways. The Nizam State Railway was one.

Shri Krishnacharya Joshi: What were the reforms introduced in Hyderabad?

Shri Alagesan: In Transportation, Commercial and Engineering Departments many of the practices that were obtaining in the Indian Railways have been introduced. I do not think the House will expect me to read the catalogue.

Shri Karni Singhji: Is it a fact that the clerical staff in the former Bikaner State Railway have been adversely affected by the integration of Railways?

Shri Alagesan: I should like to have notice. I do not think they would have been adversely affected.

Shri T. B. Vittal Rao: May I know whether the service conditions of the Ex-Nizam State Railway employees have been changed to their disadvantage after the integration?

Shri Alagesan: I should say, no. I should like to know which aspect the hon. Member has in mind.

Mr. Speaker: We need not discuss the aspects. Next question.

रंलवे कर्मचारियों को माइलेज भत्ता

*४८८. सेंट गॉर्गिन्यू क्वेश्चन : क्या रंलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राजस्थान के उदयपुर और मारवाड़ स्टेशनों पर चीकिंग स्टाफ को पहले जो माइलेज भत्ता दिया जाता था, अब नहीं दिया जाता है ; और

(ख) यदि सच है, तो इसका क्या कारण है ?

रंलवे तथा परिवहन मंत्री के सभासचिव (श्री शाहनवाज खां) : (क) जी हां ।

(ख) भारतीय रंलों में इस तरह के कर्मचारियों को मीलवार भत्ता नहीं दिया जा रहा है क्योंकि उनके काम का सम्बन्ध गाड़ीयों के संचालन से नहीं है ।

सेंट गॉर्गिन्यू क्वेश्चन : क्या और किसी स्थान पर इस तरह का एलाउंस नहीं दिया जा रहा था और अभी भी नहीं दिया जा रहा है जैसे उदयपुर में दिया जाता है ?

श्री शाहनवाज खां : किसी गवर्नमेंट रंलवे पर नहीं दिया जाता था ।

पंडित मुनीरवर वृत्त उपाध्याय : जब कोई आदमी बाहर नहीं जाता था तो माइलेज एलाउंस का सवाल ही क्या था और क्यों दिया जाता था ?

श्री शाहनवाज खां : माइलेज एलाउंस सिर्फ उन्हीं को दिया जाता था जो बाहर ड्यूटी पर जाते थे, जो नहीं जाते थे, उन को नहीं दिया जाता था ।

Gur

*490. **Shri Jhulan Sinha:** Will the Minister of Food and Agriculture be pleased to state:

(a) the production and consumption of gur khandsari in India during the last three years;

(b) what effect the decrease in the production of white sugar in the