

of Hygiene and Public Health regarding a food sample;

(b) if so, whether the survey report residues of pesticides like DDT were found in majority of the cases; and

(c) if so, the details thereof and the steps contemplated by Government in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes.

(b) 390 samples of various foods from different markets of Calcutta and ten samples of water were analysed for the detection of DDT, Lindane and Malathion. 30 percent of the animal products, 26.3 percent of cereals and pulses and 24 percent of the vegetable samples showed presence of pesticides. But these were usually below the tolerance limits prescribed under PFA Act.

The pesticide residue limits for different pesticides in various foods has been prescribed under the provisions of the PFA Act.

(c) The Government of India in collaboration with FAO is currently engaged in a countrywide survey to assess the contamination of various foods with pesticides. The survey is likely to be completed by the end of 1981. In the study ten national institutes are engaged for analyses of the samples etc. Training programmes for the analysts who will carry out the analyses has recently been completed so that uniform results could be obtained.

Ratio of Officers to Staff in RDSO

2616. SHRI BASUDEB ACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) what was the strength of gazetted officers in RDSO in 1965 and what is the strength today, rank-wise;

(b) what was the strength of staff in 1965 and what is on date;

(c) is there any relationship between the strength of staff and the strength of officers of various grades;

(d) if officers are meant for supervision and administration of the staff, why such an abnormal increase in the strength of officers while the strength of staff remained more or less the same;

(e) what is the total amount of TA earned by officers of RDSO and what is the amount of TA earned by the present DG during the last six months, month-wise; and

(f) has it ever been considered that the organisation has become top-heavy?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (f). The strength of Gazetted Officers (Group A & B) in Research Designs and Standards Organisation as on 31-12-1965 and on 1-7-1981 is as under:

As on 31-12-1965		As on 1-7-1981	
Sanctioned strength	Working strength	Sanctioned strength	Working strength
185	146	366	333

(Rankwise details given in the statements-I & II)

The strength of non-gazetted staff (Group C and D) in R. D. S. O. as on 31-12-1965 and 1-7-1981 is as under:

As on 31-12-1965		As on 1-7-1981	
Sanctioned strength	Working strength	Sanctioned strength	Working strength
2167	1651	4017	3568
(Regular —3237	(Regular —2918		
De-casualised—780)	De-casualised — 650)		

While, no doubt, there has to be some relationship between the strength of staff and of officers, the nature of work expansion determines the relative proportions. Research Designs and Standards Organisation is an officer-oriented organisation due to the research and standardisation aspects of work.

It will be seen that there has actually been no abnormal increase of officers, vis-a-vis other staff in Research Designs and Standards Organisation. The staff/officers ratio was

11.3 to 1 in 1965, as against 10.7 to 1 in 1981.

Figures of TA earned by the officers of the Research Designs and Standards Organisation and Director General during the past 6 months are given in the Statement-III.

The Organisation is not considered top heavy, as the officer to staff strength ratio given above would indicate.

Statement - I

(A) *The Strength of Gazetted Officers in RDSO (Rank-wise) in 1965*
(As on 31-12-1965)

S. No.	Designation	Sanctioned strength	Working strength
<i>(I) Class-I</i>			
1.	Director General	1	1
2.	Deputy Director General	1	1
3.	Directors	4	4
4.	Additional Directors	3	3
5.	Joint Directors	16	14
6.	Deputy Directors	37	29
7.	Senior Inspecting Engineers	6	3
8.	Assistant Directors	61	46
9.	Trainee Officer	2	1
10.	Liaison Officer	1	1
11.	Dynamometer Car Officer	2	1
12.	Oscillating Car Officer	5	5
13.	Chemist & Metallurgist	2	2
<i>(II) Class-II</i>			
1.	Secretary to Director General	1	1
2.	Section Officer	11	10
3.	Sectional Officer	26	18
4.	Liaison Engineer	2	2
5.	Inspecting Engineer	2	2
6.	Assistant Engineer	1	1
7.	Assistant Controller of Stores	1	1
Total :		185	146
(B) Non-Gazetted Staff :		2167	1651

Statement—II

(A) *The Strength of Gazetted Officers/Staff in RDSO Rank-wise) in 1981*
(as on 1-7-1981)

S. No.	Designation Class-I	Sanctioned Strength	Working Strength
1.	Director General	1	1
2.	Deputy Director General	1	1
3.	Director	12	12
4.	Addl. Director	8	7
5.	Joint Director	74	68
6.	Deputy Director	123	115
7.	Asstt. Director/Arch.	1	—
8.	Chemist & Metallurgist	2	2
9.	Town Engineer	1	1
10.	Senior Insptg. Officer	2	2
11.	Scientific Officer/Psy.	2	2
12.	Distt. Controller of Stores	1	1
13.	Officer on Spl. Duty/Hindi	1	1
	(b) <i>Class-II</i>		
1.	Secretary to D. G.	1	1
2.	Section Officer	13	10
3.	Asstt. Doc. Officer	2	1
4.	Asstt. Architect	5	5
5.	Asstt. Research Engineer	19	17
6.	Asstt. Research Officer	9	9
7.	Asstt. Design Engineer	40	32
8.	Asstt. Insptg. Engineer	18	17
9.	Asstt. Liaison Engineer	2	2
10.	Asstt. Accounts Officer	2	2
11.	Asstt. Engineer	1	1
12.	Asstt. Controller of Stores	1	—
13.	Analyst.	1	1
14.	Sr. Personal Assistant	17	17
15.	Jr. Scientific Officer/Psy.	6	5
	Total :	366	333
	(B) Non-Gazetted Staff	3237	2918
	Decasualised	780	650

Statement—III

T.A. Earned by Officers of RDSO and By DG/RDSO during the last six months monthwise

Month	Expenditure on T. A.					
	Officers		DG		Total	
	Rs.	P.	Rs.	P.	Rs.	P.
February, 1981	35,420.00		350.00		35,770.00	
March, 1981	35,220.00		370.00		35,590.00	
April, 1981	26,990.00		310.00		27,300.00	
May, 1981	30,770.00		380.00		31,150.00	
June, 1981	26,150.00		240.00		26,390.00	
July, 1981	28,988.30		470.00		29,458.30	
Total :	1,83,538.30		2,120.00		1,85,658.30	

बयाना और कोटा के बीच पैसेंजर गाड़ियों का बिलम्ब से चलना

2617. श्री चतुर्भुज : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) 1 जनवरी, 1981 से 15 जुलाई, 1981 तक बयाना और कोटा के बीच चल रही पैसेंजर गाड़ियां कितने दिन कोटा में समय पर पहुंची थीं और कितने दिन समय पर नहीं पहुंची थीं, और

(ख) उसके क्या कारण हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप - मंत्री (श्री मल्लिकार्जुन) : (क) जनवरी से जुलाई, 81 (15 ता० तक) 92 अप बीना-कोटा सवारी गाड़ी 196 दिनों में से 89 दिन कोटा स्टेशन पर ठीक समय पहुंची थी, जबकि 94 अप सवारी गाड़ी 131 दिनों में से 85 दिन कोटा स्टेशन पर ठीक समय पहुंची थी।

(ख) इन गाड़ियों के देरी से चलने का कारण बीना से देरी से छूटना, यात्रिक

खराबी, नियंत्रण अवरोध, सतरे की जंजीर खींचना और गाड़ियों का समय पर मेल न होना आदि जैसे कारण हैं।

लासगंज स्टेशन पर यात्री गाड़ियों का देरी से आना

2618. श्री रामाचतार शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वोत्तर रेलवे की 1 ए० यू० सी० इलाहाबाद-कानपुर यात्री गाड़ी का लासगंज स्टेशन (रायबरेली) पर पहुंचने का निर्धारित समय 20-32 बजे है तथा 2 ए० सी० राय-बरेली-कानपुर यात्री गाड़ी का लासगंज स्टेशन (रायबरेली) पर पहुंचने का निर्धारित समय 19-35 बजे है;

(ख) यदि हां, तो क्या यह भी सच है कि ये दोनों गाड़ियां पिछले ढाई साल से चार-चार घंटे देरी से चल रही हैं;

(ग) यदि हां, तो उसका सही कारण क्या है; और