



Problems of Station Masters Working As Station Masters in Railway Station : A Sociological Stud

KEYWORDS

problems, Stations Master, Railway Station

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ABSTRACT *Today network of Indian Railways is first in Asian Continent, Indian Railways gives maximum chances for employment. Indian Railways serves 24x7 without any rest. There are more than 10,000 Railway Stations in India. There are 200 railway station in Gujarat. In Baroda division approx 85 railway stations. There are approx 85 railways stations. There are 650 railway station masters in Baroda Division. One of the T.I. in Baroda division, Nadia region has 10 railway station and approxi 80 station masters. Personality and family relations are affected due the duty these station masters maintain in various railway stations. Several family and service relating problems arise.*

Introduction :

Transportation plays an important role in economic development of any nation. Fast transportation has become a basic need in recent times. Transportation of men as well as luggage (material) becomes possible by it. Fast development of facilities of transportation is not only an economic essentiality but also a social one. Feeling of one nation becomes strong among people of various religions, caste, languages, and tradition in the country like India and means of transportation is a basic need so that people of various regions of nation may contribute in economic development with co-operation.

Indian Railway was started on 16th April, 1953 21 miles from Bombay to Thane Britishers to export raw material from India to England as well as industrial products can be imported to India from England.

Today network of India railways is first in Asian continent, which more than 65000 k.m. in length. Indian Railways gives maximum chances for employment. Indian railways serves 24x7 without any rest. Area of Indian Railway is distributed in 16 divisions like central railway, Eastern Railway, Southern Railway, North-eastern railway, North East Border Railway, South Central Railway, South East Railway, Western railway, north-west railway, south-western railway, west-central railway and south east central railway etc. There are more than 10,000 railway stations in India. There are 200 railway stations in Gujarat. In Baroda division approximately 85 railway stations are there. In Baroda division there are approx. 650 railway station master. One of T.I. in Baroda division, Nadiad region has 10 railway stations and approxi. 80 station masters. Personality and family relation are affected due the duty these station masters maintain various railway stations several family and service relating problems arise. Mr. Lalu Prasad Yadav, the then railway minister has assigned a study to I.I.M. (Ahmedabad) regarding station masters, the present work study emphasizes on S.M. (Station Master) category specifically.

Objectives of the study :

The objectives of the present study is not clear any hypothesis, But to examine background of employers engaged as station masters in railway station and to know their problems regarding their family as well as service.

Selection of Sample and Collection of Data :

For this study 50 station masters were randomly selected from total stations masters working in railway station of Nadiad region T.I. (Traffic Inspector). Information was collected regarding the present study by questionnaire and personal interview with them.

Primary Information of Sample :

In the sample of present study, 10% men were of 25-35 age group, 30% men were of 36-45 age group, 10% men were of more than 46 age group. If we see according to caste, if we see according to caste, 5 men were Brahmin, 10 men were patidars, 5 men were Baniar, 10 men were Rajput, 10 men were of SC, 10 men were of S.T. and 5 men were of OBC. If we see according to religion 40 men were Hindus, 5 men were muslims and 5 men were Christians. 20 men were living in joint family while 30 men were living in nuclear family. If we see according to their education 10 men were B.A., 35 men were B.Com and 5 men were B.SC. 45 men were married and 5 men were unmarried, 45 men were from out side of Gujarat.

Analysis of Data and Findings :

Dr. M.S.Gore (1968) remarks in "Urbanization and family change in India" that "When brother live separately due to their job or profession compulsorily, it is called disorganization of family. Jointness and unity among the members of family, mutual duties and responsibilities become weaker."

If we see family problems of station masters working of railway stations, they fail in fulfilling needs and desires of wives in relation with husband-family relation.

- Station masters employ shift duty from 6-00 a.m. to 2-00 p.m., 2-00 p.m. to 10-00 pm and 10-00 pm to 8-00 am. Their holiday is not fixed. So when station master have holiday, or on festival holiday they can not enjoy with wife or children. Hence children feel that their father could not give time for their family. In the present study 40 station masters could not live with their family on holidays or on festival day and children pass their time without their observation or control.
- Being their job as an emergency service they could not remain present during social dealings like marriage, visit to hospital when some one is sick or to remain present at morning of death of relatives. So friction arises between husband and wife sometimes. In the present study 45 station masters victimized of such friction among family difference of opinion arise between husband and wife.
- They have to remain present on job at the time of natural calamity like flood, earth quake or railway accident. They had to go compulsorily leaving their wife and children alone 48 station masters suffer from this problem more over, they have to do second duty when reliver does not come on duty compulsorily.
- Station masters could not remain present at social occasions as their job is an emergent one. So friction, problems and questions happen between relation of husband-wife and married life.

Problems regarding Job :

- Problems of education and health arise for their children when their posting happen at small railway stations. They have to send their children of nearby city/town. They have carry their relatives at Urban hospital during their sickness. Education and health regarding facilities can not be available at small railway station. 30 station masters experience this problem.
- Problem of their residence/quarter arises when their posting happens at small railway station. Some times, Railway station is 1 km. away from village they have to face wild insects where they live in quarters. Some times snakes and scorpions come in their quarters. This problem was arrised for 35 station masters in the prest study.
- They have to go 1 KM walking to send message when problem arrises in signaling or mechanical/electrical problem in engine. 45 men experience this problems.
- Main problem of station masters working at railway station is of problem of passengers who up and down daily from that railway station. They quarrel with them regarding light, drinking water, facility of fans, irregularity of trains etc. Sometimes they feel fatigue by answering them frequently. 40 station masters, victimized by these problems in the present study.
- Job of station masters working at railway station is unfavoural (against nature). They have to live awakened at sleeping time of night. Hence effect happens on their personality. They become introvest and peevised, they are victimized of deseases like hyper tension, B.P., Dialetese etc. 45 station masters are victimized of this problem.
- Problem of station masters who come from out state is that, they have take leave for fifteen day for work of one-day at their native place. They can go and meet once is six months. They can not go to their nature place when caused circumstances arise. They can not get leave and reservation. So family problems arise. One respondent from Bihar told that, he could not remain present when his relative was expired. 20 station master are victimized of this problem.
- Station masters serving in railway station experience problem regarding to their solary. They do their full duty

but earn less salary in proportion to their work. Their pay scale are too low. Drivers and Guard get special safety allowance by 30% of their salary, but this benefit is not given to station masters.

- Station masters constant worry to finish work, this worry always remain in their mind and experience tense in their life. 48 station master are victimized of this problem.
- While giving salary to station masters their duty is compared with telecom, signaling, carriage and loco staff for eight hours. Which is not fair because station master have to work at night with full concentration.

Suggestions :

Service of station masters working in railway station is an emergency service. Due this service their personality and family relation are affected. To solve this problem, following suggestions can be made.

- Station masters have to do night duly, which is against nature. They have to work night duty for seven hours. So they cannot get rest their physical schedule get disturbed. They victimized of serious diseases like, Blood pressure, diabetes etc. Their duty should be four night duty instead of seven night duty.
- Quarter facility should be done where it is not facilitated. So that problem of education and health of their children can be solved.
- Even LWP leave can be granted it needed when out of state station master have to go at their native place and compulsory reservation facility should be available.
- Station masters are connected with safely. Separate arrangement should be done to solve problems of passengers; which are available at big railway stations. So that station masters make feel release from answering of questions asked by passengers.
- When paying salary of night duty to railway station masters they are compared with telecom, signaling, carriage and loco staff for eight hours. Which is not fair. Because station masters have to work for whole night with full concentration in jobs with other category have sufficient rest. So to compare salary of both categories is not fair.

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