

# COMMITTEE ON PETITIONS

1956-57

## TWELFTH REPORT

(Presented on the 28th March, 1957)



**LOK SABHA SECRETARIAT**  
**NEW DELHI**  
*March, 1957*  
*Price 19 naye paise.*

- (vii) Specific rules for the reservation of III class berths, seats, compartments and carriages might be made for the benefit of the passengers entraining at intermediate stations.
- (viii) At all the Booking Offices and other Counters in the Railway Stations 'IN' and 'OUT' boards with Arrow marks may be put up to observe *queue* system.

4. Petition No. 73 was presented by Shri B. Ramachandra Reddi, M. P., to the House on the 10th September, 1956.

The petitioners prayed for inclusion of Yenadis and Yerukulas in the lists of Scheduled Tribes of Andhra in the Scheduled Castes and Scheduled Tribes Orders (Amendment) Bill, 1956.

These tribes have been included in Schedule III to the Scheduled Castes and Scheduled Tribes Orders (Amendment) Act, 1956 (No. 63 of 1956) and therefore the purpose of the petitioners has been served.

P. SUBBA RAO.

NEW DELHI;

*The 28th March, 1957.*

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**APPENDICES**

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## APPENDIX I

Petition No. 71

To

Lok Sabha,  
New Delhi.

The humble petition of Shri C. Kesaviah Naidu, Member, District Planning and Development Committee, Bheemavaram, Chandragiri Post, Chittoor District, Andhra State sheweth

That the Indian Railways Act IX of 1890 and the rules framed thereunder may be amended suitably in regard to reservation of (1) berths, (2) seats, (3) compartments and (4) carriages.

There is no guarantee that the train gives connection to the connecting train. The Railway Administration should see that all the trains keep up timings and when they run late by 5 minutes or more, the difference between the Mail and Ordinary fares is refunded to the parties and that, whenever connecting trains miss, each passenger is paid Rs. 2 extra towards meals charges and the amount is made good by collecting the same from the person or persons responsible.

Railways are contemplating introduction of 2 classes in the Railways. Then there should be security of a seat at least to long-distance passengers and others as well.

In order to avoid all these difficulties for III class passengers entraining at Intermediate Stations, the petitioner suggests the following measures:—

In the case of reservation of berths, the passengers may be allowed to send the money by Money Order or apply in person to the Station Master concerned paying Rs. 2 as deposit and Rs. 3 for the berth per passenger giving (1) full particulars of the names of the persons or party or family (2) Station from.....and Station to ..... (3) Train No..... (4) Date of commencement of journey; (5) Class of accommodation required, and (6) No. of tickets.

If the reservation on a particular train is made 3 days in advance at the starting Station, the passengers at Intermediate Stations may be advised to pay the deposit etc. 2 days in advance of those 3 days

to the Station Master from which place they start their journey. The amount paid in advance may be adjusted towards charges due to the Railway and forfeited if not availed of.

In the same way reservation of seats may be done on payment of Rs. 2 per seat as advance.

In the case of reservation of compartments, the party may be asked to pay @ Rs. 2 per head as advance to the capacity of the compartment giving the capacity of the III class compartments in the Railways Time Table and Guides.

In the case of reservation of carriages, the party may be asked to pay @ Rs. 2 per head as advance to the capacity of the carriage.

Though Low tension electric lines are passing very near and private houses are electrified, the Railway Stations are with petromax lights.

At several stations, pumping of water is done by coal and oil engines, whereas electricity is very near.

At Delhi Railway Station, where III class tickets and seating accommodation is reserved, there is no *queue* system. At all the Booking Offices etc. "In" and "Out" boards and "Arrow Lines" (for the illiterate to grasp) may be put up to observe the *queue* system and obey the law by which discipline is maintained in all ranks and accordingly your petitioner prays:—

(1) That the trains which are running late throughout the country are made to keep up timings.

(2) That whenever trains are late for more than 5 minutes, the difference between the Mail and Ordinary fares are refunded to the parties by the Station Master concerned then and there and the amount is made good from the person or persons responsible.

(3) That, when passengers miss the connecting trains, they are paid Rs. 2 per head irrespective of the class in which they travelled and the upper-class passengers are provided free accommodation in the Retiring Rooms.

(4) That the destination boards intended to be placed on the carriages may be fixed to them.

(5) That the Rule to wear the numbers by the Travelling Staff (Ticket Collectors, Travelling Ticket Examiners etc. etc.) may be enforced.

(6) That all the Railway Stations wherever electric lines are very near are electrified.

(7) That all the coal engines and oil engines for pumping water are replaced by electric pump-sets.

(8) That all the Zinc-sheet shed Refreshment Stalls are converted into type-design cement blocks.

(9) That the progress of work done on a programme basis under items 6 to 8 may be reviewed periodically once in 6 months regarding the number of works finished and the amount spent.

(10) That the rules for the reservation of III class berths, seats, compartments and carriages may be made for the benefit of the passengers entraining at Intermediate Stations by paying the deposit amounts 2 days in advance of the reservation of the seats at the starting Stations of the Trains adjustable towards charges due to the Railway and forfeited, when it is not availed of.

(11) That at all the Booking Offices and other Counters in the Railway Stations, "In" and "Out" boards with "Arrow" marks may be put up to observe *queue* system and to enforce it strictly,

and your petitioner as in duty bound will ever pray.

## APPENDIX II

*Petition No. 73*

To

Lok Sabha,  
New Delhi.

The humble petition of Shri Y. Penchalaiah and 16 other inhabitants of Nellore, Andhra State, sheweth

We request Lok Sabha to include the Yenadis and Yerukulas of Andhra in the list of Scheduled Tribes when the Scheduled Castes and Scheduled Tribes Orders (Amendment) Bill, 1956, will be taken up for consideration.

2. We wish to bring to the notice of Lok Sabha that our reasonable request was fully supported by the Bharatiya Adimjati Sevak Sangh. Dr. Kunzru is one of its Vice-Presidents. The Commissioner, Scheduled Castes and Scheduled Tribes, is another Vice-President. Dr. Guha, retired Director of the Department of Anthropology, Government of India, who was another Vice-President, prepared the list of Tribes to be added to the Government's proposed list and this was closely scrutinised by the Sangh and our President.

3. The late Thakkar Bapa had earnestly pleaded for the addition of the above Tribes, and, at his instance, the Government of Madras had intimated the Government of India that they had no objection for such inclusion. The State Vimuktajati Advisory Board of Andhra had recommended unanimously for their inclusion in the first meeting held 2 months back at Waltair under the Presidentship of Shri G. Latchanna, the Social Welfare Minister-in-charge of the Tribes.

4. All the leading anthropologists in the country, Doctors Haimendorf, Elwin, Guha and leading Ex-Government Officials of Madras, Edgar Thurston, C. I. E., (Curator, Government Museum 1909) Mr. H. E. Stokes M. C. S. (1873), Dr. John Shrott (1850) had declared the Yenadis as wild, primitive, aboriginal jungle tribes.

5. The omitted tribes of Yenadis and Yerukulas number nearly 3 lakhs. No additional financial obligations will be involved as they will be transferred from the Vimuktajati list to Scheduled Tribal list and the Governments of India and Andhra would be simply

diverting their contributions from one head to another. In addition, these tribes will get far greater facilities in the matter of securing reserved Government appointments etc.

and accordingly your petitioners pray that the Yenadis and Yerukulas be treated as scheduled tribes and included in the list of the Scheduled Castes and Scheduled Tribes Orders (Amendment) Bill, 1956.,

and your petitioners as in duty bound will ever pray.

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## CONTENTS

	PAGES
1. Personnel of the Committee on Petitions . . . . .	(i)
2. Report . . . . .	1-2
3. Appendices —	
Appendix I . . . . .	5-7
Appendix II . . . . .	8-9

## PERSONNEL OF THE COMMITTEE ON PETITIONS

1. Shri Kotha Raghuramaiah—*Chairman*.
2. Shri Shiva Datt Upadhyaya.
3. Shri K. T. Achuthan.
4. Shri Sohan Lal Dhusiya.
5. Shri S. C. Deb.
6. Shri Liladhar Joshi.
7. Shri U. R. Bogawat.
8. Shri Jethalal Harikrishna Joshi.
9. Shri Ramraj Jajware.
10. Shri Resham Lal Jangde.
11. Shri P. N. Rajabhoj.
12. Shri P. Subba Rao.
13. Shri Anandchand.
14. Dr. Ch. V. Rama Rao.
15. Shri Ramji Verma.

### SECRETARIAT

Shri S. L. Shakdher—*Joint Secretary*.

Shri Avtar Singh Rikhy—*Deputy Secretary*.

Shri A. L. Rai—*Under Secretary*.

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**REPORT**

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# COMMITTEE ON PETITIONS

## TWELFTH REPORT

On behalf of the Committee on Petitions, I, having been authorised by the Committee, present this their Twelfth Report.

2. The Committee at their sitting held on the 21st March, 1957, considered the following two petitions:

- (i) Petition No. 71 from Shri C. Kesaviah Naidu, Chittoor District, Andhra State, suggesting improvement in train running, electrification of stations, improvement of railway stalls and reservation of berths, seats, compartments in trains etc. (Appendix I).
- (ii) Petition No. 73 from 17 inhabitants of Nellore, Andhra State, in respect of the Scheduled Castes and Scheduled Tribes Orders (Amendment) Bill, 1956 (Appendix II).

3. Petition No. 71 was presented to the House by Shri B. S. Murthy, M. P., on the 17th August, 1956. It was considered for the first time by the Committee at their sitting held on the 8th September, 1956, and they decided to call for comments of the Ministry of Railways thereon.

The Committee have perused the comments of the Ministry of Railways. The Committee recommend that the following suggestions made by the petitioner might be implemented:

- (i) The trains should be made to keep timings.
- (ii) Boards showing destination of the train should be placed on the carriages.
- (iii) Provision for wearing of numerical badges by the Travelling Staff (Ticket Collectors, Train Ticket Examiners, etc.) should be enforced.
- (iv) Railway stations wherever electric lines are very near should be electrified on programme basis.
- (v) Coal engines and oil engines for pumping water should be replaced by electric pumpsets wherever possible on programme basis.
- (vi) Refreshment Stalls with zinc-sheet sheds may be converted into type-design cement blocks, wherever necessary.