Chapter 3
Locale and Methodology

The present chapter is devoted to know mainly the locale and the methods adopted for the present investigation. First part presents the locale of the study while the methods and procedures have been included subsequently.

3.1 Locale of the Study

The locale for the present study was Patiala city and the sample was selected from the registered rickshaw puller of Patiala Municipal Corporation.

Brief History of Patiala city

Situated in ‘Malwa’ region of Punjab, Patiala presents an exquisite example of an erstwhile princely state capital transforming itself into a district head quarters after independence. Of all princely states, Patiala state occupied an influential place in colonial India. A part of CIS Sutlej territories which accepted the British paramountcy against the Great Sikh ruler Maharaja Ranjit Singh, and shattered the dream of Maharaja to become the undisputed ruler of the Sikhs. Delving deep into history, one finds that the Phulkian dynasty to which the Patiala rulers belonged was founded by a Chaudhary Phul. This historical character has around him more an aura of myth than reality. The city is named after Ala Singh whose father Ram Singh was blessed and baptized by Guru Gobind Singh. Ala Singh was a shrewd rural who rose to kingship of principality form a ruler of just thirty villages. Those turbulent times didn’t gave stability and peace to any contemporary rulers but Ala Singh was clever enough to cater to needs of the time and his successors withstood the ravages of time and founded a large kingdom whom even the great Maharaja Ranjit Singh failed to annex due to the British protection which Patiala rulers engaged.

Historical events showed that, it was after the third battle of Panipat (1761) which resulted in complete annihilation of Marathas and paramountcy of Afghans that the Patiala rulers started tasting royal power. Abdali allowed Baba Ala Singh to keep a drum and banner which during those days were signs of royal power and suzerainty.
Consequently, Amar Singh, Baba Ala’s grandson received the title of Raj-i-Rajgan (King of Kings) and struck coins. Ranjit Singh, the trail blazer in Punjab tried to increase his hold on Patiala State but the great diplomatic insight and desire for survival forced this newly born State to take refuge in British Camp. Right steps at right moment kept the Patiala rulers immune to Ranjit Singh’s ambition of becoming undisputed ruler of Sikhs. Maharaja Bhupinder Singh (1900-1930) was not only famous for his great flamboyance but also known for his the political sagacity and interest in international sports. He was also a great builder who built splendid structures on European designs. His son Yadwinder Singh (after whom Yadwindra Public School is named) was among the first Indian rulers who readily signed instrumental of Accession, thus facilitating the task of the Vallabh Bhai Patel, who praised the erstwhile Raja for his efforts to unite and integrate India.

As far as the first human settlements are concerned, the Hindus of Sirhind were the first to settle at Darshani gate. Although some historians trace the roots of the Patiala state to the rigvedic period, but the assumption is not beyond doubt. Other localities include Chur Majris, whose settled in peripheral areas. Dharmpura Bazaar was residential area for dancing girls and ruling elite enjoy coming here. At the end of the 19th century, most of the Sardars of the Maharaja who had huge jagirs constructed huge mansions surrounded by greenery, some of which, although ill kept today remind us of feudal glory. The city was fortified by Maharaja Narendra Singh who also constructed the ten Gates, many of which were demolished due to inconvenience in traffic management. Apart from famous Jutis and Phulkaris, Patiala is full of various Mandis (markets) and bazaars famous for traditional goods.

The City

Present day Patiala is spread around a fort which was built by Baba Ala Singh. The city is famous for Patiala Peg, Patiala turban, parnda and Jutti. Patiala is symbolic of the great Punjabi culture and life style. The city of Patiala stands with its royal charm, its magnificence, a whole host of glorious buildings, gardens and parks. Being one of the youngest cities of the state, Patiala holds its own when it comes to retaining the old-world charm and the many-faced delights of its rich heritage. Located on the
tourist map of India, Patiala is a synthesis of Rajput, Mughal and Punjabi cultures and to a great extent, a meeting point of modernity and tradition.

**Tourist Spots**

Qila Mubarak Complex, Qila Ahdroon, Rang Mahal and Sheesh Mahal, Ran-Baas, Darbar Hall (Diven Khana), Moti Bagh Place, Bir Moti Bagh, Sheesh Mahal and Museum, Medal Gallery, Lachman Jhoola, Rajindra Kothi, Baradari Gardens, Ijlas-e-Khas, Gurudwara Dukhniwara Sahib, Kali Maa Temple, Qila bahadurgarh, Panj Bali Gurdwara, Maiji Di Sarai, Government Mohindra College, Yadvindra Public School, Deer Park, Punjabi University.

**The District**

Situated in south eastern part of the state, the latitudinal and longitudinal extent of the district are 29°49’ and 30°47’ north latitude, 75°58’ and 76°54’ east longitudes respectively. In north, Fatehgarh Sahib, Rupnagar and the Union Territory of Chandigarh surround the district, while in west this district is surrounded by Sangrur district. Ambala and Kurukshtra district of the Haryana state surround this district in east and in south also Kaithal district of Haryana. Punjab is divided into four regions, known as Malwa, Majha, Doaba and Puadh. Patiala district falls in the Puadh region and standard dialect spoken in the district is known as Puadhi. During partition, a large number of refugees came to Patiala from Bahawalpur, Gujjaranwala and Sheikhpura. The count rose to 1,19,518 according to 1951 census.

**Demographic Profile**

According to India Census of 2011, Patiala has a population of 1,354,686. Males constituted 54 percent of the population, and females 46 percent. Patiala had an average literacy rate of 81 percent, which is higher than the national average of 64.9 percent. Male literacy in the district is 79 percent, and female literacy is 73 percent. In Patiala, 10 percent of the population is under 6 years of age. It is the sixth most populated district of Punjab. The religion wise composition analysis shows that Sikhs are the greater community followed by Hindus.
Transport

Public transport of the district is still run under the name of PEPSU State Transport Corporation (PRTC). Patiala is head office of PRTC, however Punjab Roadways & other Private and local transport buses ply in the city. For local transport, auto rickshaws and man driven rickshaws are available for exploring the interior and narrow lanes of city.

Agriculture

As far as agriculture is concerned, which is the main economic activity of both the district and the state, 3,03,000 hectares (81 percent) are cultivable, out of total geographical area of 3,72,000 hectares. There are 62,090 agricultural families in the district and they cultivate wheat, barley, paddy, maize and sugarcane. Agriculture is the single most important economic activity in the district. With over 65 percent of the population living in rural areas, 38 percent the population depends on agriculture either as laborers (17 percent) or cultivators (21 percent).

Unorganized Sector in Patiala City

Like other cities, Patiala too has various urban peripheral activities which absorbs the surplus labour force and provides poor an easy and instant source of income for catering to the daily needs of their life. The informal sector activities in the city provide various livelihood options to the urban poor. There are cobblers, vendors, domestic workers, mechanics, rickshaw pullers, barbers, waste pickers, drivers, security guards, helpers in shops, casual labourers, daily wagers standing in the labour chowks to find work, embroiders of suits, duppatas and shawls, dying and printing, people involved in jutti making, phulkari making, tailors, presswalas, stalls of fruit and vegetables, small kiosks of tikki, burgers, soups, eggs, tea stalls etc. commonly found in informal sector of Patiala city and its suburbs. Patiala is traditional centre for bridal wears and embroidery work. During the festive and marriage seasons the people from the different parts of State come to this City for shopping in the traditional markets namely Dharampura Bazar, Adalat Bazar, Killa Chowk etc. For the purpose of moving into the congested lanes and traditional bazaars of Patiala city, rickshaw is the only
cheap and viable option. Patiala is also on the tourist map of India due to its cultural and historical significance which also facilitates the rickshaw pullers with better opportunities of earnings to some extent.

The Rickshaw Pullers/ Hand Carts/ Rehris: Registered with Municipal Corporation of Patiala

As per the records of Municipal Corporation every person who wants to earn his livelihood from fixed location has to get registered under section 323-324 of The Punjab Municipal Act, 1976. In case of rickshaw, hand carts, Rickshaw rehris the puller has to procure the license on annual renewal bases.

Table 3.1: Total Number of Registered Rickshaws, Hand Carts and Rickshaw Rehris with Municipal Corporation of Patiala (2003-2011)

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<tbody>
<tr>
<td>Rickshaw</td>
<td>4971</td>
<td>4977</td>
<td>4477</td>
<td>4189</td>
<td>NR</td>
<td>2643</td>
<td>718</td>
<td>2800</td>
</tr>
<tr>
<td>Hand carts</td>
<td>1644</td>
<td>1683</td>
<td>4999</td>
<td>1233</td>
<td>NR</td>
<td>965</td>
<td>551</td>
<td>700</td>
</tr>
<tr>
<td>Rickshaw Rehri</td>
<td>3269</td>
<td>3220</td>
<td>2540</td>
<td>2201</td>
<td>NR</td>
<td>1353</td>
<td>740</td>
<td>1800</td>
</tr>
</tbody>
</table>

Source: As per the records of Patiala Municipal Corporation
NR: No Registration and Renewal of license and vehicles (mentioned in the Table 3.1) was done by Municipal Corporation of Patiala in year 2007-2008.

The data obtained from the Patiala Municipal Corporation showed that in year 2003-2004 the number of registered rickshaw pullers was 4971 and this number decreased in the subsequent years till 2010-2011, except only in year 2004-2005 there was marginal increase in the number of registered rickshaw pullers that too was 6 more rickshaw pullers from the previous year. While in case hand carts in year 2005-2006 maximum 4999 were registered with the Municipal corporation while their number also declined in the coming years and only 700 hand carts have been renewed or registered in year 2010-2011. Same trends were by and large, observed with regard to registration and renewal of rickshaw rehris. The municipality staff was not very serious for the welfare of this segment of population and despite the mandatory provisions of granting
licenses and renewal in the act or other municipality byelaws, the registration of these vehicles is not done many times. In year 2007-2008 no vehicle was registered or renewed as per municipality records. Similarly, in the following years the registration process was not started from 1, April to 31, March due to this fact the number of persons was on decline as they were left without getting the vehicle registered or renewed. The inability of the Municipality staff to get them enrolled on the records had made these pullers illegal operators on the city roads. The attitude of the municipality official is not pro poor people and there are no facilities like stands, provisions for water, medical aids, incentives, rest shelters, wage fixation, awareness generation about health and hygiene etc. for these workers in the city and providing essential services to all sections of the society.

3.2 Methodology

Methodology constitutes an important part of any research as it provides a plan to proceed towards the intended objectives of the study. A well designed methodology provides a definite direction to the researcher for the solution of the problem under investigation. The present chapter is primarily devoted to the research design, the sampling procedure and the techniques used for the data analysis. The aim of the study is to examine the plight of the rickshaw pullers of Patiala city. For achieving the specific objectives of the study the whole investigation/field inquiry was conducted as follows:

1. A well structured interview scheduled was prepared for collecting information about the sampled respondent rickshaw pullers in Patiala city by conducting interviews with these rickshaw pullers.
2. Secondary sources of data on informal sector were also taken into account for proper further analysis and interpretation.
3. Personal discussions were carried out with the respondents, their family members and friends.
4. On the spot observation during the field inquiry was also recorded.
5. Codification and analytical evaluation of collected data was done.

6. After obtaining the final results of the collected data, these results were analyzed and interpretation was done according to the research norms.

The present study is primarily descriptive, interpretive and evaluative in nature. For this data was collected through interview schedules. Along with the primary sources of data collection, the researcher has also collected information and data from secondary sources i.e. Government records i.e. data of National Sample Survey Organization (NSSO), National Commission on Entrepreneurship For Unorganized Sector (NCEUS), Planning Commission, Labour Bureau of India and Government reports on Unorganized sector/Informal sector, Moreover, international labour statistics and International labour organization reports were also consulted for the purpose of reaching at results and recommending measures to remove the shortcomings.

3.2.1 Objectives

The main objective of the present study is to gain in-depth knowledge about the living and working conditions of rickshaws pullers of the city of Patiala. The specific objectives are following:

1. To study the demographic profile of the sampled rickshaw pullers.
2. To study the reasons for entering into the rickshaw pulling profession.
3. To study the reasons of migration from native place to the present destination.
4. To know the family life aspects of these workers in terms of their relationship with wife and children, food habits, leisure-time activities etc.
5. To study the working and living conditions of the rickshaw pullers.
6. To explore the common health problems of these workers.
7. To explore the social security and welfare provisions/facilities available to these workers.
8. To highlight the scope of Social Work intervention and the role of State and NGOs in improving their living standards.
3.2.2 Universe

For the purpose of research and data collection the list of total number of registered rickshaw pullers with Patiala Municipal Corporation was obtained. From the list, it was found that there were 4189 rickshaw pullers registered with Patiala Municipal Corporation in year 2006-2007.

3.2.3 Sampling

In order to collect reliable data, the respondents were selected using multistage random sampling. For this purpose it was thought essential to draw a sample of 10 percent of the total registered rickshaw pullers with the Municipal Corporation of Patiala so as to get a sufficiently representative sample for the problem under investigation.

Likewise a sample of 419 respondents was decided to be drawn from the total of 4189 rickshaw pullers. In the first stage, every tenth respondent was randomly chosen from the list provided by the Municipal Corporation. The first respondent was identified by using the lottery method from the first ten respondents in the list. In the second stage the list of the respondents obtained for the sample was verified in the field. During this process it was found that 14 respondents had either migrated or died or were not available for interview. This way, the final list of 405 respondents was used for the purpose of collecting data.

The sampled respondents were than classified into migrants (from outside Punjab) and the natives (from within Punjab). It was found that out of the total of 405 sampled respondent rickshaw pullers, 227 (56 percent) belonged to the state of Punjab and the remaining 178 (44 percent) sampled rickshaw pullers were migrants from Bihar, Uttar Pradesh, Rajasthan, Madhya Pradesh, Himachal Pradesh, Rajasthan and Neighbouring country Nepal.

3.2.4 Tools for data collection

The primary tools for data collection were the structured interview schedule and on the spot observation.
3.2.5 Interview schedule

For the purpose of data collection, the structured interview schedule was designed keeping in view all the specific objectives of the study. The whole interview schedule was divided into 13 parts which covered all the aspects of the study.

1. First part: In this part of the interview scheduled the aspects related to the personal profile of the respondent rickshaw pullers i.e. age, caste, education, religion, marital status, native state etc. were incorporated.

2. Second part: In this part, the interview scheduled had questions related to the family profile of the respondent rickshaw pullers in terms of the size of the family, number of children, type of family etc.

3. Third part: This part of interview schedule was prepared to know the economic profile of rickshaw pullers in relation to their income, expenditure, loans and the assets.

4. Fourth part: This part of interview schedule was framed to find out the aspects relating to ownership of rickshaw, its rented status, the cost or money spent in purchase of the rickshaw. The questions also related to the reasons for joining rickshaw pulling, time spent in a day and number of kilometres the rickshaw was pulled in a day.

5. Fifth part: This part was designed especially for the migrant rickshaw pullers to find out various patterns of migration, age at the time of migration besides the push and pull factor related to migration.

6. Sixth part: This part of the interview schedule was prepared with an aim to know the family life aspects and food habits of rickshaw pullers along with the dietary patterns of rickshaw pullers and other types of indulgence related to drugs, smoking etc.

7. Seventh part: This part of the interview schedule was specially designed with an intention to find out various modes of entertainment and other leisure time activities in which rickshaw pullers were involved during their daily routine.
8. **Eighth part:** This part of the interview schedule was designed to highlight various aspects related to the working conditions and the facilities available at work place. Other aspect like the risk of accidents and working hours were also taken into account in this part.

9. **Ninth part:** This part of the interview schedule was prepared to find out the living condition with regard to the dwelling status and the facilities available at dwellings related to electricity, ventilation, source of water and sanitation.

10. **Tenth part:** This part of the interview schedule was designed to throw light on the health of the respondent rickshaw pullers. The questions related to various diseases and health problems were framed and were aimed at knowing the common health problem faced by the respondents.

11. **Eleventh part:** This part of the interview schedule was prepared to find out various social security and welfare provisions like pensions, allowances and insurance covers provided by the Centre and State Governments.

12. **Twelfth part:** This part of the interview schedule was designed to know the level of awareness of the respondent rickshaw pullers about the existing laws, bills and other legal and mandatory provisions.

13. **Thirteenth part:** This part of the interview schedule was design by the researcher to find out what type of succour these rickshaw pullers received from the NGOs, religious institutions and the role Government played for their betterment and overall welfare.

### 3.2.6 On Spot observation

For the purpose of data collection, the on spot observation was thought very necessary during the field inquiry. The social practices related to religious celebrations, festivals and other family ceremonies were carefully observed. Apart from this, the researcher also took an account of their place of stay, their working schedule, different working places and the various interaction patterns e.g. dealings with the passengers, municipal officials and traffic police. The researcher had spent a great deal of time by
visiting their houses, work place during peak and fairer hours of work. Besides this, visits were also made during early and late hours. With an aim of rapport building with the rickshaw pullers, the researcher also spent time in the dwellings of the respondents and also met their formal and informal leaders. The observation proved very useful in enriching the quality of data and authenticating the available information in the interview schedule.

3.2.7 Pre testing

In order to ascertain the suitability of the interview schedule, a pre testing exercise was conducted on a sample of 40 respondents in various parts of the Patiala City. It was thought necessary to remove the multiplicity as well as to maintain structure and sequence of the questions. During the data collection, the continuity and sequence of the question was such that the respondents could give information to the researcher without hesitation.

After the end of the process of pretesting, the data was checked along with the sequence and structure of interview schedule and needed replacements and modifications were carried out accordingly. The pre test results were also analysed and the responses which had generated same results were dropped after discussions with the supervisor and other experts from the relevant field. Thus the final draft of the interview schedule was prepared for the purpose of data collection by deducting questions based on similar areas or of repeating nature and the new questions were introduced which covered hitherto uncovered areas along with rearrangement of sequence of questions for the purpose of field inquiry.

3.2.8 Data Analysis

After collecting all the data and information related to the subject in the research proposal, the codification and numbering of the information was done. After the codification of data master sheet of all the variables was prepared manually. Subsequently, this data was entered in the computer. For the purpose of data analysis, the researcher had taken the help of Statistical Package for Social Sciences (SPSS)
software for making simple frequency tables and cross tabulation of the desired variables. Frequencies were counted for calculating percentages for further analysis and interpretation.

3.2.9 Interpretation of Data

After the analysis of the data, the results were presented in tabular form and after obtaining the results the sequences of tables were adjusted to include them into the chapters according to the specific objectives of the present study. Finally the interpretation of the data was done as per the available results after tabulation. With the help of analysis and interpretation of data, the main findings and recommendations were laid down.

3.2.10 Chapterisation

The final work has been compiled under the following chapters:

1. Introduction
2. Review of literature
3. Locale and Research Methodology
4. Socio-Economic, Migratory and Family Life Aspects of Rickshaw Pullers
5. Working and Living Conditions of Rickshaw Pullers
6. Social Work Intervention
7. Findings and Policy Recommendations

Chapter one elaborates on the concept of informal economy with regard to its national and international aspects and its relevance in the Indian economy. This chapter highlights the various definitions, occupational groups and the segments of population working in the informal sector. Government initiatives for the welfare of informal sector workers are also included. This chapter further highlight the historical background of rickshaw pulling and its importance in employment generation besides various issues and problems related to rickshaw pulling.
Chapter two presents an in-depth survey of existing literature on informal economy. It includes various studies related to migration, labour laws and social security and tries to focus on studies conducted especially on rickshaw pullers in India and abroad.

Chapter three elaborates research methodology and give information related to universe, sample size, tools of data collection, construction of interview schedule along with pretesting. The process of data analysis, tabulation and interpretation along with the chapter scheme has also been presented beside the locale and brief history of Patiala city.

Chapter four is devoted to the findings related to the demographic profile i.e. age, caste, religion, caste, education level along with the economic aspects of the respondent rickshaw pullers. It also contains the information related to family life aspects like number of children, occupation and relationship with children, wife, parents etc. along with various aspects related to migration.

Chapter five exclusively throws light on the working conditions with regard to the working hours, earnings, accident risks along with the problems faced by rickshaw pullers at work places. In this chapter various trade union aspects, accommodation status, facilities at their dwellings and substance abuse, drug use and levels of awareness among these pullers have been presented. Along with this various aspects with regards to the health status and other physical ailments besides the extent of welfare facilities and social security have also been included.

Chapter sixth throws light on the scope of social work intervention with the respondent rickshaw pullers with regards to awareness generation on various issues pertaining to family life, health aspects, diet and nutrition, advocacy and legal services. Further the scope for further social work intervention and role of professional social workers in improving the overall quality of life of respondent rickshaw pullers have also been discussed.

Chapter Seventh gives main findings and recommendation emerging out of the present survey. At the end of the work, a comprehensive bibliography along with references and annexures has been appended.
3.3 Delimitations of study

1. The study is delimited to the rickshaw pulling activity only.

2. The study confines itself to the registered rickshaw pullers with Municipal Corporation.

3. The study is limited only to Patiala city.