

judicial (1895) Department.

ORDINARY PRINTED.

G.O., No. 873.

DATED 26th Apr: 1895

INDEXED.

[Despatch Abstract.]

RAILWAY POLICE.

Directing the Inspector-General of Police, with remarks, to take immediate steps for the introduction of the provisional scheme for--recommended by Colonel Porteous.

BACK PAPERS.

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	20873		29-8-94				
	2088		6-3-94				
	555						

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26	2768		95-2-20-95				
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7. 1142
11-7-96

FROM

h. Hammick Esq. Esq.

INSPECTOR-GENERAL

OF POLICE.

for 2027/28/94

Letter of 8/30/1894

No. 1462

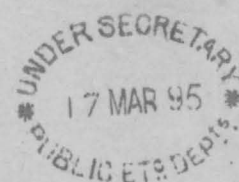
Dated

Received

16

March 1895

No.



SUBJECT.

Requesting that certain allowances may be given to the Inspectors and men employed on Railway duty.

11/24/94

Where is the recent complete list of Subordinate Services men specially noted please?
(2) Copy of Police Budget
(3) the latest list of men for Ry scheme in the Police Budget.

AS

11/9

29/3

(For order)

R

for 2027/28/94

585. 8. 94

1696. 9. vii 94

434. 21.4 94

555. 6. 94

1454/5. 17. vii 93

for 607. 21.3.93. 1292R. 20.592

458. 3.3.93. 1290. 12.7.92

195. 25.1.93. 2156. 21.10.9

224/2. 1.12.92. 2574. 5.12.88

2090. 28.8.94

1170. 23.5

1171. 23.5

DEPARTMENT.

No. 1462

CHIEF OFFICE OF THE INSPECTOR-GENERAL OF POLICE,
Madras, 16 March 1895.

FROM

M. Hammick Esq. &c.

INSPECTOR-GENERAL OF POLICE,

TO

THE Chief Secretary
to Government,
Fort St. George.

SIR,

Enclosures.

I have the honor to draw the attention of Government to the fact that the delay which continues as regards the establishment of a regular Police force for Railway work in this Presidency is causing considerable inconvenience and hardship to the staff now specially employed on Railway duty. I need not add anything further to what has been already stated more than once by my predecessors regarding the importance of establishing as soon as possible a regular Railway Police. But I venture, while bringing this delay to the notice of Government to make the following proposals for the immediate grant of additional allowance

to

to the Head Constables and Constables now on Railway duty to which, I hope, sanction may be given.

2. Colonel Porteous in his letter dated 25th August 1891, No 5056, recorded in G.O., 21st October 1891, 2156 Judicial, proposed -

(1) a special allowance of Rs 50 for each Railway Police Inspector. (2) an allowance of Rs 10 for 1st and 2nd Grade Head Constables and Rs 7 for 3rd and 4th Grade Head Constables on Railway duty, and (3) an additional allowance of Rs 3 for ordinary Constables. Similar proposals were made in the revised scheme submitted by Colonel Porteous in his letter No 2561, dated 12th May 1893.

3. In the letter dated 3919, 2nd February 1894, from the Government of India, received in G.O. 6th March 1894, No 555, Judicial, the Government of India said it was requested to consider favorably the proposed allowance to detective and travelling Constables and Head Constables. and in his letter dated 30th May 1894, No 303 Colonel Porteous again pressed upon Government the necessity that exists for some local allowance to Superintendents

and Inspectors employed on Railway duty. I have now employed on Railway Police duty - besides the ordinary platform orderlies who need not be taken account of here -

one - First class Inspector. ^{pay Rs 200.}

Fifteen - Head Constables.

Fifty-five - Constables.

I have also just ordered that one Head Constable and three Constables should be detailed for Railway duty from Gadavari Vizagapatam and Ganjam Districts through which now the Railway passes. I may mention that I have been compelled to do this as I find that already the Railway thieves of the South are making use of the newly opened Railway in the Districts.

5. It has been strongly represented to me by the Deputy Inspector General in charge of the Railway Police that some additional allowances should at once be given to the existing Railway force and I agree with him in thinking it very necessary that some action should be taken in the direction.

6. Colonel Porteous has already represented so fully the necessity for this

additional remuneration to the Inspector and men employed on Railway Police duty that I need not add much here. We want the pick of the men from the districts for this work and they must have detective ability, and must, moreover, be trustworthy as less supervision is possible over them than is the case with the ordinary district constables. The Head Constables lose the chance of obtaining Station Charge allowance, which is a very serious loss to them and they and the ordinary constables have to work out of their districts, far away from their families. Food is, as a rule, dear on the lines of rail and the work is irksome. I am strongly of opinion that as regards the Head Constables and Constables some concession of the kind proposed by Colonel Porteous is absolutely necessary. I urge moreover that this concession should be granted at once in anticipation of the general scheme being sanctioned.

4. As regards the Inspector the matter is not so pressing - but I also consider that in his case some allowance should be

be given for the very heavy work which falls upon him. He is constantly travelling and spends almost all his time far away from his home. He supervises the work of his subordinates from Sinnerally to Ganjam and for this heavy charge I certainly consider some allowance should be given. Personally there is not the same urgent need to grant an allowance in his case as there is in the case of the lower ranks. The services of Subbaraya Madaliyar have been specially noticed recently and being a 1st class Inspector he is better able to get on without a special allowance than are his subordinates. If however, there is little chance of early adoption of the general scheme now before Government, I think something should be done for him.

8. Colonel Porteous's proposals were, I consider, reasonable - but if the Government consider they want further than is necessary, I suggest that now (1) a special allowance of Rs 50 a month be granted to the Inspector (2) that to the Head Constables - Rs 7 be granted to

Go 2070 28 Aug 1894

to the 1st and 2^d grades, and Rs 5 to the 3^d and 4th grades - and (3) that Rs 2 a month be granted as a special allowance to the ordinary constables.

9. The grant of the above allowances would make the Railway Police service less unpopular than it is at present. We should get better men for it and they would work with more zeal than they do at present.

I have the honor to be,
Sir

Yours most obedt. Servt.,

M. M. M. M.

Inspector of Police.

All communications
should be addressed
to the Secretary.

No. 832 G.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

GENERAL.

48
3P

To

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Calcutta, the 18th March 1895.

Sir,

With reference to your communications marginally

-----+ noted I am direct-
No. 2088 Judl. dated 29th August 1894 : ed to state that
Telegram No. 17 dated 14th January 1895. : under the circum-
-----+ stances repre-

sented, the Government of India have no objection to the proposals of the Government of Madras to appoint 3 Inspectors, 18 Head Constables, and 60 Constables, for detective and preventive purposes on Railways, at a cost of Rs. 22,968 per annum, as detailed in the accompanying statement, as a temporary addition to the District Executive Police force, pending a final decision as to the General Railway Police force for the Madras Railways.

2. The proposal for the grant of local allowance to Head Constables and Constables and of horse or conveyance allowance to Inspectors, is approved, on the understanding, that the allowance are limited to the travelling and detective staff only, that they are given in consequence of the peripatetic nature of their duties, and that no further travelling allowance will be granted them in respect of journeys.

journeys by rail.

3. Of the cost of the additional establishment above referred to, it is noted that Rs.9555 will be recovered from Railway Companies and that the balance Rs.13413 will be charged to Government. It is also noted that if the Madras Railway Company agree to bear their proper share of the cost of the establishment to be employed on that Railway, a further sum of Rs.5037 will be debited to Railway revenues with the result that the State share will be reduced to Rs.8376.

The Government of India will be glad to be informed of the result of the reference made to the Madras Railway Company by the Government of Madras on this subject.

4. As regards the questions referred to in paragraphs 6 and 7 of your letter on the subject of the grant of local allowances to Superintendents and Inspectors of Railway Police and the employment of Constables for watch and ward duties in preference to Chaukidars, I am to state, that after perusal of the dissentient note by the Hon'ble Mr. Bliss, C.I.E., and the arguments advanced in paragraph 6 of your letter, the Government of India adhere to the opinions on these points, previously expressed in paras 2 and 3 of Public Works Department letter No.391 G., dated 2nd February 1894 namely that local and conveyance allowance are not required for the general staff but for those only who have peripatetic duties; and that the duties of watch and ward are performed more economically and efficiently by an establishment of watchmen than by police constables.

It is requested that a revised scheme for the whole of the Police force required, drawn up on the basis of watch and ward duties being entrusted entirely to a staff of Watchmen, policemen being employed only on law and order duties, may be prepared and submitted in due course for the consideration

*under cover of 10/20/94
29.5.94*

*X in p. 555 PL
6.3.94
Nothing was
said about
conveyance
allowances
before.*

of

of the Government of India, after the share of the cost of the whole force, payable by the several Railways concerned, has been arranged. The question referred to in the last clause of paragraph 7 of your letter under reply, as to whether constables should or should not accompany pay clerks and guard cash chests, is being considered separately and orders will be communicated when the point is settled.

5. In conclusion, I am to add that the proposals now approved, are accepted as a first step towards the establishment of a Railway Police force, in view to the embodiment in it of the present Police staff employed at Railway stations. This need not, however, necessarily involve the absorption or replacement of the watch and ward force now entertained, as the Railway Police it is considered, can well co-exist with a watch and ward force entertained by Railway Companies. It is finally observed that the introduction of the Railway Police system can only be gradual.

I have the honour to be,

Sir,

Your most obedient servant,

G. H. Dwalke

Under Secy. to the Govt. of India.

Document accompanying:-

One statement.

B.C.

G.

Details of the addition to District Police sanctioned as a temporary measure for employment on Railways in Madras on preventive and detective duty.

Nature of appointments	No.	Inspectors		Head Constables and Constables.		Total per annum	Total per annum
		Pay	Horse allowance	Pay	Local allowance		
Inspectors 1st Class	1	200	15	"	"	215	
Do. Do.	1	200	15	"	"	215	
Do. 2nd Class	1	150	15	"	"	165	
Head Constables 1st grade	2	"	"	25 each	10 each	70	
Do. Do. 2nd Do.	3			20 "	10 "	90	
Do. Do. 3rd Do.	5			16 "	7 "	115	
Do. Do. 4th Do.	8			14 "	7 "	168	
Constables 1st Class	30			8 "	3 "	330	
Do. 2nd Do.	30			7 "	3 "	300	
Clathing							20016
Contingencies maximum against which detailed bills may be passed.							780
Pensionary Contributions							1000
							1172
						1668	22,968

87

1885
Jan 2
1549

100.00

Dec 1
2327/55

7067
to DAR

100.5
Endos. No. 1
C. No. 1549

1895.

1549

Public Works Department.

Jul

fo. 2087/8/94 airt to c
+ papers.
fo 23879/95 Mr. (at),
for

No. 1319C.

Dated 27. March 1895.

Despatched

Received 28/3

fo. 2087/88/74
J. M. M. M.

Enc. 2

SUBJECT.

Transferring to the Chief
Secretary to Govt., letter
from the Govt. of India
approving of the appoint-
ment, by the Madras Govt.,
of certain Inspectors and
Constables, for detective
and preventive purposes
on Railways.

1/1/4.
1/2/4.

For order

1319C of 27. March 1895.

1579
Letter from the Govern-
ment of India, No. 832 G,
dated 18th March 1895.

50

Transferred to the
Chief Secretary to Govern-
ment.

A. B. G. Shelley

Capt. R. G.

Under Secy. to Govt. P. W. D. Ry. Bd.

NOTE FOR THE CHIEF SECRETARY.

As the work of the Railway
Police is of especial interest
to the Special Branch, seeing
that the tracing & registration
of wandering criminals is
the most important work
the S.B. has to perform,
the Under Secy. has kindly
placed the file relating to the
Ry. Police scheme at my disposal -

Having perused these papers
I would venture to ~~make~~
~~submit~~ the following
a few ~~of~~ suggestions
suggest that the D.G. of
Police be asked to state

- (1) What steps he proposes
to take under the provisional
scheme for the supervision
of the work done by the
3 Inspectors, & staff to be
employed on Railway work
- (2) How he would locate
the Inspectors
- (3) Whether it would not
be advisable to have all
Railway crimes committed
on Railways reported to
some central authority
such as the Special Branch
the posting & actual
supervision being entrusted
to the several D.G.s.

CHIEF SECRETARIAT,

Fort St. George,

OFFICE NOTE.

From *Financial*
~~Fin.~~ Dept.
THE CHIEF SECRETARY,

To
The *Jud.* Dept.

The G. of I. has retained the provision for the entire Ry. Price Scheme in the budget. As the necessity ^{for} ~~keeping~~ the provision was so strongly pressed upon the Gov. when it proposed to cut it out, perhaps action had better be taken at once in *Jud.* re the introduction of the Scheme.

Crab
1/4/95

Office

Put up papers.

Submitted. *6*
Please see W^o 1335 & 1549 also on the subject. The grant of allowance re-
mained by the *Jud.* pending the introduction of the Scheme (in W^o 1335)
may now it is thought unnecessary.

Ind. Dept.

C. N° 1335 of 16.3.95 from I.G. Police
C. N° 1549 of 27.3.95 - R.W.D.

I think we may adopt
the suggestions at the end
of this note including the asking
of the questions suggested by
the Special Branch.

RS

19/4/95

JG

19/4/95

This is, however, only an interim
disposal, as I have not examined it
very minutely. The thing is to get
something done at once.

JG

I agree. It is evident that whatever
may be included by India, the
introduction ^{of the complete scheme} will be gradual - we
must anyhow start the provisional
scheme, while the complete scheme
is being worked out. This will
apparently require the sanction of
the Sec. of I. - as well as of India.
It is also evident that a good deal
of the budget allotment will lapse.

W

22 Apr

The Ind. Dept. has informed
this Dept. that the G. of I.
has left standing in the
budget for 1895-96 the entire
provision for the Railway
Police scheme thus suggesting
that the Ind. Dept. should
take early action for the
introduction of the scheme.

2. The nature of the complete
Railway Police scheme is
clearly explained in Ind. Dept.
letter of 17 July 1893,
N° 1455, para. 4.

The total cost of the scheme
was estimated at Rs 1,90,400
of which Govt. was to bear
Rs 1,03,397; it being understood
that Govt. could not compel
the Madras Railway to
bear any share of the
cost.

India's remarks on the scheme
will be found in G.O. of 6 Mar.
1894, N° 555, Ind. Dept. The G. of I.
observed

- (1) that it saw no reason
for the grant of local
allowances to the
Supts. & Inspectors;
- (2) that it objected to the
employment of regular
police on 'Watch & Ward'
duties & that an estimate
should be prepared to
show the relative cost
for 'Watch & Ward' purposes
of (a) a police force &
(b) a watchman force

(3) that steps should be taken to induce the Madras Railway to accept $\frac{1}{10}$ th of the cost of the "Law & Order" force.

The views of the G. of I. did not commend themselves to a majority of the Members of this Govt. & in Ind. letter of 29 Aug. 1894, No. 2088, the G. of I. was urged to reconsider its decision as to the grant of allowances to the Supts. & Inspectors & as to the use of constables on "Watch & Ward" duties.

The Hon. Mr. Bliss concurred with the views expressed by the G. of I. as to the latter point.

3. With the same letter this Govt. asked the G. of I. to assent to the introduction of what may be called a provisional Railway Police Scheme, as the complete scheme proposed in the letter of July last was deemed to be financially impracticable.

This provisional scheme involved a temporary addition to the District Executive Force of 3 Inspectors, 10 Head Constables & 60 Constables to be employed on "detective & ^{travelling} duties on Railways."

The cost was estimated at R. 22,968 per annum of which R. 13,413 would be borne by Govt. unless the Madras Railway

consented to bear a share, when the sum chargeable to Govt. would be reduced to R. 8,376 per annum.

4. In C. No. 1549 the Govt. of India sanctions the introduction of the provisional scheme "pending a final" decision as to the General "Railway Police Force for the Madras Railways".

All Inspectors at present (for a horse (or conveyance) allowance of R. 15 per annum) & it was part of Col. Porteous' scheme that this allowance should be drawn by the three Inspectors to be newly added to the Dist. Executive force.

To this proposal India has no objection & it also sanctions the grant of the local allowances proposed by Col. P. to the Head Constables & Constables on the "detective & travelling" staff (i.e. to all the H.C.s & C.s provided for in the provisional scheme) but it refuses to sanction

(i) the grant of any local allowances to officers above the rank of Head Constable, and

(ii) the grant of the daily allowance which in para. 4(3) of Ind. letter of 17 July 1893, No. 1455, this Govt. proposed to grant to all Railways

* First & Second Grade H.C.s R10 p.m.
Third & Fourth " " R7 p.m.
Constables R3 p.m.

* into Art 1171 C.P.R. The reason for the refusal to apply this Article to the new force probably is that the Insps are to get a conveyance allowance & the H.C.s & C.s are to get local allowances.

Police officers of all ranks.

As regards "Watch & Ward" duties, the G. of I. adheres to its opinion that they should not be performed by Constables & it orders the preparation of "a revised scheme for the whole of the Police force required, drawn up on the basis of watch & ward duties being entrusted entirely to a staff of watchmen, policemen being employed only on law & order duties".

The G. of I. also wants to know what arrangement has been made with the Madras Railway in regard to the division of the cost of the "Law & Order" force between it & Govt.

The G. of I. concludes its letter with the remark that the provisional scheme "has been accepted as a first step towards the establishment of a Railway Police force in view to the embodiment in it of the present Police staff employed at Railway stations" & goes on to say "This need not, however, necessarily involve the absorption or replacement of the Watch & Ward force now entertained, as the Railway Police, it is considered, can well

'co-exist with a Watch & Ward force entertained by the Railway Companies. It is finally remarked that the introduction of the Railway Police system can only be gradual".

5. It is understood that Col. Porteous did not intend to withdraw, on the introduction of the provisional scheme, the platform orderlies who are now detailed to keep order on the platform when trains arrive.

It appears from para. 4 of Mr. Hambrick's letter forwarding C. N^o 1335 that the following force, detailed from the District Executive force, is now employed on "Detective & travelling duties" on the Madras Railway:—

- 1 Inspector
- 15 Headconstables
- 55 Constables.

Besides this body, there are a number of men employed on platform duties. Of these, some have been specially sanctioned by Govt. & others have been detailed from the District Executive force. When Col. P. wrote in May 1893 (see para. 13 of his letter under cover of the original of G.O. of 17 July 1893, N^o 1454), the force specially deputed by Govt. amounted to

- 12 Headconstables &
- 272 Constables;

and the force deputed from

*It is not clear whether these figures include the Constables specially sanctioned by Govt. for Watch & Ward purposes, such as guarding Pay Clerks.

6
the District Executive force
amounted to

1 Head Constable &
140 Constables.

In all, then, the force employed
upon Platform duties in
1893 consisted of

13 Head Constables &
412 Constables.

It is understood that Col.
P. had no intention of
withdrawing any portion
of this platform force, on
the introduction of his
provisional scheme. Of
course, were the complete
scheme introduced, the place
of the platform force would
be taken by the "Stationary
Establishment", but the
provisional scheme does not
provide for a Stationary
Establishment &, therefore,
it seems that the provisional
scheme will merely set free
the Inspector, 15 S.C.s & 55
Constables now employed
upon "Detective & travelling"
duties.

This is a point on which
it is necessary to have
a clear understanding with
the I.G.

6. I am not quite clear as
to the exact effect of India's
remark that the introduction
of the Railway Police system
can only be gradual. It reads
as if India were not pre-
pared to take into considera-
tion any such general scheme
proposed in the

7
Letter of July 1893. But, on
the other hand, the G. of I.
has left standing in the
budget of 1895-96 a sum
of R. 1,14,000 on account
of the Govt. share of the
cost of the Complete Railway
Police & this was done in
the full knowledge that
this Govt. wished to introduce
the complete scheme in
place of the provisional
scheme (vide G.O. of 11 Feb. 1895,
N^o 293, Ind.). Also, the
G. of I. has asked that
this Govt. will prepare a
revised scheme "for the whole
of the Police force required"
& this seems to be an invi-
tation for detailed proposals
for the introduction of the
complete scheme.

In any case, however, it will
take a long time to get the
complete scheme passed &
it would be unwise to defer
introduction of the provisional
scheme on the assumption
that the complete scheme
will shortly take its place.
7. The following steps seem
therefore to be suitable:—

- (1) to tell the I.G. to introduce
the provisional scheme
at once;
- (2) to ask him to explain
whether the introduction
of the provisional scheme
will affect the force now
employed on platform
duty in any way;
- (3) to ask him to prepa

at an early date a complete Railway Police scheme revised on the understanding that "Watch & Ward" duties are not to be performed by the Police;

(4) to ask the P.W.D. whether the Madras Railway has consented to bear any portion of the cost of Railway Police.

In fact, it would perhaps be as well to get this last point settled before the J.G. takes any steps to introduce the provisional scheme, because, if the Madras Railway proves recalcitrant, the Govt. may have to reconsider the question of the force to be employed on that line.

Step 45

The J.G.'s attention should also be drawn to the last part of para. 3 of his letter of 29 Aug 94, N. 2088, regarding the charge for supervision ~~whereas he is to prepare the entire scheme~~
C. N. 1335 does not call for any orders.

18/4/95. 8 Ap. 1895.

I hope when the 1st of the 6th Feb in the train was leaving Madras on the 8th that anywhere between more than 25,000 Rs. 12-
During the discussion sanction of the Govt. 78
which had been given it was decided that the

Railway Police Scheme

Scheme

I am afraid from what Mr. J.G. writes that he personally has the work.

for d/26-4-95
N. 873 jndc

C/18/4 C 204
R 27/4

Papers to be read in Proceedings:—

Again G.O., dated

18, No.

p. Again G.O., dated 29 August

1894, No. 2084, 2088.

p. Current No. 1335

of 1895, dated

16 March from the J.G. of Police.

A — Current No. 1549
with enclosure

of 1895, dated 27 March from the P.W.D.

Order. 26 April 1895. N. 873.

P.S. The J.G. of Police should now take immediate steps to introduce the provisional scheme advocated in Col. Porteous' letter of 30 May 1894 No. 3033.

There are however one or two points connected with its introduction upon which the Govt. desires a report, & further information. These are as follows:

(a) The arrangements which the J.G. proposes to make for the supervision of the work of the three inspectors & the subordinate staff to be employed on railway duties? In replying to this question Mr. Stanwick should state at what stations he proposes to locate the headquarters of each inspector and whether he ~~considers it advisable to have a separate office for each inspector~~ ^{is arranging} for the report of all railway crime to some central authority such as the Special Branch with Govt., the posting and actual supervision of the special staff being entrusted to the several A.I.G.s.

(b) Whether the introduction of the provisional scheme now sanctioned ^{in any way} will affect the force employed on platform duty. As the Govt. understands Col. Porteous, he had

intention of withdrawing any portion of the plat form of force, when he proposed his provisional scheme, the only effect of its introduction would thus appear to be the settling of the force of the Inspector, 15 head constables and 55 constables now employed on Detective and travelling duties on Madras railways (see para 4 of Mr. Hammett's letter of 16 March 1895 No 1462). It should be explained if this view is correct.

2. With reference to para 4 of Mr. Walker's letter, ~~the~~ ^{the} ~~Inspector~~ should at an early date prepare a complete railway police scheme revised, as directed by the Govt of India, on the understanding that "watch & ward" duties are not to be performed by the Police.

3. With regard to the distribution of the cost of these schemes the attention of the G.O. will be drawn to the latter portion of para. 3 of Govt. letter of 29 August 1894 No. 2088 relating to the charge for supervision, and the P.W.D. Railway Branch, will again be requested to state whether the Madras Railway has consented to bear any portion of the cost of railway police, in order that the Govt may be in a position to decide whether it is ~~advisable~~ necessary to reconsider the question of the force to be employed on that line.

(From orders)
25/4/95 25/4/95

The G.O. of Police. dtd 16/5/95
The P.W.D., R.Y. Branch. 31 dtd 16/5/95

Railway Police Scheme

Offd
I must see proof of this.
15-4

H.L.
The Ind. wants to see proof of this. Please send the papers to me as I am keeping file intact.
14/5
26/4/95

26TH APRIL 1895, No. 873, JUDICIAL.

GOVERNMENT OF MADRAS.

JUDICIAL DEPARTMENT.

READ—again the following papers:—

G.O., dated 29th August 1894, Nos. 2087, 2088, Judicial.

ABSTRACT.—Passing orders on proposals for the temporary addition to the District Executive Force pending reconsideration of the Railway Police scheme.

From the Inspector-General of Police, dated 16th March 1895, No. 1462.

ABSTRACT.—Requesting that certain allowances may be given to the Inspector and men employed on railway duty.

READ—also the following paper:—

From G. H. D. WALKER, Esq., Under Secretary to the Government of India, Public Works Department (General), to the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch), dated Calcutta, the 18th March 1895, No. 832-G.

With reference to your communications marginally noted, I am directed to state that, under the circumstances represented, the Government of India have no objection to the proposals of the Government of Madras to appoint three Inspectors, eighteen head constables and sixty constables, for detective and preventive purposes on railways, at a cost of Rs. 22,968 per annum, as detailed in the accompanying statement, as a temporary addition to the District Executive Police force, pending a final decision as to the general Railway Police force for the Madras Railways.

2. The proposal for the grant of local allowance to head constables and constables and of horse or conveyance allowance to Inspectors, is approved, on the understanding that the allowances are limited to the travelling and detective staff only, that they are given in consequence of the peripatetic nature of their duties, and that no further travelling allowance will be granted them in respect of journeys by rail.

3. Of the cost of the additional establishment above referred to, it is noted that Rs. 9,555 will be recovered from Railway Companies and that the balance, Rs. 13,413, will be charged to Government. It is also noted that if the Madras Railway Company agree to bear their proper share of the cost of the establishment to be employed on that railway, a further sum of Rs. 5,037 will be debited to Railway revenues with the result that the State share will be reduced to Rs. 8,376. The Government of India will be glad to be informed of the result of the reference made to the Madras Railway Company by the Government of Madras on this subject.

4. As regards the questions referred to in paragraphs 6 and 7 of your letter on the subject of the grant of local allowances to Superintendents and Inspectors of Railway Police and the employment of constables for watch-and-ward duties in preference to chaukidars, I am to state that, after perusal of the dissentient note by the Hon'ble Mr. Bliss, C.I.E., and the arguments advanced in paragraph 6 of your letter, the Government of India adhere to the opinions on these points previously expressed in paragraphs 2 and 3 of Public Works Department letter, No. 391 G., dated 2nd February 1894, namely, that local and conveyance allowance are not required for the general staff but for those only who have peripatetic duties, and that the duties

of watch and ward are performed more economically and efficiently by an establishment of watchmen than by police constables.

It is requested that a revised scheme for the whole of the Police force required, drawn up on the basis of watch-and-ward duties being entrusted entirely to a staff of watchmen, policemen being employed only on law-and-order duties, may be prepared and submitted in due course for the consideration of the Government of India, after the share of the cost of the whole force, payable by the several railways concerned, has been arranged. The question referred to in the last clause of paragraph 7 of your letter under reply, as to whether constables should, or should not, accompany pay clerks and guard cash-chests, is being considered separately and orders will be communicated when the point is settled.

5. In conclusion, I am to add that the proposals now approved are accepted as a first step towards the establishment of a Railway Police force, in view to the embodiment in it of the present Police staff employed at railway stations. This need not, however, necessarily involve the absorption or replacement of the watch-and-ward force now entertained, as the Railway Police, it is considered, can well co-exist with a watch-and-ward force entertained by Railway Companies. It is finally observed that the introduction of the Railway Police system can only be gradual.

ENCLOSURE.

DETAILS of the addition to District Police sanctioned as a temporary measure for employment on Railways in Madras on preventive and detective duty.

Nature of appointments.	Number.	Inspectors.		Head constables and constables.		Total per mensem.	Total per annum.
		Pay.	Horse allowance.	Pay.	Local allowance.		
Inspectors, 1st class	1	Rs. 200	Rs. 15	Rs. ..	Rs. ..	Rs. 215	Rs. ..
" 1st "	1	200	15	..	..	215	..
" 2nd "	1	150	15	..	..	165	..
Head constables, 1st grade	2	..	..	25 each.	10 each.	70	..
" " 2nd "	3	..	..	20 "	10 "	90	..
" " 3rd "	5	..	..	16 "	7 "	115	..
" " 4th "	8	..	..	14 "	7 "	168	..
Constables, 1st class	30	..	..	8 "	3 "	330	..
" 2nd "	30	..	..	7 "	3 "	300	..
Clothing	..	..	..	..	..	..	20,016
Contingencies, maximum against which detailed bills may be passed	..	..	..	..	..	..	780
Pensionary contributions	..	..	..	..	..	..	1,000
							1,172
						1,668	22,968

No. 832-G.

Transferred to the Chief Secretary to Government.

(Signed) A. D. G. SHELLEY, Captain, R.E.,
Under Secy. to Govt., P.W.D. (Ry Branch).
18th March 1895.

ORDER—dated 26th April 1895, No. 873, Judicial.

The Inspector-General of Police should now take immediate steps to introduce the provisional scheme advocated in Colonel Porteous' letter, dated 30th May 1894, No. 3033. There are, however, one or two points connected with its introduction upon which the Government desires further information. These are as follows:—

(a) The arrangements which the Inspector-General proposes to make for the supervision of the work of the three Inspectors and the subordinate staff to be employed on Railway duties? In replying to this question Mr. Hammick should state at what stations

he proposes to locate the head-quarters of each Inspector and whether he considers it advisable to arrange for the *report* of all Railway crime to some central authority such as the "Special Branch" with Government, the posting and actual supervision of the special staff being entrusted to the several Deputy Inspector-Generals.

(b) Whether the introduction of the provisional scheme now sanctioned will in any way affect the force employed on platform duty? As the Government understands, Colonel Porteous, he had no intention of withdrawing any portion of the platform force when he proposed his provisional scheme; the only effect of its introduction would thus appear to be to set free the Inspector, fifteen head constables and fifty-five constables now employed on detective and travelling duties on Madras railways (*vide* paragraph 4 of Mr. Hammick's letter, dated 16th March 1895, No. 1462). It should be explained if this view is correct.

2. With reference to paragraph 4 of Mr. Walker's letter, the Inspector-General should at an early date prepare a complete Railway Police scheme revised, as desired by the Government of India, on the understanding that "watch and ward" duties are not to be performed by the Police.

3. With regard to the distribution of the cost of these schemes, the attention of the Inspector-General will be drawn to the latter portion of paragraph 3 of Judicial letter, dated 29th August 1894, No. 2038, relating to the charge for supervision, and the Public Works Department, Railway Branch, will again be requested to state whether the Madras Railway has consented to bear any portion of the cost of Railway Police, in order that the Government may be in a position to decide whether it is necessary to reconsider the question of the force to be employed on that line.

(True Extract.)

Chief Secretary.

To the Inspector-General of Police.
" Public Works Department (Railway Branch).

Exd. A. Raiff.

Gobt. of {1895} Madras.
JUDICIAL.

Issued

Recd.

Encl.

G.O., 26th April 1895, No. 873.

APRIL.

Railway Police.

Directing the Inspector-General of Police, with remarks, to take immediate steps for the introduction of the provisional scheme for — recommended by Colonel Porteous.

29TH AUGUST 1894, Nos. 2087, 2088, JUDICIAL.

GOVERNMENT OF MADRAS.

JUDICIAL DEPARTMENT.

READ—again G.O., dated 6th March 1894, No. 555, Judicial.

ABSTRACT.—Communicating to the Inspector-General of Police letter from Government of India expressing inability to forward to the Secretary of State the scheme for the reorganization of a separate Railway Police for the Madras Presidency owing to present financial difficulties.

READ—also the following papers:—

From the Inspector-General of Police, dated 19th February 1894, No. 835.

ABSTRACT.—Pointing out that owing to the deputation of the 1st-class Inspector who was employed on detective duty on the South Indian Railway, difficulty is experienced in providing for the charge of his division; and requesting therefore sanction for the temporary appointment of a 4th-class Inspector, with horse allowance of Rs. 15, pending disposal of the scheme for a Railway Police.

From the same Officer, dated 30th May 1894, No. 3033.

ABSTRACT.—Submitting proposals for a temporary addition to the district executive force pending reconsideration of the Railway Police scheme.

Minute by the Hon'ble Mr. H. W. BLISS, C.I.E., dated 25th August 1894.

I regret my inability to concur with so much of paragraph 7 of the draft letter to the Government of India as expresses approval of the views* of the Inspector-General of Police in regard to employing the Police on the duties of "watch and ward" on Railways.

* Expressed in paragraph 3 of his letter, No. 3033, of 30th May 1894.

In my note of 24th July 1894, I gave the results of my own experience of the former plan of employing the Police on "watch and ward" duties in the Salt Department, and pronounced the plan a distinct failure from the points of view of administrative convenience and efficiency; and I stated that I believed, in spite of what the Inspector-General said in paragraph 3 (vii) of his letter of 30th May, that the conduct of "watch and ward" on Railways by the Police would be found much more expensive than its conduct by ordinary watchmen employed by the Railway Companies.

2. In a memorandum subsequently submitted to His Excellency the Governor the Inspector-General maintains that the former conduct of "watch and ward" by the Police in the Salt Department was not inefficient. This is, of course, very much a matter of opinion. It is not, however, worth while to discuss the question of the efficiency of the Salt Police of 12 or 13 years ago. The question is whether a system under which men enlisted, paid, punished and promoted by one department can be expected to do as good work for another department as men entirely under the control

of the officers of the department for which they work. As to this I cannot do better than quote from the Inspector-General's memorandum of the 1st instant. He says, speaking of the Salt Department "watch and ward" by the Police:—

"iv. As was natural when there was dual control, there was constant friction between the two departments (Police and Salt) and there were continually complaints on the part of one against the other. The subordinates of one department did not show as much deference to the officers of the other department as they did to the officers of their own department, and of course the men of the one department would not take orders from the other department.

"v. Then there was the jealousy among the officers themselves—those of one department would not brook interference from those of the other—while there was a tendency on the part of both to support their own respective subordinates.

"vi. Under such difficult circumstances work could not possibly be done without constant squabbling, and certainly not in a manner to satisfy the officers of either department."

With the Police performing "watch and ward" duties for Railway Companies, there would be as much "dual control" as when they performed "watch and ward" duties for the Salt Department. It is curious that the Inspector-General does not seem to perceive this inherent defect of his proposals.

3. As to the comparative economy of the two systems, of Police and of departmental "watch and ward," the Inspector-General says in the last paragraph of his memorandum of 30th May, that the total cost on the South Indian Railway will be Rs. 18,374, which sum appears to be made up as under:—

	RS.
Pay of 162 head constables and constables	14,892
Clothing of do. at Rs. 10	1,620
Contingencies at 5 per cent. on pay	745
Pensionary contribution at 7½ per cent. on pay	1,117
Total	18,374

The number of men (162) is taken from enclosure No. 9 to the Inspector-General's letter, No. 1472, dated 15th March 1892, which provides for "watch and ward" at 36 only of the 132* stations on the South Indian Railway, including Pondicherry, at which place British Policemen could hardly be employed, even for

* This is the number given in paragraph 2 of the Inspector-General's letter, No. 5056, dated 25th August 1891, but I think the Railway has since been extended and that there must now be a greater number of stations.

"watch and ward." Presumably it is only at these 36 stations that so much loose property in the shape of firewood, iron bolts, tools, &c., is lying about, that the Company finds it necessary to employ watchmen. The statement contains a foot-note as follows:—

"The difference will be met from the establishment already proposed for law and order, the men remaining for that duty being supplemented from the watch and ward staff from which some men can probably be spared during day-time."

The difference consists of 60 men; that is, the Inspector-General proposes to employ 60 fewer men than the Company now employs; but what the foot-note means I cannot make out. Part of it seems to mean that the deficiency in the number of "watch and ward" men is to be made up by the use of "law and order" men; part that "watch and ward" men are to help the "law and order" men. However this may be, I fail to see how the Inspector-General's scheme can possibly work. In his memorandum of the 1st instant, he says that "when Police are entrusted with watch and ward duties, they have to furnish regular sentries." Now regular sentries cannot possibly be furnished with less than three men to each sentry's post, nor can the same three men be expected continuously to furnish even one sentry both by day and by night. Men knock up very quickly unless they get at least three nights a week in bed. But for each of eight of the stations for which no "watch and ward" police are provided, only two, and for each of eight more such stations only three, "law and order" constables are proposed. Obviously, even three constables cannot meet all trains on the platform by day, and furnish even one watchman by night, at any station. In other

words, for 16 out of 36 stations shown in the table the force proposed is insufficient.

	RS.	
One constable on Rs. 8 and two on Rs. 7	264	I do not believe in economy attained in such a manner. My own belief is that, on the Police system, by which three men are required to furnish one sentry (and this without any proper reliefs), the minimum sum for which "watch and ward" duties can be efficiently performed at a station is Rs. 327 per annum. An ordinary watchman, on duty only by night, will not, however, cost more, on the
per mensem Rs. 22, or per annum	30	average, than Rs. 7 per mensem or Rs. 84 per annum. Add Rs. 16 for contingencies, including the annual average cost of a tell-tale clock, and his cost will still be under one-third of that of a Police sentry, while the duty will be at least as efficiently performed.
Clothing of 3 constables	13	
Five per cent. for contingencies	20	
Seven and-a-half per cent. for pensionary liability	327	
Total	327	

average, than Rs. 7 per mensem or Rs. 84 per annum. Add Rs. 16 for contingencies, including the annual average cost of a tell-tale clock, and his cost will still be under one-third of that of a Police sentry, while the duty will be at least as efficiently performed.

4. I agree, therefore, with the Government of India that the duties of watch and ward can be more cheaply performed by a staff of watchmen (paragraph 3 of Mr. O'Callaghan's letter of 2nd February 1894) while as to efficiency and the avoidance of friction there can, in my opinion, be no comparison between the two systems.

5. The fact that the question in issue is a general one, of considerable importance to the efficient working of railways throughout the country, appears to me to justify the record of this dissent.

(Signed) H. W. BLISS.

ORDER—dated 29th August 1894, No. 2087, Judicial.

The Inspector-General's statement that a balance of Rs. 74,000 is available to meet the cost of his proposals is incorrect; there is no source whence funds can be obtained and the Government therefore regrets that the introduction of the temporary scheme during the course of the current financial year cannot be sanctioned. Efforts will, however, be made to provide the requisite sum in 1895-96 and meanwhile the Government of India will be addressed on the subject for, the temporary scheme forming in reality a part of the general scheme the introduction of which has been deferred under the orders of the Government of India, His Excellency in Council considers it advisable to consult that authority before passing final orders. It is observed that no provision has been made in the scheme for the recovery from the Companies, in accordance with paragraph 6 of Finance and Commerce Department Resolution, dated 13th October 1888, No. 5612, of 10 per cent. of the cost of supervision.

2. The Government concurs in the remarks appearing in paragraph 2 of the Inspector-General's letter and the Government of India will be informed accordingly. The attention of the Government of India will also be invited to paragraph 3 of Colonel Porteous' letter.

3. The necessary action will now be taken in the Public Works Department on paragraph 4 of Mr. O'Callaghan's letter read in G.O., dated 6th March 1894, No. 555, Judicial.

(True Extract.)

J. F. PRICE,
Chief Secretary.

LETTER—to the Secretary to the Government of India, Home Department, dated Ootacamund, 29th August 1894, No. 2088, Judicial.

With reference to Mr. O'Callaghan's letter, dated 2nd February 1894, No. 391-G., Public Works Department, and in continuation of my letter, dated 17th July 1893, No. 1455, Judicial, I am directed to address you again on the subject of establishing a Railway Police in this Presidency.

2. His Excellency the Governor in Council observes that the Government of India is fully satisfied of the necessity for a special Railway Police in Madras and there is no need, therefore, to dwell upon that point in the present communication. The only difficulty in the way is the financial one and the Inspector-General of Police has now submitted proposals for the appointment of a temporary Railway Police force on a very much smaller scale than that originally proposed. This modified scheme is clearly explained in Colonel Porteous' letter, dated the 30th May 1894, of which, and of the Proceedings of the Madras Government thereon of this date, I am directed to submit copies.

3. Colonel Porteous observes that the requirements of the railways are at present supplied by the deputation from the Rural Police staff of each district of 1 head constable and 2 to 5 constables; that this arrangement was made in anticipation of the early introduction of a proper scheme of Railway Police and that it cannot be continued without detriment to the work of the general Police force. He therefore proposes that a temporary addition of 3 Inspectors, 18 head constables and 60 constables should be made to the District Executive Force for detective and preventive purposes on railways. The cost of giving effect to these proposals is estimated at Rs. 22,968 *per annum* of which Rs. 9,555 will be recovered from the Railway Companies, leaving Rs. 13,413 to be borne by Government. If, however, the result of the reference to the Madras Railway Company which was suggested in paragraph 4 of Mr. O'Callaghan's letter under reply is satisfactory, a sum of Rs. 5,037 will be recoverable from that Company with the result that the total cost to the State will be reduced to Rs. 8,376. The Government has no doubt that this sum, or even the larger sum of Rs. 13,413, can be provided in the budget for 1895-96 and it is observed that the contribution from the Companies has been pitched too low by the Inspector-General in consequence of his omission of the 10 per cent. on supervision charges recoverable under paragraph 6 of Finance and Commerce Department Resolution, dated 13th October 1888, No. 5612.

4. Strictly speaking, the local Government has power to accord sanction to the proposals of the Inspector-General on its own authority but, as his scheme amounts, in reality, to the partial introduction of the general Railway Police scheme the introduction of which has been deferred under the orders of the Government of India, it has been considered advisable to consult the Government of India before expressing approval of Colonel Porteous' proposals. The protection of the railways in this Presidency is becoming a matter of urgent necessity and I am to express the hope that His Excellency the Governor-General in Council will not see any reason to object to the introduction from the 1st April 1895 of the present extremely moderate scheme. The additional establishment now to be entertained will of course merge in the general Railway Police when the Government of India considers that financial prospects have so far improved as to render feasible the introduction of the scheme proposed in my letter, dated the 17th July 1893, No. 1455, Judicial.

It has not been considered necessary to forward formal proposition statements of the new establishment as its entertainment is not financially dependent upon the sanction of the Government of India.

5. Paragraphs 2 and 3 of Mr. O'Callaghan's letter under reference demand notice in this connection. In the former it is stated that sufficient reasons have not been adduced to justify the grant of local allowances to the Inspectors and Superintendents whose entertainment was proposed as a part of the general Railway Police scheme and in the latter it is suggested that "watch and ward" duties could be performed more cheaply by a staff of watchmen than by the Police.

6. The Inspector-General's views in respect of local allowances appear in paragraph 2 of his letter of the 30th May last. Colonel Porteous points out that local allowances are granted to Superintendents and Inspectors of Railway Police in Bombay and that, if they are not granted here, it will be necessary to create special grades on higher rates of pay in order to tempt men to accept employment on railway duty. With regard to the Government of India's remarks that the local allowances were proposed originally on the supposition that only 2 Superintendents would be employed

and not 3 as suggested in the final scheme and that the duties of Superintendents and Inspectors of Railway Police will be lighter than those of officers in the ordinary line, Colonel Porteous observes that the length of the railway lines in Madras has been greatly extended since he submitted his original scheme with the result that the superintendence charge *per mile* is lower under his final scheme than under that originally submitted and he contests the view that Railway work is easier than work in the District force. I am to say that His Excellency in Council concurs with the Inspector-General on this subject and considers that a case has been made out for the grant of local allowances to Superintendents and Inspectors of Railway Police.

7. The proposal to reduce the Railway Police force so as to provide for the maintenance of "law and order" only, "watch and ward" duties being entrusted to watchmen, is discussed in paragraph 3 of the Inspector-General's letter. The scheme submitted with my letter, dated 17th July 1893, No. 1455, Judicial, provides for the performance of "watch and ward" duties by constables on the Southern Mahratta, Bezwada Extension and East Coast Railway lines and the Inspector-General points out that a similar arrangement exists at present, not only upon the portions of the lines lying in this Presidency, but, also, on the portion of the Southern Mahratta line lying within Bombay and on the Nizam's Guaranteed State Railway. He further contends that police constables are so much more trustworthy and efficient than watchmen employed by the Companies that the entertainment of the former for "watch and ward" purposes as well for the maintenance of "law and order" is likely to prove actually economical. This Government is disposed to think that there is much to be said on behalf of Colonel Porteous' views and desires that they may be brought to the notice of the Government of India. If, however, the Government of India remains of opinion that watchmen only should be employed on "watch and ward" duties, the Inspector-General will be instructed to prepare the estimate referred to in paragraph 3 of Mr. O'Callaghan's letter. In any case it is presumed that there is no intention of substituting watchmen for the constables who are employed on such "watch and ward" duties as accompanying pay clerks and guarding cash-chests at railway stations.

8. The Honorable Mr. Bliss has recorded a separate minute of which I am to enclose a copy.

J. F. PRICE,
Chief Secretary.

Govt. of {1894} Madras.
JUDICIAL.

Issued

Recd.

Encl.

G.O., &c., 29th August 1894,
Nos. 2087, 2088.

AUGUST.

Railway Police.

Passing orders on proposals for a temporary
addition to the District Executive Force pending
reconsideration of the — scheme.

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