

(1) Number of pages 8(2) Date of repair 25.4.1962(3) Initials of the Referencer M. S. Veltri6521
5.8

MADRAS RECORD OFFICE

Government of Madras

Judicial DEPARTMENT

G.O. No.	2210.	Press
B.P. No.		Mis.
Dated	20.8.1883.	195

Spare copy

Not to be folded or roughly handled

GOVERNMENT OF MADRAS.

JUDICIAL DEPARTMENT.

READ—the following paper :—

From A. MACKENZIE, Esq., C.S., Sec.
Department (Police), to the Acting
Simla, 16th July 1883, No. 207.

I am directed to forward, for the information
Council, a copy of the report of the Committee

* No. 1—161, dated 20th June 1883.

Government of India thereon. The Governor
whether the system of separating duties of
the maintenance of law and order is the best
East Indian Railway, and meantime I am to
Council to the remarks of the Committee in
Presidency.

to the Government of India, Home
Secretary to Government, dated

His Excellency the Governor in
y appointed to consider the subject
way Police Administration, together
copy of the Resolution * of the
of India have considerable doubts
ward from those connected with
fair trial will be given to it on the
the attention of the Governor in
the Railway system in the Madras

ENCLOSURE

*Extract from the Proceedings of the Government of
Simla, the 20th June*

Read—again the undermentioned papers on the subject
on the East Indian

Home Department Resolution No. 354, dated
Home Department Resolution Nos. 190-193,
to inquire into the general working of the
Railway, and to report whether the existing
meet present requirements.

Report of the Committee, dated 12th June 1883.
Letters to the Governments of Bengal and
Nos. 381 and 382, dated 1st September 1883.

Read—also—

Letter from the Government of Bengal, No. 154.
Letter from the Government of the North-Western
13th February 1883.

in the Home Department (Police), dated
o. 1—161.

the administration of Railway Police
y, viz. :—

June 1872.
13th July 1881, appointing a Committee
ment Police Force on the East Indian
stem needed modification in order to

North-Western Provinces and Oudh,

dated 9th January 1883.
Provinces and Oudh, No. 92, dated the

Resolution—

The present organisation of the Railway Police on
come of the recommendations of a Committee appointed
certain modifications, accepted by the Government of
dated the 12th June 1872. The main features of the Com-
mission which then existed between the public police and
pany should be abolished, and that the whole force, whether
or for private purposes of watch and ward, should be

the East Indian Railway was the out-
a November 1871, which were, with
in Home Department Resolution,
Committee's scheme were—that the distinction
private police of the Railway Com-
required for purely public purposes
stituted as one organised Government

These proposals were accepted by the separation into Classes A and B was a so-called mixed duties were removed from of the force should be entirely paid for by this restriction being imposed that the police Local Government concerned, to be reduced required at each station on the line for the

2. The above system, which has never been considered satisfactory by the submitted in the year 1880 by the Consul fed Railways, it appeared that the officer cessary expensiveness of the system, but the Police officials and the Railway st submitted, for the consideration of the G. by Mr. Carter, the Traffic Manager, for o ent from that of the existing Government

- (1) to place in the hands of the T furniture and goods, leavin ments for State purposes as
- (2) to make over the watch and a small portion of the Gov (bles) as a detective force invested with magisterial placed under the immedia intermediate course,
- (3) to leave watch and ward to be the aid of a force vested w an Assistant Inspector-Ge bodies—one for law and c being directly under the or being partly at the disposal Assistant Inspector-Genera

3. After consulting the Government on the subject, the Government of India the East Indian Railway might possibly by the officers of that Company. The extent to which alterations might be were matters which could be most satisfactorily composed of officers of general administration of railway management. Such a Resolution of the 9th July 1881.

4. The Committee submitted their own proposals, they recorded the foll suggested by Mr. Carter:—

“As regards the first, we desire to remark that we entirely agree with the opinion expressed by the Committee in 1872; that it is in all respects advisable to maintain a separate Railway Police on the East Indian Railway. And, further, that the proposal that Government should make such arrangements at its own cost as appeared desirable, amounts to a settling aside of a principle now, we believe, fully recognised, viz., that the Railway Company must at least contribute towards the expense of a Police force for the protection of the public and for the maintenance of order.

"The second scheme is open to two serious objections. In the first place, the proposed Police force is inadequate; in the second, it is placed under the direction of the local Traffic Superintendents which is open to grave objection as well from a 'Railway' as a 'State' point of view. The third scheme calls for but little notice from us, as it in many respects resembles our own proposals."

Government of India with this modification, that he is to proceed entirely upon financial grounds. The classes A and B are to be placed in Class B, so that Sections A and B are to be levied by the State and by the Railway Company respectively ; and in Section B were not, without the consent of the Government, to be below a minimum fixed with reference to the number of duties mixed duties."

in operation up to the present time, has, however, the Indian Railway Company. From certain papers of an Engineer to the Government of India for Guarantee to the Company complained, not only of the unceasing of the continual friction arising under it between

At the same time the Agent of the Company
ment of India, three alternative proposals, framed
nising a Police force for the line on a footing differ-
ilway Police. These proposals were—

c Department the entire watch and ward of stations,
ie Government to make at its own cost such arrange-
re necessary ; or

to the Traffic Manager's Department, and to retain
 nent Railway Police (5 Inspectors and 50 Constables);
 an Assistant Inspector-General, who should be
 ers; the subordinate Police officers being, however,
 rders of District Traffic Superintendent; or, as an

tirely controlled by the Traffic Department without police powers; and to maintain, under the orders of it, a force of Government Police divided into two; and the other for detective purposes; the former of the Assistant Inspector-General, and the latter the Traffic officials, and partly at the disposal of the

Bengal and the North-Western Provinces and Oudh
 e of opinion that the existing police arrangements on
 open to some of the objections urged against them
 nment of India at the same time considered that
 necessary, and the direction which they should take
 only decided after discussion by a joint Committee
 e experience and of officers who had special know-
 mittee was accordingly appointed by Home Depart-

rt in June 1882. Before proceeding to explain their
eg observations concerning the alternative schemes

- (1) That all arrangements for watch and ward of goods sheds, yards, goods trains in stations, and railway buildings should be left to be carried out by the Railway Company, the staff employed for this duty, who will be mere watchmen, being, however, required to give immediate information to the Government Railway Police of all cognisable crime occurring within the Railway premises, and of all complaints made to them by the public.
- (2) That for the purposes of law and order, including the detection and prosecution of crime, a specially organised Government Police force should be maintained, the strength and disposition of this force being determined by the Local Governments and their authorities; the specified duties of this portion of the force being as follow :—
 - (a) the detection and prosecution of cognisable offences within Railway limits;
 - (b) the arrest of offenders in cognisable cases;
 - (c) the reporting of non-cognisable crime to the proper authorities, as also of all instances of oppression or fraud on the part of the Railway subordinates or others; if brought to their notice;
 - (d) the entry in their Police diaries of every offence;
 - (e) the maintenance of the peace at Railway stations;
 - (f) the watching of passenger trains when standing at stations;
 - (g) the reporting to the proper authority, Railway or Government, of all infringements of the bye-laws of the Company.
- (3) That this force should be under the sole control of the Government, whether in the North-Western Provinces respectively, or in the other Provinces, subject to the provincial Inspector-General of Police; each Superintendent having as many assistants as may be found necessary.
- (4) That an Inspector of the Government Railway Police, with a sufficient staff, should be stationed, where possible, at the headquarters of the different Traffic Superintendents, and be bound, without further reference, to carry out their instructions in regard to the goods.
- (5) That Inspectors and Sub-Inspectors should be constantly travelling over their respective lengths of line in view both to the detection and to the prevention of crime.
- (6) That the necessity of identifying themselves with the interests of the Railway and its efficient administration should be inculcated upon all the subordinates of the Government Railway Police.

6. The Governments of Bengal and the North-West Provinces, who have been consulted, express their general approval of the Committee's scheme, and accordingly sanction the reorganisation of the Police force employed on the East Indian Railway in accordance with the recommendation of the Committee.

7. As to the strength of the force to be maintained
 Paragraph 36 of Committee's Report.
 North-Western Provinces and Oudh. The following is
 Committee's estimate:—

	RS.
2 Assistant Inspectors-General, at Rs. 700	1,400
Office and house-rent for do.	350
9 Inspectors on an average pay of Rs. 175	1,575
12 Sub-Inspectors on an average pay of Rs. 60	720
18 European Constables on an average pay of Rs. 80	1,440
85 Head Constables on an average pay of Rs. 15	1,275
300 Constables in three grades on an average pay of Rs. 8	2,400
Travelling allowance for two Assistant Inspectors-General, Inspectors, &c., say	500
Clothing, travelling allowance, good conduct pay of subordinates, contingencies, &c., say	590
Office establishment of Assistant Inspector-General, say	500
Total per Mensem	10,750
Total per Annum	1,29,000

This estimate is accepted by the Governor-General in Council. In the event, however, of any alterations of detail being found desirable, they should be reported to the Government of India for approval.

As to the force necessary for duties of watch and ward it is left to the Company to make their own arrangements; but their proposals, which have been submitted for the consideration of

Possibly the criminality of the population through which the lines run differs considerably. The percentage of convictions to cases registered on the Madras and South Indian Railways is so extraordinarily good as to suggest an error in the returns, or possibly that but few cases in which the criminal has not been caught red-handed are registered.

6. The obvious faults of the system are that—

- (1) It does not provide for the presence of a Police Officer competent to take immediate cognizance of a complaint; the constable who attends at train times is there to keep order only, and can be of no use beyond receiving a man into custody.
- (2) There is no provision for the systematic watch of the criminal classes who use the rail.
- (3) There is sometimes no independent agency on the spot to take notice of irregularities and oppression on the part of the Railway officials, and to give information to the authorities.
- (4) There is no connecting link between the Policemen along the line and no possibility of concerted action.
- (5) The Police are not identified in any way with the Railway, and must consequently be found wanting in any inquiry which demands a knowledge of Railway routine.

7. As, however, neither Railway is in a position to meet the expense of any improvement, and as the Government of Madras will probably consider that sufficient has been done on its part in providing Police at an additional cost to the public of over Rs. 17,000 annually, the Committee refrain from making any suggestions.

CALCUTTA,
28th April 1882.

(Signed) F. B. PEACOCK.
(") H. M. STANLEY CLARKE.
(") W. A. J. WALLACE.

ORDER—dated 20th August 1883, No. 2210, Judicial.

Communicated to the Department of Public Works (Railway Branch) and to the Inspector-General of Police. The latter will state whether that portion of his force which is attached to the stations on the Madras and South Indian Railways attend only at train times. If so, the Government wish to have his explanation regarding the "obvious faults of the system" referred by the Sub-Committee at page 6 of these papers.

(true Extract.)

E. F. WEBSTER,
Acting Chief Secretary.

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

Exd. J. Wright.

66
Govt. of (1883) Madras.

JUDICIAL.

Issued

Recd.

Encl.

G.O., 20th August 1883, No. 2210.

AUGUST.

Railway Police Administration.

Communicating to the Public Works Department (Railway Branch) and to the Inspector-General of Police, letter from the Government of India forwarding copy of the Report of the Committee appointed to consider the subject of —, together with a copy of the Resolution of that Government thereon, and inviting attention to the remarks of the Committee upon the Railway system in this Presidency.