

10 be ... dms. 10-10-10
12-10-12
Judicial (189) Department.

ORDINARY MS.

G.O., No. 2156

DATED 21 10 91

6515
S.E.

[Despatch Abstract.]

Passing order on the ...
Submitted by ... & G. of ...
for the ...
Respecting ... the ...
...

695/94

thru the Dr. Supr. Genl. M.
Southern Range.

I have the honor to inform
that as trains are now running
day and night regularly, it is
very necessary indeed that
should be appointed for the
duty. Hitherto it has been
telling the agent of the
who went in the direction of
the Railway Station to take
the village which was
settled in; but this village
has been of the place from
the duty is to be

I have therefore submitted
list of Railway Stations
in the District and request
that Constables may be sal-
led for the same as shown

I have the honor to be, ^{orderlies from the}
~~Sir,~~ ^{sanctioned through}
 a Police Station

the remaining one
are at present with
the long title when a
small one is used.

The first thing I noticed when I stepped out of the car was the cold, crisp air. It was a relief after the warm, humid air of the city. I walked towards the entrance of the park, my eyes scanning the trees and the path. The path was wide and paved, leading straight ahead. The trees were tall and leafy, casting long shadows on the path. I felt a sense of peace and tranquility as I walked.

[illegible]

Dist	Taluk	Railway Station	No. required	No. already constructed	Balance required	Remarks
B.I	Cannalore	Cannalore	2	"	2	
"	"	Pottanore	2	"	2	
B.I	"	mettupolice	1	"	1	
"	"	Karamadai	1	"	1	
"	"	Gudalore	1	1	"	
"	"	Mudialore	1	"	1	
"	"	madukkarai	1	1	"	
"	"	Singapur	1	"	1	
FI	Palladam	Booloo	1	"	1	
"	"	Triplic	1	"	1	
FI	Arumashy	Sonam	1	"	1	
"	"	mangalam	1	"	1	
FI	Perundurai	Cothiculi	1	"	1	
"	"	Vizianagaram	1	"	1	
"	"	Perundurai	1	"	1	
FI	Erode	Erode	2	"	2	
"	"	Pacur	1	"	1	
"	"	Surjapur	1	"	1	
"	"	Kothumudi	1	"	1	
"	"	Pugalur	1	"	1	
"	"	Kasur	1	"	1	
		Total	24	2	22	

St. Paul Office,
Cambridge,
29th May 1890. } pp. 1341 Colonel,
Superintendent of Police.

(4)

2599.

From

5

The Superintendent of the
Bombay

7
J. MEREDITH

The Inspector General of
Madras

Thos

By dep't Gen'l. of the
Bombay

Date of 29 } May 1875
Recd

No 409

Exhib 1

Forwarding a list of
Railway stns in the district
or requesting that Constable
may be sanctioned for
the same as shown in the list

Duplicate.

Accountant-General's Report.

No. ADS
123

The entries in the Column of "Present Scale" have been compared with the Registers of this Office, and are correct, with the exception of the items altered in red ink. *The figures in the present scale do not take into account the alterations proposed in the previous proposition statement submitted to Government in ADS/120 dated 24th June 1890.*

ACCOUNTANT-GENERAL'S OFFICE,
Fort St. George,
27 July 1890

Muir
By: Accountant-General.

Government of Madras.

No.

DEPARTMENT

FORT ST. GEORGE,

The

188

Secretary to the Government
of Fort St. George.

6)

Reasons for
the proposed
increase are
given in letter
A.35458/
22 June 90

(Officer's Designation) 1st Lt. E. A. Smith
(Signature) 1st Lt. E. A. Smith

Statement of Proposition

				NATURE OF CHARGE.											
				PRESENT SCALE.						PROPOSED SCALE.					
						Pay.						Pay.			

Chief Office
Madras
June 23, 1890

To
Chief
The Secretary to Government
through the Accountant

7

Original

Accountant-General's Report.

No. AD8
128

The entries in the Column of "Present Scale" have been compared with the Registers of this Office, and are correct, with the exception of the items altered in red ink. The figures in the present scale do not take into account the alterations proposed in the previous proposition statement submitted to Government in AD8/120 dated 24 June 1890.

CHIEF SECRETARY
23 JUL 90
GOVERNMENT

ACCOUNTANT-GENERAL'S OFFICE,

Fort St. George,

2 July 1890

[Signature]

Accountant-General.

Government of Madras.

DEPARTMENT.

No.

Office of the
Major Genl. of Police
Madras 23 June 1890

As per sanctioned estimate
for 1890-91 & enclosure of
subordinate Civil and Police

[Signature]

Ag. Asst. Major Genl. of Police

[Signature]

Major and Minor heads of Account under which the proposed expenditure will fall.	Sanctioned Grants for Major and Minor heads.	Recorded by Grants by Major accounts.	Actuals April 1890	Explanations if no reduction is proposed. The expenditure could be met from the Central Grant.	Explanations if no reduction is proposed. The expenditure could be met from the Central Grant.
Police Provincial	a 3767,000 38,13,000	Actuals April 1890 5,97,146 29,24,440	537,395 262,953	no reduction is proposed. The expenditure could be met from the Central Grant.	
District Executive Stores	a 3374,700 34,30,400				
Railway Police					

8

6

No. 3545 10

CHIEF OFFICE OF THE INSPECTOR GENERAL OF POLICE,

Cotacaimund, 23rd June 1890.

Despatched do

FROM

Colonel C. A. Porteus

Adj. INSPECTOR GENERAL OF POLICE,

TO

THE Chief Secretary

to Government,

Cotacaimund.

SIR,

Through the Accountant General

5 Enclosures.

I have the honor to forward a letter from the Superintendent of Police, Comdr. [unclear] representing that, as trains are now running regularly at night as well as during the day, it is not possible to detail men from the present strength of Stations for duty on the way platform & derlies at certain Stations in the District and suggesting an increase to the Force of 22 Consts to be exclusively employed on Railways.

2. Consider that the increase asked for is absolutely necessary and solicit sanction for an increase of 22 Constables, 11 of each class, to the Comdr. District Force.

3. The usual proposition...

in duplicate is attached as also the statement
prescribed in Rule 6, Chapter 9, Civil Account
Code.

I have the honor to be,
Sir,
Your most obedt servant.

W. H. Thomas Col.
Off. Inspector Genl. of Police.



2473/90
104-28-2-89
92-84-W-2-90.

Judicial (1890) DEPARTMENT.

FROM

Col. W. H. Thomas
Off. INSPECTOR GENERAL
of Police.

H.M.

For orders

H.V.C.

10 July

No. 3545

Dated 23
Received

June 1890

No.

SUBJECT.

Soliciting sanction for
increase of 22 Constables to
Coimbatore District for
employment as Railway Station
Police.

This application is for 22 Constables in
addition to the sanctioned force for
the Coimbatore District for the purpose
of being employed as platform watchmen
at Railway Stations along that part
of the Railway line lying in Coimbatore.
Hitherto the work has been done by
detailling men from the District force
for the larger Stations and making
the best Constables in the case of the
smaller ones take their Stations in the
course of their beat. The Dep. Commr
says that in consequence of the frequency
of trains and their running night & day
this system can no longer be
followed. It is obviously an inefficient
and undesirable one for the force of
Police requisite for the working of the
District is not calculated to and
include Platform watchmen for any
place and the men told off for
this purpose weaken the effective
force of the Stations to which they belong.
Further a beat Constable if he goes
to the Station within his beat to meet
any train must obviously cannot
do his beat work too and the time

The proposal has not been
 properly submitted - The
 D. of Police (Genl. Corp) asked the
 Dept. of Police to submit the
 discrimination between the
 Stations in the list submitted
 by him showing those that had
 passed but could not be
 doing detailed further as Police
 advised them to present
 only written justification but
 instead of writing a short letter
 Mr. Moore took a long
 sentence to the end of a
 original letter which I did
 not expect to see but
 numbers are already to be
 Cox's ^{request} ~~request~~
 Then Mr. Paterson, with
 the following question at
 the top given an answer
 one way of the Dis. Dept.
 letter saying that he expects
 that it is not from the detail
 here as the Dis. Dept.
 "at certain stations where
 Mr. Moore ~~supplied~~ ^{supplied} ~~and~~
 in which every RR
 Station is Dis. 21
 in the case for 22 and
 here. I am doubtful
 whether they are
 actually or not but
 asking are all the
 larger ones. But if this
 assumption is to be
 taken then Dis. Dept. will be
 limited for the Police, Police
 to Mr. Moore's Chief Clerk
 to the R. Co. line in

The present system has no Constable at
 the smaller Stations night and at the
 larger Stations the night beat are weakened.
 The request of the Sup. which is fully
 supported by the D. of Police appears therefore
 to be reasonable and proper and is
 accordingly submitted that it be sanctioned.
 The D. of Police has (in the statement
 marked A in blue pencil) that the entire
 change can be met from the grant of the
 current year.

12 July.

~~L. Street, Madras & T. & C. Co.~~
~~Trichy & Tanjore on the S. & R.~~
 so I think the D. of Police
 has better be made
 a comprehensive statement
 for the whole of the District
 I am not sure that there
 is any on the S. & R. but
 in the same ratio as the
 the R. Co. line

22/7/17

Circ. to H. B. L. for
 the Hon. Mr. J. C.

Yes, we should have more information
 what is done in other districts? Where
 are no night passenger trains between
 Erode & Karur.

23/7

Carbon Copy

[25]

13

Police Department. 13



PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following paper:—

Je. Cu. 2575

Ref.

Before passing orders on the foregoing letter, the Govt desires to be furnished with the further information on the subject. It should be reported in what circumstances special constables were sanctioned at the stations of Gudalur & Madukkarai, under what arrangement the Company pays for the constables supplied at the 2 stations referred to by the Supt. All the provision of constables at the larger stations is proved necessary, the Govt is not convinced that it is essential at all stations, & will be glad to receive further remarks for the Supt. on the point. It should also be stated —

Order

The Supt. of Police does not in the question of the provision of constables to the strength of Police Force in the Government. The Govt. has given an assurance of the letter from the Supt. on the subject. The Govt. is not satisfied with that letter and is not ready to sanction any more constables at the Gudalur & Madukkarai stations in the absence of 21 constables for which sanction has been given. The Govt. is not ready to sanction any more constables at the Gudalur & Madukkarai stations in the absence of 21 constables for which sanction has been given. The Govt. is not ready to sanction any more constables at the Gudalur & Madukkarai stations in the absence of 21 constables for which sanction has been given.

IX

~~and also report on the~~
~~and what arrangements are~~
made in the ~~various~~ ^{other} districts
through which ^{the Madras S.D.} Railway
run. It increases to the
strength of the Police force in
such districts are also necessary
I should submit a comprehensive
statement for the whole of the
district.

24/5/81

CURRENT No. 399

Police DEPARTMENT.

14

15

From

The S. D. of Police

No. 3970

Dated 6" } July 1871.
Received 8"

Enclosures

SUBJECT.

Submitting his remarks on
the letter from the Consulting
Engineer for Railways on the
Subject of Police for the
S. I. Railway.

Enclosure

No. 5056.

OFFICE OF THE INSPECTOR-GENERAL OF POLICE,

MADRAS, 25th August 1891.

To

THE CHIEF SECRETARY TO GOVERNMENT,

Ootacamund.

SIR,

Necessity for a Railway Police.

* Para. 3 of Inspector-General's letter, recorded in G. O. No. 1927, J. D., 4th August 1884.

Para. 8 of Inspector-General's letter, recorded in G. O. No. 5673, J. D., 5th December 1888.

Para. 6 of Inspector-General's letter, recorded in G. O. No. 811, J. D., 22nd May 1889.

The necessity for a separate Railway Police Establishment for the Presidency has been brought to the notice of Government on several occasions, * and in reference on No. 2575, dated 8th August 1890, Government remarked that, if an increase to the strength of the Police force in the Districts through which the Madras and South Indian Railways run were necessary, the Inspector-General should submit a comprehensive statement for the whole of the Districts concerned. I have therefore the honour to submit for the consideration and orders of Government the following scheme for the organisation of a regular Railway Police Establishment for all the lines in this Presidency very nearly on the system adopted in other Presidencies.

Extent of the Railway System of the Madras Presidency.

* Includes Pondicherry Branch in French territory

* Includes Mysore territory but not Nizam's

Also

Does not include the Pondicherry branch? This runs under

What arrangements are now for the Bangalore branch in Mysore territory.

2. The Railway system of this Presidency consists of the following lines:—

1. South Indian Railway. Covering a distance of 906 miles with 132 stations.
2. Madras Railway. 826 miles with 129 stations.
3. Southern Mah-ratta Railway. 343 miles with 47 stations.
4. The Bezwada Extension of H. the Nizam's Guaranteed State Railway. 19 miles with 3 stations.

A total of 2,099 miles with 311 stations.

For the maintenance of law and order among passengers and the prevention and

detection of crime on this very extensive system, as well as for the important purpose of exercising an effective check on the largely increased use of the Railway and Telegraph made by criminals for committing their depredations in the country, a well organized Railway Police is absolutely necessary, and Government being already convinced of this, I will not here enlarge on the subject.

3. The plan of the scheme submitted for consideration is that there should be—

Plan of the Railway Police Scheme.

- I. A Detective and Travelling Establishment.
- II. A Stationary Establishment, and,
- III. A Supervising Staff with Reserve.

It is proposed—

- i. That the *Detective and Travelling Establishment* consist of Inspectors, Head Constables and Constables stationed at important and convenient centres from which they can work—each Inspector with the Head Constables and Constables under him being employed over a certain length of Railway which will be called a *Section*.
- ii. That the *Stationary Police* (also supervised by *Section Inspector*) consist of Constables (in number according to the importance of a Station) posted at Railway Stations—with a Head Constable at the most important Station to supervise one or more Stations; such Head Constable's charge to be called a *Sub-section*; and,
- iii. That the Supervising Staff consist of two Superintendents, one for the South Indian Railway and the other for the Madras

Railway and two minor lines (Southern Mahratta Railway and the Bezwada Extension of H. H. the Nizam's Guaranteed State Railway).

The detective and travelling Establishment will be charged with the immediate duty of detection and prosecution of reported crimes and travelling on the lines especially in the night trains for the purpose of prevention of crime. Large numbers of Railway cases are at present not reported at all.

The Stationary Police will be principally charged with the maintenance of law and order at Stations, and watch and ward of Railway premises and stores (the latter duty, however, being performed at present only on the Southern Mahratta Line and Bezwada Extension of H. H. the Nizam's Guaranteed State Railway but hereafter, with a slight increase of strength, to be performed on the South Indian and Madras Railways also, if considered necessary).

Jurisdiction of Superintendents.

4. I have proposed a Superintendent for the whole of the South Indian Railway with Head-Quarters at Trichinopoly, the same as the Railway Head-Quarters; and another Superintendent for the whole of the Madras Railway, for the portion of the Southern Mahratta Railway in this Presidency, and the Bezwada Extension of H. H. the Nizam's Guaranteed State Railway, with Head-Quarters at Madras. According to this proposal the jurisdiction of the Superintendent of the South Indian Railway will extend over 906 miles and 132 Railway Stations, and that of the Madras and other Railways over 1,193 miles and 179 Stations. Thus the jurisdiction of the latter is nearly one-third larger than that of the former. But no other arrangement appears suitable unless a third Superintendent or an Assistant Superintendent be added, which I do not consider necessary for the present. The constitution of

*I have been told that the British
Lunatics, from this as being treated
by all parties, protect themselves
against being troubled by a system
of absolute stations from their
employers' view.*

two divisions, one of all lines or portions of lines north of the south-west main line of the Madras Railway, and the other of the remaining lines, also results in a similar disparity of jurisdiction. The proposed arrangement has, however, the advantage of each line being wholly under one officer, which for purposes of correspondence, &c., between the Railways concerned and the Police, will be a great convenience. The two Superintendents will be charged not only with the prosecution and detection of crime, but with the drawing and disbursing of pay, clothing and accoutrements, &c., to their men, and with the preparation of all statistics connected with Railway crime. They will, in short, be responsible for the whole executive administration of the Railway Police subject to the general control of the Inspector-General.

Jurisdiction of Inspectors.

5. For the whole distance of 2,099 miles and for 311 Railway Stations, 12 Inspectors are proposed. The average jurisdiction of each Inspector would be about 175 miles and 26 Stations. In Bengal, there are Sub-Inspectors on the Railway Police between Head Constables and Inspectors, but I consider this additional link of subordination unnecessary, and have accordingly provided that Head Constables should be directly under the control of Inspectors. The jurisdiction of a few Inspectors is more than the above average, but their sections are some what less important than others.

6. With this letter I forward four statements as below, and in them have attempted to give as clearly and concisely as possible the number and cost of Police for Railway requirements.

- i. Statement No. I. showing by Railway Lines, Inspectors' Sections, Head Constables' Sub-Sections, and Stations under the respective Districts, the strength and

of statements submitted.

distribution of a Railway Police Establishment for the Madras Presidency.

- ii. Statement No. II showing the proposed jurisdiction of each of the two Superintendents of Railway Police and the strength of the force under each Officer.
- iii. Statement No. III showing the present and proposed strength and cost of Police on Railways.
- iv. Statement No. IV is a comparative statement showing the strength and cost of Railway Police in the Presidencies of Bengal and Bombay and that proposed for Madras.

Statement No. I. 7.

- i. In fixing the scale of Stationary establishment proposed in this statement for each Station, regard has been had for the due performance by the Railway Police of all the duties laid down in P.O. No. 61, *vide* para 6 of the Rules for guidance of Railway Police forwarded with this letter—to the number of trains that pass through the Stations and to the importance of Stations in other respects, such as crime, trade, passenger traffic, &c.
- ii. Except at a very few important Stations, only *one* Constable *at present* attends on the platforms of Railway stations; and as it is impossible for one man to perform the duties required of him, it is absolutely necessary to have at least two Constables attached to each Railway Station, except at very insignificant places where passenger traffic

is small and where there are no night trains. At important Stations more than two men are required.

iii. The Sections proposed for the charge of Inspectors are shewn separately, and the Stations falling under a Head Constable's charge have been bracketed.

iv. The Detective establishment is so divided as to allow for each Inspector 2 Head Constables and 10 Constables, divided into two parties, one party of 1 Head Constable and 5 Constables being stationed with the Inspector, and the other at another important place within his Section.

v. As it is necessary to provide for the performance of the duties of men absent on leave, sick, or employed on any special duty, I have added a Reserve of 4 Head Constables and 26 men or 3 per cent. of the total strength of the Railway Police. It has been found that from 3 to 4 per cent. represents the casualties in the General Police. The Reserve has been divided proportionately and entered under the respective Railways.

vi. The statement shews the whole of the establishment required for Railway Police with the exception of the Superintendents' Office establishments.

Statement No. II. 8.

This statement shows the jurisdiction of each proposed Superintendent of Railway Police, and the strength of his establishment. The Superintendent of the South Indian Railway has charge of 906 miles, 132 Stations, 5 Inspectors and 385

men, and the Superintendent of the Madras, Southern Mahratta, and the Bezwada Extension of H.H. the Nizam's Guaranteed State Railway, of 1,193 miles, 179 Stations, 7 Inspectors and 604 men.

Statement No. III. 9.

i. This statement exhibits the present and proposed strength and cost of Railway Police for the Madras Presidency.

Pay and allowance of Inspectors, Head Constables and Constables.

I have proposed three (3) classes of Inspectors, 1st, 2nd and 3rd, on the same rates of pay as exist in the General Police; but a special allowance of Rs. 50 each in lieu of the conveyance allowance of Rs. 15 sanctioned to Inspectors in the General Police, or Rs. 35 extra, has been added, as remuneration for the arduous and expensive nature of the duties which the Inspectors on the Railway Police will be called upon to perform—arduous, because the constant travelling is unpalatable to natives (more than to others), and expensive, because two establishments have to be maintained. Without sufficient inducement in the shape of extra pay, no Inspectors of the General Police would accept employment in the Railway Police, and it is necessary to employ experienced Inspectors for this work. I consider it better that any extra remuneration should be in the shape of a special allowance payable to the officer actually performing the duty, whether his appointment be permanent or acting for an absentee on leave or otherwise. The pay and allowance of a 1st Class Inspector will be Rs. 250, and I have proposed only one in this class for each of the three Railway lines—South Indian, Madras, and Southern Mahratta.

ii. For Head Constables and Constables in the Detective and Travelling establishment, a special allowance in addition to pay is necessary for the same reasons as for Inspectors. The charge allowance of a Station House Officer in charge of a

Plenty of time to sleep
Have 1000 men
in the station
to do it & a
much more
fatiguing duty

It seems to me that the
Inspector at a station
is far more
responsible than
the Station House Officer

Sitting in railway
Carriage - how
can this be called
heavy work?

London 22: 1. Dec 42
Dear Mrs. [unclear]
- kindly [unclear]
[unclear]

What are we going
to do?

iii. For the supervising staff, viz., 2 Superintendents, I propose that one be of the grade of Rs. 800 and the other of Rs. 900, with a local allowance of Rs. 150 each, the former to be held by the Superintendent of Police South Indian Railway, and the latter by the Superintendent of the Madras and Southern Mahratta Railways and the Bezwada Extension of H. H. the Nizam's Guaranteed State Railway, in consideration of his more extensive jurisdiction. Considering the nature of the work, the vast area over which constant travelling will be required, and the scale of pay in other Presidencies, as will be seen from the next para., I submit that the proposed scale of two Superintendents for Madras is moderate. A small office establishment has been added. One Head Constable with local allowance is allowed for travelling with the Superintendent, and

Statement No. IV

ii. In Bombay the scale includes men for watch and ward; hence, the high figures under the head Strength and Cost of Police.

iv. For 913 miles of Railway in Bengal, the pay of Super-
vising Officer, Asst. Inspector-
General of Police, appears
to be Rs. 1,000

In Bombay, for the Great Indian Peninsular Railway, a distance of 592 miles, the pay and allowance of one Superintendent is Rs. 1,150

K. 1.3 For the Southern Mahratta Railway, a distance of 654 miles ... Rs. 850

K. 1.4 For B. B. & C. I. Railway, a distance of 532 miles ... Rs. 750

K. 1.5 And in Madras the proposed scale is—South Indian Railway, a distance of 906 miles ... Rs. 950

K. 1.6 Madras and the Southern Mahratta Railways and the Bez-wada Extension of H. H. the Nizam's Guaranteed State Railway, 1193 miles ... Rs. 1,050

The cost of supervising staff of the Police including Office establishment proposed for Railways in Madras, will only be Rs. 2,150, or 1 Rupee and 5 pies per mile, while on the other lines in the other Presidencies it is much higher.

11 i. No portion of the cost of the Police now employed on the *Madras* and *South Indian Railways* is at present borne by the Railway Companies.

ii. In the proposed scale, no provision is made for watch and ward of Railway goods sheds, &c., on the above two lines. The men proposed will only suffice for general care and watch of Stations, as well as for the maintenance of law and order among passengers. Application has been made to the Agents of the *Madras* and *South Indian Railways* for information as to the number and cost of men now employed by them as Police for watch and ward duty, on receipt of which a supplemental statement will be submitted showing the probable cost of this duty (watch and ward) were it also undertaken by the Government Railway Police. I maintain that the whole of the Railway Police should be under Government and not partly under it and partly under the Railway Company.

iii. In accordance with G. O. No. 991, J. D., dated 25th May 1891, the *South Indian Railway Company* under the new contract is liable to bear $\frac{7}{10}$ ths cost of Police. The

Liability of Railway Companies for proportionate cost.

total cost of pay and local allowance including supervision (leaving aside clothing &c) is Rs. 5,529 per mensem, and $\frac{7}{10}$ ths of this sum or Rs. 3,870 will be chargeable to the Railway Company; but against this, $\frac{3}{10}$ ths of the cost of men employed by the Company for watch and ward will have to be borne by Government. Should it be decided that the duty of watch and ward should be undertaken by the Police, which I consider will be advantageous from an administrative point of view, the strength of Police required in substitution for the Railway Company's watchmen will, in communication with the Company, be submitted separately for the consideration of Government.

But in the letter of the Agent of the South Indian Railway forwarded with my communication to Government, No. 3970, dated 6th July 1891, the Agent desires that the present arrangement under which the Company employs its own watchmen should be allowed to continue. I deprecate this if there is to be a Government Railway Police.

iv. As regards the *Madras Railway*, the question is for the decision of Government, whether it would arrange to charge the Company with proportionate cost of Police as on the South Indian Railway. The total cost of the proposed establishment on the *Madras Railway* line, including supervision, is Rs. 5,733 per mensem. Under the present arrangement, the whole of this cost would be chargeable to Government.

(v.) On the *Southern Mahratta Railway*, at the stations of Haspet, Bellary, Guntakal, Guntur, and a few others where Railway property has to be watched, the Policemen employed perform the duties of watch and ward as well as of the maintenance of law and order. In the proposed scale for these stations, the present sanctioned strength, which is sufficient for both the duties, has been repeated. But at the stations where there is only one man em-

The Detective Constable costs
Rs. 631, against 638 Rs. for
1st Inland establishment
The Stationary Constable is
Uniform increased from
Rs. 638 to 1030.

played as Platform Constable, an increase has been proposed for the proper performance of regular Police duties. A small Detective establishment has been added at Bellary and Kistna. As under the existing contract $\frac{7}{10}$ ths of the cost of the whole Police should be borne by the Railway Company, the increase proposed may, if Government approves, be sanctioned in communication with the Government of Bombay.

(vi.) At the three stations on the *Bezwada Extension of H. H. the Nizam's Guaranteed State Railway*, the Police at present employed perform both duties—(1) maintenance of law and order, (2) watch and ward, and no change is proposed in the existing scale.

Should the staff for the supervision of all the lines be sanctioned, $\frac{7}{10}$ ths of the actual cost calculated in mileage proportion for the 19 miles of the Bezwada Extension will have to be borne by H. H. the Nizam's Railway Company, instead of 10 per cent. of the pay of the force, which is now charged as representing the cost of supervision under para. 6 of Government of India letter No. 5612 of 13th October 1888.

12. The total cost of the proposed scale, including supervising staff, is—

	South Indian Railway.	Madras Railway.	Southern Mahratta Railway.	Bezwada Extension H. H. the Nizam's G. S. Railway.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.
Pay and allowance including supervision...	5,529	5,733	2,089	202	13,553
Clothing at Rs. 10 per man per annum...	324	367	125	15	831
Contingencies at 5 per cent. of pay and allowance ...	276	287	104	10	677
Pensionary contribution at $7\frac{1}{2}$ per cent. on pay only	307	384	140	15	806
Total...	6,436	6,771	2,458	242	15,967

The total cost of Rs. 15,967 per mensem is divisible as follows between Government and the Railway Companies according to present contracts :—

South Indian Railway Company, $\frac{7}{10}$ ths of cost=Rs.	4,547
Madras Railway Company Rs.	..
Southern Mahratta Railway Company, $\frac{7}{10}$ ths of cost =Rs.	1,721
H. H. the Nizam's Guaranteed State Railway Company do. =Rs.	169
Government Rs.	9,530
Total... Rs.	15,967

If it be arranged that the Madras Railway company should also bear $\frac{7}{10}$ ths of the cost of the Police employed on its line, then that Company's share will be Rs. 4,740 per mensem (including clothing, contingencies, &c.) and the Government share, as shown above, will be reduced to Rs. 4,790 per mensem.

The increase involved by the present proposal is, in pay and allowances (leaving aside clothing, &c.) Rs. 11,942 per mensem or Rs. 1,43,304 per annum according to Statement No. III. Of this the Government share, including the whole cost on account of the Madras Railway, is Rs. 7,360 per mensem or Rs. 88,320 per annum, and the Railway Companies' share for the other lines is Rs. 4,582 per mensem or Rs. 54,984 per annum. But if only $\frac{3}{10}$ ths of cost on account of the Madras Railway be included, the Government share would be Rs. 3,583 per mensem or Rs. 42,996 per annum.

Uniform of Railway Police.

13. I propose that the Railway Police should have exactly the same uniform as the General Police, but that the words "Rail-

way Police" should appear prominent on the turband.

Free passes for Travelling and Detective Establishment.

14. To enable the Travelling and Detective Branch of the Railway Police to travel properly and follow up criminals and traces of crime, it is absolutely necessary that they should be furnished with free passes to travel by Railway, and every facility given them in the use of the telegraph.

Some arrangements should be made for the travelling accommodation of Superintendents. These officers will be continually on the move and will often have enquiries to make as they travel. I think therefore they should have a compartment, if not a special carriage, to themselves.

Provision of quarters.

15. It will be necessary to provide quarters for the Railway Police close to the Railway stations to which they are attached.

Addition to Inspector-General's Office Establishment.

16. A small addition will be required to my office establishment to cope with the extra audit and other work which will entail on it on account of the Railway Police. But my proposal on this head will be submitted on the scheme being sanctioned.

Railway Police Rules.

17. I forward herewith copy of a set of rules drafted after the model of the rules in force for the Bengal Railway Police—explaining the duties of the Railway Police and containing instructions for their guidance.

Proposed scheme to be tentative.

18. There being no proper data on which a correct estimate of actual Railway Police requirements can be framed, I would suggest that the whole of my proposals be considered *tentative*, and that if the Government approves of them, they should have a year's trial, at the end of which such additions or modifications as experience may point out can be made. Within the total strength which Government may sanction, any re-distribution of the staff at any sta-

tions which may be found necessary in the course of working can be made by the Inspector-General of Police.

I have the honor to be,

Sir,

Your most obedient servant,

W. A. P. Stewart COL.,

Inspector-General of Police.

Statement shewing the distribution of Railway Police Establishment proposed for employment on the different lines of Railway in the Madras Presidency.

Section and Head-Quarter Station of Inspectors.	Names of Railway Stations.	Detective and Travelling Establishment.				Stationary Establishment.			
		Inspectors on pay Rs. 100 to 200 with local allowance of Rs. 50.	Head Constables from Rs. 14 to 25 with local allowance of Rs. 10 for the 1st two grades and Rs. 7 for last two grades.	Constables on Rs. 7 & 8 with local allowance of Rs. 3 each.	Total.	Head Constables on pay from Rs. 14 to 25	Constables on Rs. 7 & 8.	Total.	
1st Section Madras to Villupuram, Villupuram to Pondicherry and Chingleput to Arkonam. Hd-Qrs. Madras.	South Indian Railway—Under the Superintendent of Railway Police at Trichinopoly.								
	Madras.								
	Beach ...	...	...	...	...	...	1	1	
	Fort ...	...	...	...	...	...	1	1	
	Park ...	...	...	...	...	...	1	1	
	Egmore ...	...	1	1	5	7	1	5	6
	Chetput ...	...	...	...	...	...	1	1	
	Kodambakam ...	...	...	...	...	...	1	1	
	Chingleput District.								
	Saidapet ...	...	...	...	...	...	3	3	
	St. Thomas' Mount	...	...	...	...	1	2	3	
	Pallavaram	...	...	...	...	...	2	2	
	Vandalur ...	...	...	...	...	...	2	2	
	Guduvancheri	...	...	...	...	...	1	1	
	Singaperumalcovil ...	...	...	...	...	...	2	2	
	Chingleput	...	...	1	5	6	1	5	6
	Arkonam Branch.	Villiyam pakkam	...	...	...	...	...	1	1
		Walajabad	...	...	...	...	...	2	2
		Conjeeveram ...	...	...	...	...	1	3	4
		Palur	...	...	...	...	...	2	2
Arkonam Junction *		...	...	...	...	...	3	3	
Kolatur North	...	...	...	...	...	1	1		
Padalam ...	...	...	...	...	...	1	1		
Carried over...		1	2	10	13	4	40	44	

* See also under 2nd Section, Madras Railway.

* See also under 3rd Section, Madras Railway.

Statement shewing the distribution of Railway Police Establishment, &c.—(Continued.)

Section and Head Quarter Station of Inspectors.	Names of Railway Stations.	Detective and Travelling Establishment.				Stationary Establishment.	
		Inspectors on pay Rs. 100 to 200 with local allowance of Rs. 50.	Head Constables from Rs. 14 to 25 with local allowance of Rs. 10 for the first two grades and Rs. 7 for last two grades.	Constables on Rs. 7 & 8 with local allowance of Rs. 3 each.	Total.	Head Constables on pay from Rs. 14 to 25.	Constables on Rs. 7 & 8.
4th Section continued.	Brought forward...	1	2	10	13	5	40
	S. I. Railway—(Continued.)						
	Katalai ...	...	...	...	...	...	...
	Puliyur ...	...	...	...	...	...	...
	Karur ...	...	...	...	...	...	...
	Pugalore ...	...	...	...	...	1	2
	Kodumudi ...	...	...	...	...	...	1
	Unjalur ...	...	...	...	...	...	2
	Pasur ...	...	...	...	...	...	1
	Erode Junction*	...	...	...	...	...	1
5th Section continued.	Total of 4th Section 26 Stations 166 miles..	1	2	10	13	6	52
	Trichinopoly District.						
	Kolatur South ...	...	...	...	...	...	2
	Manaparai ...	...	...	...	...	...	2
	Vaiyampati ...	...	...	...	...	1	2
	Ayyalur ...	...	...	...	...	...	2
	Vadamadura ...	...	...	...	...	...	2
	Diudigul ...	...	...	...	...	...	2
	Ambaturai ...	...	...	...	...	1	3
	Ammayanayakanur ...	...	...	...	...	...	2
6th Section continued.	Madura District.						
	Sholavandan ...	...	...	...	...	...	3
	Samayanullur ...	...	...	...	...	...	2
	Madura ...	1	1	5	7	...	2
	Tiruparankundram ...	...	...	...	...	1	4
	Carried over...	1	1	5	7	3	23
	Grand total of South Indian Railway 132 Stations 906 miles.	5	10	50	65	33	280
	Reserve with Superintendent...	...	...	...	...	2	10
	Total charge of Supt. S. I. R....	5	10	50	65	35	290
	Madras Railway—Under the Supt. at Madras.						
7th Section continued.	Madras Central Station	1	2	8	11	2	8
	Rayapuram ...	...	...	...	...	1	4
	Washermanpet ...	...	...	...	...	...	2
	Carried over...	1	2	8	11	3	14

* See also under 4th Section, Madras Railway.

Statement shewing the distribution of Railway Police Establishment, &c.—(Continued.)

Section and Head Quarter Station of Inspectors.	Names of Railway Stations.	Detective and Travelling Establishment.				Stationary Establishment.	
		Inspectors on pay Rs. 100 to 200 with local allowance of Rs. 50.	Head Constables from Rs. 14 to 25 with local allowance of Rs. 10 for the first two grades and Rs. 7 for last two grades.	Constables on Rs. 7 & 8 with local allowance of Rs. 3 each.	Total.	Head Constables on pay from Rs. 14 to 25.	Constables on Rs. 7 & 8.
4th Section continued.	Brought forward...	1	1	5	7	3	28
	S. I. Railway—(Continued.)						
	Tirumangalam ...	...	...	...	...	1	3
	Kalligudi ...	...	...	...	...	...	3
	Tinnevely District.						
	Virudupati ...	...	...	...	...	...	3
	Tulukapati ...	...	...	...	...	...	1
	Satur ...	...	...	...	...	...	2
	Koilpati ...	...	...	...	...	1	2
	Kumarapuram ...	...	...	...	...	...	1
5th Section continued.	Kadambur ...	...	...	...	...	...	1
	Maniyachi ...	...	...	...	...	...	4
	Tataparai... ..	...	...	...	...	...	2
	Tuticorin... ..	...	...	...	...	1	3
	Tinnevely Branch. { Gangaikondan ...	...	...	...	...	...	2
	{ Tinnevely ...	...	1	5	6	1	3
	Total of 5th Section 25 Stations 213 miles..	1	2	10	13	7	58
	Grand total of South Indian Railway 132 Stations 906 miles.	5	10	50	65	33	280
	Reserve with Superintendent...	...	...	...	...	2	10
	Total charge of Supt. S. I. R....	5	10	50	65	35	290
6th Section continued.	Madras Railway—Under the Supt. at Madras.						
	Madras Central Station	1	2	8	11	2	8
	Rayapuram ...	...	...	...	...	1	4
	Washermanpet ...	...	...	...	...	...	2
7th Section continued.	Carried over...	1	2	8	11	3	14
	Grand total of South Indian Railway 132 Stations 906 miles.	5	10	50	65	33	280

Statement shewing the distribution of Railway Police Establishment, &c.—(Continued.)

The Distribution of Railway Police Establishment, &c.—(Continued.)										
Section and Head-Quarter Station of Inspectors.	Names of Railway Stations.	Detective and Travelling Establishment.				Stationary Establishment.				
		Inspectors on pay Rs. 100 to 200 with local allowance of Rs. 50.	Head Constables from Rs. 14 to 25 with local allowance of Rs. 10 for the 1st two grades and Rs. 7 for last two grades.	Constables on Rs. 7 & 8 with local allowance of Rs. 3 each.	Total.	Head Constables on pay from Rs. 14 to 25.	Constables on Rs. 7 & 8.	Total.		
1st Section continued.	Brought forward...	1	2	8	11	3	14	17		
	Madras Railway—(Continued.)	Chingleput District.								
	Perambur ..	...	...	...	...	...	3	3		
	Connur ...	...	...	...	...	...	2	2		
	Ambatur ...	...	...	...	...	...	2	2		
	Avadi ...	...	...	...	...	...	2	2		
	Tinnanur ...	...	...	...	...	1	3	4		
	Sevvapet Road	...	...	...	...	...	2	2		
	Trivellore	...	...	...	...	...	2	2		
	Kadambatur	...	...	...	...	1	4	5		
	Manur ...	...	...	...	...	...	2	2		
	Chinnamapet	...	...	...	...	...	2	2		
	Mosur ...	...	...	...	...	...	2	2		
	Arkonam Junc. *	...	...	...	...	...	2	2		
	Tirutani ...	...	...	...	...	...	...	...		
	Nagari ...	...	...	...	...	1	3	4		
	Vepaguntá	...	...	...	...	...	2	2		
	Pattur ...	...	...	...	...	...	2	2		
	Pudi ...	...	...	...	...	...	2	2		
	Renigunta	...	...	...	...	...	2	2		
	Mamandur	...	...	...	...	1	3	4		
	Peddapad...	...	...	...	...	...	2	2		
	Kodur ...	...	...	...	...	1	2	3		
	Carried over.		1	2	8	11	8	60	68	
	Under 3rd Section.									

Under 3rd Section.

Statement shewing the distribution of Railway Police Establishment, &c.—(Continued.)

Section and Head-Quarter Station of Inspectors.	Names of Railway Stations.	Detective and Travelling Establishment.				Stationary Establishment.		
		Inspectors on pay Rs. 100 to 200 with local allowance of Rs. 50.	Head Constables from Rs. 14 to 25 with local allowance of Rs. 10 for the 1st two grades and Rs. 7 for last two grades.	Constables on Rs. 7 and 8 with local allowance of Rs. 3 each.	Total.	Head Constables on pay from Rs. 14 to 25.	Constables on Rs. 7 and 8.	Total.
1st Section continued.	Brought forward...	1	2	8	11	8	60	68
	Madras Railway—(Continued.)							
	Urampad ...	...	...	...	...	✓	2	2
	Reddipalli	...	...	...	...	✓	2	2
	Rajampet	...	...	...	...	...	2	2
	Nandalur	...	...	...	...	1	2	3
	Vontimitta	...	...	...	...	...	2	2
	Siddhavattam	...	...	...	...	✓	2	2
	Cuddapah	...	1	5	6	1	4	5
	Total of 1st Section 29 Stations 161 miles...	1	3	13	17	10	76	86
2nd Section Guntakal to Cuddapah and Guntakal to Tungabhadra. Head Quarters Guntakal.	Krishnapuram	...	...	...	...	...	2	2
	Vallur	...	...	...	...	...	2	2
	Kamalapuram	...	...	...	...	1	3	4
	Yerraguntla	...	...	...	...	...	2	2
	Muddanur	...	...	...	...	...	2	2
	Mungapatnam	...	...	...	...	...	2	2
	Kondapuram	...	...	...	...	...	2	2
	Anantapur District.							
	Vanganur	...	...	...	...	...	2	2
	Tadpatri	...	...	...	...	1	3	4
	Penner	...	...	...	...	...	2	2
	Rayalcheruvu	...	...	...	...	...	2	2
	Jakkulacheruvu	...	...	...	...	...	2	2
	Gooty	...	...	...	...	1	3	4
	Patakottacheruvu	...	...	...	...	...	2	2
	Timmancherla	...	...	...	...	...	2	2
Carried over...		...	...	...	...	3	33	36

3

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Statement shewing the distribution of Railway Police Establishment, &c.—(Continued.)

Section and Head Quarter Station of Inspectors.	Names of Railway Stations.	Detective and Travelling Establishment.				Stationary Establishment.		
		Inspectors on pay Rs. 100 to 200 with local allowance of Rs. 50.	Head Constables from Rs. 14 to 25 with local allowance of Rs. 10 for the first two grades and Rs. 7 for last two grades.	Constables on Rs. 7 & 8 with local allowance of Rs. 3 each.	Total.	Head Constables on pay from Rs. 14 to 25.	Constables on Rs. 7 & 8.	Total.
2nd Section continued.	Brought forward...	...	...	...	...	3	33	36
	Madras Railway (Continued.)	1	1	5	7	...	3	3
	Guntakal †	...	...	...	...	...	2	2
	Nancherla	...	...	...	...	...	2	2
	Molagavalli	...	...	...	...	...	2	2
	Aspari	...	...	...	...	1	3	4
	Adoni	...	...	...	...	...	2	2
	Kupgal	...	...	...	...	1	3	4
	Kosgi	...	...	...	...	...	2	2
	Tungabhadra †	...	1	4	5	...	...	...
	Total of 2nd Section 22 Stations 178 miles...	1	2	9	12	5	52	57
	North Arcot District.	...	...	...	...	...	...	...
	Arkonam...	1	1	6	8	1	6	7
	Munnal	...	...	...	...	...	2	2
3rd Section Arkonam to Jalarpatti & Bangalore. Head Quarters Arkonam.	Sholinghur	...	...	...	...	...	3	4
	Arcot	...	...	...	...	1	2	2
	Tiruvallam	...	...	...	...	...	3	4
	Katpadi	...	...	...	...	1	3	4
	Virinjipuram	...	...	...	...	...	2	2
	Gudiyatam	...	...	...	...	...	2	2
	Ulli	...	...	...	...	...	2	2
	Mailpati	...	...	...	...	...	2	2
	Ambur	...	...	...	...	1	3	4
	Vinnamangalam	...	...	...	...	...	2	2
	Carried over...	1	1	6	8	4	31	35

† See also under S. M. Ry. 1st Section.
† The last Station on the Madras Railway.

the Madras Presidency. Matnari and Raichur are Policed by the Nizam's

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Statement shewing the distribution of Railway Police Establishment, &c.—(Continued.)

Section and Head-Quarter Station of Inspectors.	Names of Railway Stations.	Detective and Travelling Establishment.				Stationary Establishment.		
		Inspectors on pay Rs. 100 to 200 with local allowance of Rs. 50.	Head Constables from Rs. 14 to 25 with local allowance of Rs. 10 for the first two grades and Rs. 7 for last two grades.	Constables on Rs. 7 & 8 with local allowance of Rs. 3 each.	Total.	Head Constables on pay from Rs. 14 to 25.	Constables on Rs. 7 & 8.	Total.
3rd Section. —(Contd.)	Brought forward...	1	1	6	8	4	31	35
	Madras Railway.—(Continued.)	...	...	...	...	...	...	...
	Vaniyambadi	...	...	...	...	1	3	4
	Ketandapatti	...	...	...	...	...	2	2
	Jalarpatti Junc.	...	...	...	...	1	6	7
	North Arcot District.	...	...	...	...	...	...	...
	Patchur	...	...	...	...	...	2	2
	Mulanur	...	...	...	...	...	2	2
	Kupam	...	...	...	...	1	2	3
	Guduppli	...	...	...	...	...	2	2
	Bangalore.	...	...	...	...	...	...	...
	Kamasamudram...	...	...	...	...	...	2	2
	Kolar Road	...	...	...	...	1	3	4
	Tyakal...	...	...	...	...	...	2	2
	Malur	...	...	...	...	1	3	4
	Devankundi	...	...	...	...	...	2	2
	Whitefield	...	...	...	...	...	3	3
	Krishnarajapuram	...	...	...	...	...	2	2
	Bangalore Cantonment	...	1	5	6	1	5	6
	Do. City	...	...	...	...	...	3	3
	Total of 3rd Section 27 Stations 177 miles.	1	2	11	14	10	75	85
	Salem District.	...	...	...	...	...	...	...
	Tirupatur...	...	...	...	...	1	3	4
	Kagankarai	...	...	...	...	...	2	2
	Carried over...	...	...	...	...	1	5	6

4th Section
Erode to Ja-
larpatti and
Erode to
Podanur.
Head-Quar-
ters Erode.

Statement shewing the distribution of Railway Police Establishment, &c.—(Continued.)

Section and Head-Quarter Station of Inspectors.	Names of Railway Stations.	Detective and Travelling Establishment.				Stationary Establishment.		
		Inspectors on pay Rs. 100 to 200 with local allowance of Rs. 50.	Head Constables from Rs. 14 to 25 with local allowance of Rs. 10 for the 1st two grades and Rs. 7 for last two grades.	Constables on Rs. 7 & 8 with local allowance of Rs. 3 each.	Total.	Head Constables on pay from Rs. 14 to 25.	Constables on Rs. 7 & 8.	Total.
4th Section. (Contd.)	Brought forward..	...	...	...	...	1	5	6
	Madras Railway.—(Continued.)	...	...	...	...	...	...	...
	Samalpatti ...	...	...	...	...	...	2	2
	Kallavi ...	...	...	...	...	...	2	2
	Morappur ...	...	...	...	...	1	3	4
	Bodiredipatti ...	...	...	...	...	...	2	2
	Mallapuram ...	...	...	...	...	...	2	2
	Kodiampatti ...	...	...	...	...	...	2	2
	Thinnappatti ...	...	...	...	...	...	2	2
	Salem ...	...	...	...	...	...	5	5
	Ariyanur ...	...	...	...	...	1	2	3
	MacDonald's Choultry ...	...	...	...	...	...	2	2
	Sankeridrug ...	...	...	...	...	...	2	2
	Cauvery ...	...	...	...	...	...	2	2
	Erode Junction.	Coimbatore District.				1	6	7
	Totiyapoliem ...	1	1	5	7	1	2	3
	Perundurai ...	...	...	...	...	...	2	2
	Viziamangalam ...	...	...	...	...	...	2	2
	Uttakuli ...	...	...	...	...	...	2	2
	Tirupur ...	...	...	...	...	...	4	4
	Mangalam ...	...	...	...	...	1	2	3
	Somanur ...	...	...	...	...	...	2	2
	Sulur ...	...	...	...	...	...	2	2
	Singanallur ...	...	...	...	...	...	2	2
	Podanur Junction ...	...	...	...	...	...	2	2
	Total of 4th Section 25 Stations 170 miles.	1	2	10	13	6	61	67

Statement shewing the distribution of Railway Police Establishment, &c.—(Continued.)

Section and Head-Quarter Station of Inspectors.	Names of Railway Stations.	Detective and Travelling Establishment.				Stationary Establishment.		
		Inspectors on pay Rs. 100 to 200 with local allowance of Rs. 50.	Head Constables from Rs. 14 to 25 with local allowance of Rs. 10 for the 1st two grades and Rs. 7 for last two grades.	Constables on Rs. 7 & 8 with local allowance of Rs. 3 each.	Total.	Head Constables on pay from Rs. 14 to 25.	Constables on Rs. 7 & 8.	Total.
5th Section Calicut to Podanur & Mettupali- yam to Po- lanur. Hd Qrs. Calicut.	Madras Railway.—(Continued.)	...	...	...	...	1	3	4
	Coimbatore Branch.	...	...	...	...	...	2	2
	Tudiyaloor ...	...	...	...	...	...	2	2
	Periyannayakanpoliam ...	...	...	...	...	...	2	2
	Karaimadai ...	...	...	...	...	...	2	2
	Mettupalaiyam ...	...	...	...	...	1	4	5
	Madukarai ...	...	...	...	...	...	2	2
	Walayar ...	...	...	...	...	...	2	2
	Malabar District.							
	Kanyikod ..	...	...	...	...	...	2	2
	Palghat Branch.	...	1	4	5	1	2	3
	Olavakode ...	...	...	...	...	...	3	3
	Palghat ...	...	...	...	...	...	2	2
	Perali ...	...	...	...	...	...	1	1
	Mankarai ...	...	...	...	...	...	2	2
	Lakkidi ...	...	...	...	...	...	2	2
	Ottapalam ...	...	...	...	...	...	3	4
	Shoranur ...	...	...	...	...	...	2	2
	Pattambi ...	...	...	...	...	...	2	2
	Pallipuram ...	...	...	...	...	...	2	2
	Kuttiapuram ...	...	...	...	...	...	2	2
	Kadakkolam ...	...	...	...	...	1	3	4
	Tirur ...	...	...	...	...	...	2	2
	Tanore ...	...	...	...	...	...	2	2
	Parpanangadi ...	...	...	...	...	...	2	2
	Kadalundi ...	...	...	...	...	...	2	2
	Carried over.	...	1	4	5	5	5	10

Statement shewing the distribution of Railway Police Establishment, &c.—(Continued)

Section and Head-Quarter Station of Inspectors.	Name of Railway Stations.	Detective and Travelling Establishment.				Stationary Establishment.		
		Inspectors of pay Rs. 100 to 200 with local allowance of Rs. 50.	Head Constables from Rs. 14 to 25 with local allowance of Rs. 10 for the 1st two grades and Rs. 7 for last two grades.	Constables on Rs. 7 & 8 with local allowance of Rs. 2 each.	Total.	Head Constables on pay from Rs. 14 to 25.	Constables on Rs. 7 & 8.	Total.
5th Section continued.	Brought forward...	...	1	4	5	5	51	56
	Madras Railway.—(Continued.)	...	...	...	...	...	2	2
	Feroke ...	...	...	...	...	...	2	2
	Kallai ...	...	...	...	...	...	5	6
	Calicut ...	1	1	5	7	1	5	6
	Total of 5th Section 26 Stations 140 miles...	1	2	9	12	6	60	66
	Total of Madras Railway Stations 129 and miles 826...	5	11	52	68	37	324	361
	Reserve with Superintendent	...	...	...	...	2	10	12
	Total...	5	11	52	68	39	334	373
	Southern Mahratta Railway under Superintendent at Madras.							
1st Section Bellary to Haspet and Bellary to Nandyal. Head Qrs. Bellary.	Bellary District.							
	Haspet ...	...	...	...	...	1	4	*5
	Papinaikanahalli ...	...	...	...	...	...	2	2
	Gadiganur ...	...	...	...	...	...	2	2
	Toranagulla ...	...	...	...	...	...	1	1
	Daragi ...	...	...	...	...	...	2	2
	Kudatani ...	...	...	...	...	...	2	2
	Bellary Cant. ...	...	...	...	...	...	3	3
	Bellary ...	1	1	3	5	2	11	13*
	Hagari ...	...	...	...	...	...	1	1
	Virapur ...	...	...	...	...	...	1	1
	Baivanhal ...	...	...	...	...	1	2	3
	Bantanahal ...	...	...	...	...	...	2	2
	Anantapur District.							
	Guntakal ...	...	...	...	...	2	18	20*
	Carried over...	1	1	3	5	6	51	57

* Includes men for watch and ward.

Statement shewing the distribution of Railway Police Establishment, &c.—(Continued.)

Section and Head-Quarter Station of Inspectors.	Names of Railway Stations.	Detective and Travelling Establishment.				Stationary Establishment.		
		Inspectors on pay Rs. 100 to 200 with local allowance of Rs. 50.	Head Constables from Rs. 14 to 25 with local allowance of Rs. 10 for the 1st two grades and Rs. 7 for last two grades.	Constables on Rs. 7 & 8 with local allowance of Rs. 2 each.	Total.	Head Constables on pay from Rs. 14 to 25.	Constables on Rs. 7 & 8.	Total.
1st Section continued.	Brought forward...	1	1	3	5	6	51	57
	So. M. Railway.—(Continued.)	Kurnool District.						
	Maddikera ...	...	...	...	...	...	1	1
	Tuggali ...	...	...	...	...	...	1	1
	Pendekallu ...	...	...	...	...	...	1	1
	Malliyala ...	...	...	...	...	...	1	1
	Kurnool Road ...	...	...	...	...	1	2	3
	Malkapuram ...	...	...	...	...	...	1	1
	Rungapuram ...	...	...	...	...	...	1	1
	Betamcherla ...	...	...	...	...	...	2	2
	Panyam ...	...	...	...	...	...	2	2
	Nandiyal ...	...	1	3	4	1	3	4
	Total of 1st Section 23 stations 160 miles...	1	2	6	9	8	66	74
	Kistna District.							
	Kistna Canal ...	...	...	...	...	...	2	2
2nd Section Kistna to Nandyal. Head Qrs. Kistna.	Kistna Terminus ...	1	1	4	6	1	3	4
	Mangalagiri ...	...	...	...	...	...	2	2
	Nambur ...	...	...	...	...	...	1	1
	Guntur ...	...	...	...	...	1	8	9†
	Sathnapalle ...	...	...	...	...	1	2	3
	Plirangipuram ...	...	...	...	...	...	1	1
	Satulur ...	...	...	...	...	...	1	1
	Narasaraopet ...	...	...	...	...	...	3	3
	Sautamagalur ...	...	...	...	...	...	1	1
	Savaliyapuram ...	...	...	...	...	...	1	1
	Carried over...	1	1	4	6	3	25	28

† Includes men for watch and ward.

Statement shewing the distribution of Railway Police Establishment, &c.—(Continued.)

Section and Head-Quarter Station of Inspectors.	Names of Railway Stations.	Detective and Travelling Establishment.				Stationary Establishment.		
		Inspectors of pay Rs. 100 to 200 with local allowance of Rs. 50.	Head Constables from Rs. 14 to 25 with local allowance of Rs. 10 for the 1st two grades and Rs. 7 for last two grades.	Constables on Rs. 7 & 8 with local allowance of Rs. 3 each.	Total.	Head Constables on pay from Rs. 14 to 25.	Constables on Rs. 7 & 8.	Total.
2nd Section continued.	Brought forward	1	†	4	6	3	25	28
	So. M. Railway.—(Continued.)							
	Vinukonda ...	...	...	...	...	1	3	4
	Gundlakamma ...	...	...	...	...	...	1	1
	Nellore District.							
	Kurichedu ...	...	...	...	...	...	1	1
	Donakonda ...	...	1	3	4	1	2	3
	Gajjulakonda ...	...	...	...	...	...	1	1
	Markapur Road ...	...	...	...	...	...	2	2
	Turlapadu ...	...	...	...	...	...	1	1
	Kurnool District.							
	Cumbum ...	...	...	...	...	1	3	4
	Somidevipalli ...	...	...	...	...	...	1	1
	Guddalur ...	...	...	...	...	1	2	3
	Diguvamutta ...	...	...	...	...	...	1	1
	Chelama ...	...	...	...	...	...	1	1
	Gannapalli ...	...	...	...	...	...	2	2
	Reserve with Superintendent.	...	...	...	...	...	6	6
	Total Southern Mahratta Railway 47 Stations 348 miles...	2	4	13	19	15	118	133
	H. H. Nizam's Guaranteed State Railway under Superintendent at Madras.							
	Kistna District.							
	Bezwada ...	...	...	...	...	2	12	14
	Kondapalli ...	...	...	...	...	...	2	2†
	Gangineni ...	...	...	...	...	...	2	2†
	Total of H. H. the Nizam's Railway B. E. 3 Stations 19 miles...	...	...	...	...	2	16	18
	Total of 2nd Section to above.—27 Stations 207 miles...	1	2	7	10	9	68	77
	Total of the M. Ry., So. M Ry. and the B. E. of H. H. the N. G. State Railway under the Supt. at Madras 179 Stations 1193 Miles.	7	15	65	87	56	408	524
	Grand total of all Ry. Lines 311 Stations 2069 miles...	12	25	115	152	91	758	849

† Includes men for watch and ward.

Abstract of Statement No. 1, shewing the proposed Jurisdiction of each of the two Superintendents of Railway Police and the Strength of Establishment under each Officer.

Number of Inspectors.	Head-Quarter Stations of Inspectors.	Sections of Railway in charge of Inspectors.	Length of Railway Line.	Total length of Sections in charge of Inspectors.	No. of Railway Stations in charge of Inspectors.	Detective and Travelling Establishment.		Stationary Establishment.		Total strength of force including Inspectors.
						Head Constables.	Constables.	Head Constables.	Constables.	
Superintendent of Police, South Indian Railway—Trichinopoly.										
1	Madras	First Section.—Madras to Villupuram	99	162	30	2	10	7	63	83
		Villupuram to Pondicherry	24							
		Chingleput to Arkonam	39							
1	Villupuram.	Second Section.—Villupuram to Tanjore	119	161	27	2	10	7	60	80
		Do. to Tiruvannamalai.	42							
1	Renigunta...	Third Section.—Renigunta to Tiruvannamalai	129	204	24	2	10	6	47	66
		Do. to Nellore	75							
1	Trichinopoly	Fourth Section.—Trichinopoly to Erode	87	166	23	2	10	6	52	71
		Do. to Tanjore and to Negapatam	79							
1	Madras	Fifth Section.—Madras to Tuticorin	99	213	25	2	10	7	58	78
		Do. to Trichinopoly	96							
		Tinnevely to Maniatchi	18							
		Reserve with Superintendent	...	...	...	...	...	2	10	12
5		Total jurisdiction of the Superintendent of S. I. R.	...	906	132	10	50	35	290	390
Superintendent of Police, Madras and Southern Mahratta Railways and the Bezwada Extension of H. H. the Nizam's G. S. Railway—Madras.										
Madras Railway.										
1	Madras	First Section.—Madras to Cuddapah	161	161	29	3	13	10	76	103
	Guntakal	Second Section.—Guntakal to Tungabhadra	64	178	22	2	9	5	53	69
		Do. to Cuddapah	114							
1	Arkonam	Third Section.—Arkonam to Jalarpet	90	177	27	2	11	10	75	99
		Jalarpet to Bangalore	87							
1	Erode	Fourth Section.—Erode to Jalarpet	111	170	25	2	10	6	61	80
		Do. to Podanur	59							
1	Calicut	Fifth Section.—Calicut to Podanur	112	140	26	2	9	6	60	78
		Olavakode to Palghant	3							
		Mettupalaiyam to Podanur	25							
		Reserve with Superintendent	...	...	...	...	...	2	10	12
5		Total Madras Railway	...	826	129	11	62	33	331	441
Southern Mahratta Railway and H. H. the Nizam's G. S. Railway, Bezwada Extension.										
1	Bellary	First Section.—Bellary to Hospet	40	160	23	2	6	8	66	83
		Do. to Nandyal	120							
1	Kistna	Second Section.—Kistna to Nandyal	188	207	27	2	7	9	...	1
		H. H. The Nizam's G. S. Railway, Bezwada extension	19							
		Reserve with Superintendent	...	...	...	...	...	...	6	6
2		Total	...	367	50	4	13	1	134	170
7		Total jurisdiction of the Superintendent of Railway Police, Madras and Southern Mahratta Railways and the Bezwada extension of H. H. The Nizam's G. S. Railway.	...	1,193	179	15	65	56	463	611
12		Grand Total of all the Railway Lines	...	2,099	311	25	115	91	758	1,001

NAMES OF RAILWAY LINES.	INCREASE.							Number of proposed Police per 100 miles of Railway line.	Proposed cost of Police per mile.	Cost of supervision.	Total cost of proposed scale including supervision.	
	STRENGTH.					Cost.						
	Total.	Inspectors.	Head Constables.	Constables.	Number.	Pay.	Local allowance.					Total.
South Indian Railway ...	Rs. 4,504	5	45	376	325	3,541	479	4,020	43	4 15 7	1,025	Rs. 5,529
Madras Railway ...	4,954	5	49	443	397	4,122	495	4,617	53	6 0 0	1,779	5,733
Southern Mahratta Railway...	† 1,761	2	13	61	76	161	162	1,123	44	5 1 0	1,328	2,089
H. H. The Nizam's Guaranteed State Railway Bezwada Extension ...	§ 184					24	8	32	95	9 10 11	118	202
Total...	11,403	12	1		*798	8,648	1,144	*9,792	48	5 6 11	2,150	13,553
Strength and Cost of Supervising Establishment.												
Pay and Local allowance of 1 Supt., of Police, South Indian Railway ...	950				1	800	150	950	...	...	...	...
Office Establishment of Do...	75		3		4	65	10	75	...	...	...	...
Pay and Local allowance of 1 Superintendent Madras and Southern Mahratta Railways and Bezwada Extension of H. H. Nizam's Guaranteed State Railway...	1,050				1	900	150	1,050	...	...	...	...
Office Establishment of Do...	75		3	1	4	65	10	75	...	...	...	...
Total...	2,150		6	1	10	1,830	320	2,150	...	...	...	...
Grand Total...	13,553 - (a) - or 1,02,636 Rs. per annum.	12	113	681	808 (a)	10,478 (a)	1,464 (a)	11,942(a) or 1,43,304 Rs. per annum.	...	...	...	13,553

* In calculating the increase
† Includes 1 European Head
‡ Rupees, 32 (Pay 24 Local
§ Includes Rs. 32 deducted
¶ In mileage proportion.
(a) Including 2 Superintendents

and allowance
pay

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III

Statement shewing the present and proposed Strength and Cost of Railway Police Establishment.—Madras Presidency

NAMES OF RAILWAY LINES.	Length of lines in miles.	PRESENT STRENGTH AND COST.								PROPOSED STRENGTH OF DETECTIVE AND TRAVELLING AND STATIONARY ESTABLISHMENTS.																																
		RAILWAY POLICE SPECIALLY SANCTIONED AT PRESENT.			POLICE SUPPLIED FROM THE RURAL FORCE FOR PLAT-FORM DUTY.			TOTAL.		DETECTIVE AND TRAVELLING ESTABLISHMENT.																STATIONARY ESTABLISHMENT.																
		Head Constables.	Constables.	Cost.	Head Constables.	Constables.	Cost.	Number.	Cost.	INSPECTORS.				HEAD CONSTABLES.				CONSTABLES.				TOTAL.		HEAD CONSTABLES.				CONSTABLES.				Tot.										
										1st Class on Rs. 200.	2nd Class on Rs. 150.	3rd Class on Rs. 100.	Total Number.	Total Pay.	Total Local allowance at Rs. 60 each.	1st Grade on Rs. 25.	2nd Grade on Rs. 20.	3rd Grade on Rs. 16.	4th Grade on Rs. 14.	Total Number.	Total Pay.	Total Local allowance at Rs. 10 for 1st & 2nd Grade and Rs. 7 for 3rd & 4th Grade.	1st Class on Rs. 8.	2nd Class on Rs. 7.	Total Number.	Total Pay.	Total Local allowance at Rs. 3 each.	Total number.	Total cost.	1st Grade on Rs. 25.	2nd Grade on Rs. 20.		3rd Grade on Rs. 16.	4th Grade on Rs. 14.	Total Number.	Total Pay.	1st Class on Rs. 8.	2nd Class on Rs. 7.	Total number.	Total pay.	Total Number.	
South Indian Railway ...	906	...	65	Rs. 484	...	47	Rs. 9	112	Rs. 833	1	2	2	5	700	250	1	2	3	4	10	169	79	25	25	50	375	150	65	1,723	4	9	9	13	35	606	145	145	290	2,175	325	2	
Madras Railway ...	826	1	43	337	1	82	618	127	955	1	2	2	5	700	250	1	3	2	4	11	189	89	26	26	52	390	156	68	1,774	5	9	10	15	39	675	167	167	334	2,505	373	3	
Southern Mahratta Railway...	343	6	70	638	...	...	...	76	638	1	...	1	2	300	100	...	1	1	2	4	64	31	6	7	13	97	39	19	631	2	3	5	5	15	275	61	57	118	887	133	1	
H. H. The Nizam's Guaranteed State Railway Bezwada Extension ...	19	2	16	152	...	...	...	18	152	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	2	34	6	10	16	118	18	1		
Total...	2,099	9	194	1,611	1	129	967	333	2,578	3	4	5	12	1,700	600	2	6	7	10	25	422	199	57	58	115	862	345	152	4,198	11	22	24	34	91	1,690	379	379	758	5,685	849	7	
Strength and Cost of Supervising Establishment.																																										
Pay and Local allowance of 1 Supt. of Police, South Indian Railway ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Office Establishment of Do...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	1	25	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pay and Local allowance of 1 Superintendent Madras and Southern Mahratta Railways and Bezwada Extension of H. H. Nizam's Guaranteed State Railway...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Office Establishment of Do...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	1	25	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	2	50	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grand Total...	2,099	9	194	1,611	1	129	967	333	2,578	3	4	5	12	1,700	600	4	6	7	10	27	472	219	57	58	115	862	345	152	4,198	11	22	24	34	95	1,654	381	379	760	5,701	855	7	

* In calculating the increase, the number and cost of Police supplied from the rural force under head 'present strength' has not been deducted from the proposed strength as those men should be restored to the Rural force
 † Includes 1 European Head Constable on Rs. 40 to 50.
 ‡ Rupees, 32 (Pay 24 Local Allowance 8) being the proportionate cost for detective and travelling establishment chargeable to H. H. the Nizam's Guaranteed State Railway have been deducted from the total cost and added
 § Includes Rs. 32 deducted from the cost of Southern Mahratta Railway as per note above.
 ¶ In mileage proportion.
 (a) Including 2 Superintendents and their pay and allowance shown only in the column "Total" under "Proposed strength".

1751
 348 1502
 1750 350
 2100 505
 1355
 287
 1097

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INCREASE.				Cost.				Number of proposed Police per 100 miles of Railway line.	Proposed cost of Police per mile.	Cost of supervision.	Total cost of proposed scale including supervision.
Pay.	Local allowance.	Total.		Rs.	Rs.	Rs.					
25	Rs. 3,541	479	4,020	43	4	15	7	1,025	Rs.	Rs.	Rs.
07	4,122	495	4,617	53	6	0	0	779	5,733		
70	161	162	1,123	44	5	1	0	323	2,063		
	24	8	82								
08	8,648	1,144	9,792	95	9	10	11	18	202		
				48	5	6	11	2,150	13,553		
1	800	150	950								
4	65	10	75								
1	900	150	1,050								
4	65	10	75								
0	1,830	820	2,650								
8	10,478	1,464	11,942								
	(a)	(a)	or 1,43,200 Rs. per annum.								

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IV
Comparative statement showing the strength and cost of Railway Police in the Presidencies of Bengal and Bombay and that proposed for Madras.

Name of Presidency.	Names of Railway lines.	Length of Railway Line in miles.	No. of Railway Stations.	Strength and Cost of Railway Police.						No. of Police per 100 miles of Ry. line.	Cost of Police per mile per mensem.			Cost of supervision per mensem.	REMARKS.
				Inspectors.	Sub-Inspectors.	Head Constables.	Constables.	Total No.	Total cost per mensem.		Rs.	A.	P.	Rs.	
Bengal.	Eastern Bengal State Railway.								Rs.						The Police provided are only for the maintenance of law and order, the watch & ward of Railway property being undertaken by Railway Company's men.
	Calcutta and South Eastern State Railway including Budge-Budge Line.	371	97	3	8	28	128	167	2,568	45	6	15	6		
	Bengal Central Railway.														
	Northern Bengal State Railway.													(a)	
	Assam-Behar State Railway.													1200	
	Kowniah-Dheria State Railway.														
	Dacca State Railway.														
Bombay.	Total...	913	177	4	13	43	198	258	3,973	28	4	5	7	1,200	For watch and ward of Rail: way property as well as maintenance of law and order.
	Great Indian Peninsula Railway.	592	69	3	1	87	447	538	6,655	91	11	3	9	1,150	
	Southern Maharashtra Railway.													(b)	
	Ghourpuri to Londa.	654	81	2	0	43	244	259	3,221	44	4	14	9	850	
	Castle Rock to Hurlapur, Hubli to Harihar, Gadag to Hotgi.													(c)	
	B. B. & C. I. Railway including H. H. the Gaekwar's Dabhri State Railway.	532	92	3	0	48	369	440	4,801	82	9	0	5	750	
	Total...	1,778	242	8	1	178	1080	1,267	14,677	71	8	4		2,750	
Madras.	South Indian Railway	906	132	5		45	340	390	4,504	43	4	15	7	1,025	For maintenance of law & order.
	Madras Railway.	826	129	5		50	386	441	4,954	53	6			779	
	Southern Maharashtra Railway.	343	47	2		19	131	152	1,761	44	5	1		328	
	H. H. The Nizam's Guaranteed State Railway Bezawada Extension.	19	3			2	16	18	184	95	9	10	11	78	
	Total...	2,089	311	12		116	871	1,001	11,403	48	5	6	11	2,150	

* East Indian Railway and Tirhoot and Bengal N. W. Railway excluded—the information obtained about them being incomplete. They are under the supervision of a separate officer.

(a.) Pay of Supervising Officer and establishment.

(b.) Pay of Superintendent at Rs. 1,000 and his allowance Rs. 150.

(c.) do. do. " 700 do. " 150.

(d.) do. do. " 500 do. " 250.

(e.) Includes the proportionate cost of 1 Inspector and his detective party common to part of the Southern Maharashtra Railway and this line.

Judicial Department.

Judicial (1891) Department.

Enclosure No. 2 in letter No. 1056 Dated 25th August 1891.

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RULES FOR GUIDANCE
OF
GOVERNMENT RAILWAY POLICE,
MADRAS.

1. The Government Railway Police is a branch of the General Police Force enrolled under Act XXIV of 1859, and is under the general administration of the Inspector-General of Police of the Province and under the executive administration of the Superintendent of Police of the Railway concerned.

2. The word "administration" includes discipline, enlistment, discharge, promotion, transfer and the like, over which matters the Railway Company will have no control. But the Superintendent of Police will be responsible for carrying on the administration in such a way and in such harmony with the Railway officials; that no inconvenience may arise from the removal of men trained to particular duties, the retention of unsuitable men, or any other similar causes.

3. All appointments in the force below the rank of Inspector, will be made by the Railway Police Superintendent. Inspectors will be appointed by the Inspector-General.

4. An appeal against any punishment awarded by the Superintendent may be made under the rules in force in the District Police to the Inspector-General.

5. The Force will be divided into:—

- (1.) Detective and Travelling Police attached to Inspectors of Sections.
- (2.) Stationary Police located at stations.
- (3.) Superintendent's Staff and Reserve.

6. The duties of the Government Railway Police are:—

- (1.) The detection and prosecution of offences cognizable by the Police within Railway limits.

Cur 2575/92

Gr 4-8-84: 1927 SE
5-12-88: 5673
22-5-89: 811 origl
25-5-91: 941
29-3-89: 584 origl
10-2-90: 93 origl
7-1-90: 9 Jul
14-2-90: 276
17-2-90: 114 Jul
12-3-90: 472
90: 578
90: 745
90: 49
90: 1164
90: 1189
90: 691 Jul
89: 764
89: 813
89: 801
89: 34 Jul
89: 1001
89: 522 Jul
89: 722 Jul
89: 1200
89: 511 Jul
89: 149
89: 1490
89: 2/57
89: 595 de
89: 792 de
89: 1806 de
89: 2508 de

To The Public Works
Railway Branch
marks

H. Inspector

Off. Railway Branch

- 2
- (2.) The arrest of offenders in cases cognizable by the Police.
 - (3.) The reporting of non-cognizable cases to the proper authorities, as also all instances of oppression or fraud on the part of Railway subordinates or others.
 - (4.) The maintenance of the peace at stations.
 - (5.) The watching of passenger trains when standing at Stations.

Note.—The following points will be attended to in watching passenger trains.

- i. To watch the bad characters known to Police and to ascertain their destination; and also to warn the other passengers in the carriage.
- ii. To take note of any suspicious looking persons, and to convey their suspicion to the Station Master and Guard of the train.
- iii. To take down any complaint made, and either take the complaining parties to the Police Station (where there is no Police station at the Railway), or ascertain their address, should they desire to continue their journey.
- iv. To make immediate enquiry into any cognizable offence, and arrest, if necessary.
- v. To take into custody persons arrested by the Railway officials.
- vi. If necessary, to get into the train either for better watching of suspected persons or for the further prosecution of any inquiry they may have begun.
- vii. To telegraph through the Station Master the presence of bad characters in the train to his Railway Station House Officer and to the passenger's destination.

- 3
- (6.) The reporting to the proper authority, Railway or Civil, of all instances in which the bye-laws of the Company are infringed.
 - (7.) The observing of the condition of Railway premises, latrines, &c., and bringing to the notice of the local authorities any want of cleanliness calculated to cause public inconvenience, or endanger public health.
 - (8.) On the occurrence of an attempt to throw the train off by placing obstruction on the line, information will be instantly telegraphed to District and Railway Police Head-quarters by the Police Officer on duty at the nearest station. Immediate report should be made to the Railway Station House Officer and Inspector. Every exertion will be made to obtain a clue to the offence, pending the receipt of instructions from the Superintendent.

7. For the performance of the above duties an Inspector is stationed at important and convenient centres with two parties of detective and travelling Police under his immediate orders, and a stationary establishment is maintained at all Railway Stations under the control of the Inspector of the Section. The Inspector will be expected to render to all departments of the Railway and to the public, when called upon to do so, all possible assistance not inconsistent with his Police duties, and will see that his subordinates do the same.

8. The Stationary establishment at 1 to 5 or 6 Stations is under the immediate control of a Head Constable, and this establishment, while having to attend to all the duties described above, will be principally charged with duties Nos. 4 to 8.

9. Head Constables will submit diaries to Inspectors, who will submit them with their own to the Superintendent. All reports of crime at the stations subordinate to a Head Constable

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will be received and registered by the Head Constable, who will communicate them in his diary to the Inspector.

In the investigation of crime, the submission of first information reports, &c., the Railway Police are under the same rules as the District Police, and will make use of the same forms and keep the diary proscribed in Section 172, Criminal Procedure Code.

10. The investigation of all cognizable crime occurring within Railway limits will be made by the Police. The expression "Railway limits" means Railway fencing, i. e., the boundary of the line and of all stations, goods sheds and station yards, but not lands taken up by the Government and made over to the Company for the purpose of building houses for their servants.

11. Information of crime which may be committed in the immediate neighbourhood of their limits as, for instance, robbery of property from people encamped immediately outside the Railway fences waiting for trains or for their goods to be despatched by rail, is to be conveyed by the Railway Police to the nearest station of the District Police within the limits of which the crime may have been committed. Should immediate action be necessary, the Railway Police will take such action as they legally may take pending the arrival of the District Police.

12. In cases of crimes committed within Railway limits, which it may be necessary to follow up within the jurisdiction of the District Police, the Railway Inspector and his Police will take any legal steps that may be necessary outside Railway limits; but, at the same time, will give immediate information to the District Police, who shall be bound to co-operate to the utmost of their power, reporting their proceedings to the District Superintendent; *mutatis mutandis* the same course will be followed when crimes committed outside are traced to within Railway limits.

13. Extracts from the diaries of Inspectors submitted to the Superintendent of Railway Police, relating to such matters as it may be necessary for District Superintendents to be informed

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of without delay, must be forwarded direct to the latter. Similarly, information of matters, such as crime committed outside Railway limits traced to within them by the District Police, must be forwarded by the District Superintendent to the Superintendent of Railway Police.

14. Cases sent up by the Railway Police will be entered in the register of the Superintendent in whose district they may occur. Intimation of their result will be communicated by the Court Inspector direct to the officer by whom such cases are instituted.

Duties of the Police on the occurrence of accidents.

15. (a). An investigation may be made by the Railway Police in the case of any Railway accident.

(b). In the case of serious accidents, the Railway Police Superintendent or the District Superintendent of Police shall at once advise the local administration and proceed without delay to the scene of the accident. If either officer be himself unable so to proceed, he shall depute a subordinate, who, in the case of the District Police, shall be an Assistant Superintendent of Police, where there is one, or where there is no such officer, an Inspector. The officer unable to proceed shall also at once inform his departmental superior and the nearest Magistrate in the District.

(c). The accident shall forthwith be investigated by the Police, and if the Police officer is of opinion that a cognizable offence has been committed, he will proceed under Section 170, Criminal Procedure Code. If the investigation be made by the Railway Police, immediate information shall be given to the District Police, either direct or through the Magistrate of the district. The result of the Police investi-

gation prescribed by the rule shall be reported to the Agent and Manager of the Railway and to the Magistrate of the District.

- (d.) When the investigation is made by the Railway Police, and the assistance of the officers of the District Police is called for, the latter shall afford all necessary assistance, and shall, if occasion arise, carry the investigation beyond the limits of the Railway premises. But the Superintendent of Railway Police is primarily entrusted with the duty of investigation within such limits. Subject to any provisions elsewhere contained in these rules, the further prosecution of the case on the conclusion of the preliminary local Police investigation shall rest with the Railway Police.

16. Serious accidents are accidents attended with loss of human life or serious injury to person or property, or accidents of a description usually attended with such loss or injury.

In the case of any Railway passing through Native States, the Government of India will, from time to time, direct what official shall, for the purposes of these rules, be regarded as the Magistrate of the district in respect of the portions of the Railway situate in each such state.

Duties of Agents and Managers and Railway Officers.

17. On the occurrence of any serious Railway accident, it shall be the duty of the nearest Station Master, or, where there is no Station Master, the officer in charge of the Section of the Railway on which the accident occurs, to give immediate notice thereof in writing, or by telegraph when possible

- (a.) To the nearest Magistrate in the district in which the accident occurred;
- (b.) To the Superintendent of Railway Police;
- (c.) To the officer in charge of the Police Station in the jurisdiction of which the accident occurred.

If there be no Railway Police Officer of rank not less than Head Constable within easy reach, and a District Police Station is nearer than the Magistrate having jurisdiction, the case will be reported to the officer in charge of the District Police Station, and he, or any District Police Officer of superior rank will take action, pending orders of the Magistrate on arrival of a Superior officer of Railway Police.

- (d.) To the senior Policeman present at his station.

The Agent and Manager shall cause departmental enquiry to be held promptly for the thorough investigation of the causes of every serious accident, and shall, if he considers it expedient, invite the Superintendent of Railway Police to be present at the enquiry if possible; in his unavoidable absence, an officer of Police should be present.

It should be the duty of the Agent and Manager, or of the officer or officers to whom the duty is delegated by him, to bring to justice, wherever sufficient evidence is forthcoming, all Railway subordinates guilty of crime or of breaches of the Indian Railway Act, or of the general rules, calculated to cause serious accident; and to request the Superintendent of Railway Police to make enquiry into all cases in which there appears to be ground for suspecting Railway subordinates of such misconduct. Also he shall request the Superintendent of Railway Police to prosecute all persons, who, it may be decided, should be prosecuted in non-cognizable cases.

The Agent and Manager and all heads of departments shall facilitate the movements of the Medical officers, the Police, the Magistrate, the Government Inspector and others concerned in reaching promptly the scene of accident. And they shall assist these authorities in conducting enquiries either personally or by deputing some responsible and intelligent officer or officers as their representatives, to aid in obtaining evidence and securing the attendance of the Railway subordinates.

The bodies of persons killed in accidents may be sent for post-mortem examination to the Civil Surgeon of the District

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or to the Railway doctor, whichever is most convenient; and similarly persons injured may be sent for treatment to either Medical officer. The Police cannot compel a person to go to a Medical officer for treatment; but if he is required as a witness, they may proceed under Section 171, Criminal Procedure Code.

In all cases of dead bodies found on the line, unless it be known for certain that death was caused by the person being run over, there should be a thorough *post-mortem* examination, and the Medical officer should be requested to be most careful in ascertaining whether there are any signs of poisoning.

13. The cognizable sections of the Railway Act are Sections 100 (drunkenness of a Railway servant while on duty), 101 (Railway servant endangering the safety of persons), 119 (male person entering a carriage or room reserved for females), 120 (passengers intoxicated or committing nuisance), 121 (obstructing Railway servant in the execution of his duty), 126 (maliciously wrecking or attempting to wreck a train), 127 (maliciously hurting or attempting to hurt persons travelling by Railway), 123 (endangering safety of persons travelling by Railway by wilful act or omission), 129 (endangering safety of persons travelling by Railway by rash or negligent act or omission), and 130, Sub-section (1), (commission by minors of acts endangering safety of persons travelling by Railway). Offences under any non-cognizable sections of the Act are declared cognizable when the accused is likely to abscond, or is unknown, or refuses to give his name and address, or gives false name or address. (Sec. 132 (1)).

In all cognizable cases, including those under the above sections of the Railway Act in which the Police take action, the Railway Police will, under the restriction prescribed in paragraph 24, send the offender and witnesses with the usual charge sheet before the Magistrate having jurisdiction. On the case coming into Court, the District Court Police officer is responsible for placing the case properly before the Magistrate, and for seeing that the defendants and witnesses are present, and that the

papers of the case are in proper order. The provisions of Sections 154 and 157 of the Criminal Procedure Code apply equally to the Railway as to District Police, and the Railway Police are bound to take up cognizable cases without waiting for orders from any Railway official.

The Police should, however, be careful not to take up doubtful cases under cover of the law.

19. In cognizable offences under the Railway Act, the Station Master or other responsible officers of the Company will ordinarily be the informant under Section 154, Criminal Procedure Code. Should the occurrence of a cognizable offence come to the notice of a Police Officer, and the responsible Railway official decline to lay information, the Police should, in ordinary cases, submit a first information report and delay enquiry pending orders of the Magistrate under Section 157, Criminal Procedure Code. In urgent and serious cases, the enquiry must be proceeded with, even though no information be laid.

20. A copy of the first information report of all crime committed on the line, will, under Section 157, Criminal Procedure Code, be sent to the Superintendent of Police of the District in which the offence took place, for the information of the Magistrate; and the District Superintendent will inform the Railway Police of the movements of any of the criminal classes by rail. It is expected by Government that the two bodies will mutually co-operate with and assist each other: in short, the Railway Police will stand in the same relation to all districts that one district does to another. In any serious case reported by the Railway Police, the District Superintendent should take up the investigation himself, or direct one of his Assistants to do so, until the arrival of the Superintendent of Railway Police, when the case should be made over to him.

It is of great importance that the most unreserved confidence should subsist between the Railway and the District Police. It will be the duty of the Superintendents of Railway Police to

inculcate upon their Inspectors and subordinate officers the obligation under which they lie, to make the District Superintendent acquainted with any occurrence on the line that may in any way affect the peace of his district.

As a rule, the District Police will not enter upon the lines or premises of the Railway Company, except in the performance of their duty, which includes the supervision of bad characters travelling by rail, or when called upon to do so by the Railway authorities.

21. The Superintendent of Railway Police will at once report to the Agent and Manager all serious offences committed on the Railway, and the action taken by the Police thereon, and will, from time to time, furnish him with reports of crime.

22. The servants of the Railway Company being liable to arrest for breaches of the law in the same manner as any other members of the community, it is the duty of the officers of the Company immediately to relieve from duty any man whose presence is required by the Police to answer to a criminal charge. Notice of arrest in such cases shall at once be given by the Police to the head of that department to which the person arrested belongs. If in any case the duty on which the person to be arrested happens to be engaged is such that his immediate arrest would cause risk and inconvenience, (e.g., if he were driving a train and no other driver were at hand, or if the arrest of a Station Master were necessary), the Police should make all arrangements necessary to prevent escape and apply to the proper quarter to have the accused relieved, deferring arrest until he is relieved.

23. The necessity for providing substitutes where servants of the Company have been required to sign recognizances to appear before a Magistrate, renders it necessary that the Police should immediately advise the head of the department to which the persons required to appear may belong, whenever such occasion arises, and should also take care that there is time allowed for their relief to be effected.

Minor Duties of Government Railway Police.

24. All members of the Force must, when on duty, wear uniform in every respect in strict accordance with the Regulation, except in cases when plain clothes may be considered necessary for the performance of some particular duty.

25. Every man, whether Officer or Constable, will receive the lawful commands of his superiors with deference and respect.

26. All Official and Railway authorities are to be treated with due respect by the Force. Both officers and men will always salute any official of high rank.

27. They will behave in such a manner as to cause no interference with, or obstruction to, the working of the line, and will treat every one with the utmost civility.

28. They will avoid all altercations or squabbles of every kind: if assaulted, they have legal power to arrest the assailant.

29. They will at once bring to the notice of the Station Master any infraction of the bye-laws of the Company or commission of any non-cognizable offences under the Railway Act, either by the Company's servants or the general public; such infraction, with the orders passed thereon, will be reported to the Superintendent in the diary.

30. They will be responsible for the burial or cremation in a proper and decent manner, in accordance with the nationality and religion of the deceased, of the bodies of all persons dying within Railway limits not claimed by friends. The property of such persons will be forwarded, under the general rules on this subject, to the Judge for disposal. Cost of the disposal of the body will be paid by the Magistrate of the District.

31. They will protect the persons and property of all passengers and will prevent all breaches of the peace.

32. If carriages are overcrowded, they will bring the same at once to the notice of the Station Master and enter the same in Station diary.

33. They will keep the platform clear, and will carry out any order of the Station Master with reference to the comfort and convenience of passengers.

34. They will be vigilant in the prevention and detection of nuisances, and will bring such immediately to the notice of Station Masters.

35. They will prevent persons suffering from small-pox or other infectious disease from entering carriages, and remove from the carriage any person suffering from such disease who may have succeeded in entering. Such persons commit an offence cognizable under Section 269, Penal Code. In such cases a first information report should be at once submitted, and the officer to be sent to hospital, the final report being submitted on his recovery.

36. They will keep a sharp look out for illicit conveyance of opium and for persons travelling with arms without license.

37. They will carefully watch the movements of travellers, and at once communicate any suspicious circumstances to their immediate superiors, and, if necessary, to the District Police.

38. Each station will be furnished with a vernacular copy of the "Bye laws" of the Company and of these rules.

39. *Duties of Inspectors:*—The Sectional Inspector's duties are of great importance. He is responsible for the prevention of crime, the detection of criminals, and the general preservation of the peace along his portion of the line. He is further bound to see that all the Head Constables and Constables under his control discharge their respective duties with alacrity, and that drill and discipline are maintained.

40. In case of any serious crime or accident in his division, it will be his duty to repair forthwith to the spot, and instruct his subordinates how to act. He will promptly report the same to the Superintendent of Railway Police.

41. He should specially endeavour to be on good terms with the Railway authorities. He should acquire an accurate

knowledge of all the Railway servants. He will submit a diary to the Superintendent of Railway Police containing full information of each day's occurrence.

42. *Duties of Head Constable:*—The Head Constable will perform the same duties within his range as devolve upon the Inspector within his Section.

43. It is his duty to watch over the conduct of his Constables and to report without delay every irregularity to his Inspector.

44. He is never to absent himself from his station except on duty, or by the permission of the Superintendent.

45. He is to keep the books and make the returns required of him.

46. A board will be conspicuously fixed on the outside of the quarters appropriated by the Company for the accommodation of the Police. A notice board will also be furnished, on which should be pasted all proclamations and notices by the Police.

47. A lantern is always to be kept alight in every Police station at such hours as the season may render necessary.

48. No animals are to be kept at the station, nor are strangers to be allowed to sleep there.

49. Every species of gambling is strictly prohibited.

50. Complaints against any man of the force will be at once reduced to writing, and enquired into by the senior officer on the spot, who will forward a report of the same to the Superintendent of Railway Police.

51. The Railway Police are prohibited from interfering with officers of servants belonging to the Railway Department in the execution of their respective duties, and they are not to enter into discussion if charged by any of the Railway servants with neglect of duty.

Judicial Department.

5

Judicial (1891) Department.

From

Col. C. A. PORTEOUS,

Inspector-General of Police.



No. 5056.

Dated 25th

Received.

August 1891.

No.

Subject.

Submitting a scheme for the Establishment of Government Railway Police in the Madras Presidency.

Cur 2575/91
 4-8-84: 1927 de
 5-12-88: 5673
 22-5-89: 811/origl
 25-5-91: 911
 29-3-89: 584 origl
 10-2-90: 93 origl
 7-1-90: 8 origl
 14-2-90: 278
 17-2-90: 114 origl
 12-3-90: 472
 27-3-90: 578
 29-4-90: 745
 17-1-90: 49
 14-7-90: 1164
 6-9-90: 1489
 28-9-90: 69 origl
 30-4-89: 764
 8-5-89: 813
 6-5-89: 801
 22-5-89: 34 origl
 11-6-89: 1001
 13-8-89: 522 origl
 17-10-89: 722 origl
 12-7-89: 1200 origl
 8-8-89: 511 origl
 17-8-89: 149
 11-7-89: 1490
 21-9-89: 2157
 7-3-89: 595 origl
 31-3-89: 792 origl
 29-4-89: 1806 origl
 5-12-89: 2508 origl

Endorsement

Referred to the Public Works Department (Railway Branch) for favour of remarks.

H. J. J. J.

To the Public Works Dept. Railway Branch

52. In the event of any Police officer having cause of complaint against any Railway servant, such complaint will be made to the Superintendent of Railway Police through his immediate superior, who will ordinarily submit the matter of complaint to the Agent and Manager for orders.

53. *Special duties of Police Officers with regard to impounding cattle found trespassing on Railways:*—Whenever cattle are found trespassing on any Railway provided with fences suitable for the exclusion of such cattle, the Company, or any of their servants, should take or send such cattle to the nearest Police Station, and give information to the officer in charge of such station by written memorandum containing the following particulars:—

1st.—Description and number of the cattle seized;

2nd.—The date, hour and place of seizure;

3rd.—The name of the person ordering or making the seizure;

4th.—The names of the persons who witnessed the trespass.

54. *Escort of Convicts:*—The Railway Police will, if necessary assist the District Police when proceeding along the line in charge of convicts.

55. *Medical treatment:*—Every man who is unable to take his turn of duty from sickness, if it last beyond 24 hours, must be sent to the District Hospital for treatment. No man under Medical treatment is to leave the Hospital in which he is a patient without permission from competent authority.

C. No. $\frac{2575}{23.6.90}$ & $\frac{3919}{25.8.91}$

From S. G. of Police

Dated 189

FOR ORDERS.

Which we have seen the committee
in decision that a Police Force
is required & that the Government is
organized the better.
The taking over of the watch tower of
Madras Railway business, cannot be
forced on the Company and will be
strongly resisted; but we can have
question as to the Indian, who can
be kept to be controlled under the
new contract brought the change.
The strength of stationary Police Force
increased will remain to be seen.
but not very largely if the watch tower
business is taken over; because the sta-
tionary Police who under the scheme
are assigned to work that, from date 2.
will be under except at most important
stations where trains are not in. With
being required in excess, if any, the in-
creased stationary force could do the
work. The Government is the only
one who can do this.

The scheme of Railway Police
Submitted by the S. G. of Police
makes no provision for
Supply of Police for the
Work on the Madras & the
Indian Railways. What
the proposed scale will
be necessary on this account
be guessed & for the same
it is impossible to
accurately the figure
of the scheme until
Submitted the Supplemental
of the force required
Wars which he is
para. 11. ii. of the
Confining attention to the S.
For purposes of the Police
Will be seen that the cost
the scheme, will be, for
per annum assuming that
Madras & South Indian Rail
Grant the $\frac{7}{10}$ of
it.
they are given in do
their expenses will have
obtained before any
are passed.
their present state the
are merely submitted for
the Government.

Particular. Cotton is falling
and only appears necessary
to attention to the position
of the Inty. of F. Railway
Police really more numerous
than that of an ordinary
man who is constantly
beating & reforming the workers.
Is there not to be a great
deal of material under the
foot of the scheme?

station is more important
 than the stationary
 nearly every station
 example. In this
 in the equipped
 Birmingham
 with inside
 thousands of
 trains stop
 at night at
 day and
 at home
 the platform
 have nothing whatever

to judge the present state
of the country at such
a distance from leaving
the ordinary level
of the sea. The cones
of the large
volcanoes are
the largest
of the
country. The
large
of the
large
large

The volume also contains a complete
 list of the names of the authors of the
 letters and the names of the persons
 to whom they were addressed. The volume
 is a very interesting and valuable
 work.

will come in included. Each may
 be an isolated branch will have
 to get a name over all the time in
 the same way. Of the small ones
 which have the best of this is to
 be contained & included.

[illegible]

1. *Chrysomelidae* - *Chrysomelidae* - *Chrysomelidae*
 2. *Chrysomelidae* - *Chrysomelidae* - *Chrysomelidae*
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 9. *Chrysomelidae* - *Chrysomelidae* - *Chrysomelidae*
 10. *Chrysomelidae* - *Chrysomelidae* - *Chrysomelidae*

The scheme showed for the R.R.
to run into a center
with the
[?] Intersect Point of the
[?] Station in the center, helping
[?] the train to be the center.

200

[illegible]

would not be much worse if there were two constables at each wayside station whose main duty was to sleep. In fact it is open to doubt whether the creation of two separate branches "the detecting & travelling branch" & "the stationary branch" is desirable. Inspectors might be posted a few very important stations with a considerable force of head constables & constables & at stations of less importance head constables & constables could be posted, the petty being deprived altogether of stationary police. The or head-constable as the case might be, would detail a certain number of constables to proceed on a train along a certain route. Take for instance the section Renigunta & Gaddapudi. Excluding the former & excluding are 10 stations but the I. G. proposes a force of 21 constables & 1 head constable to the section. About Mangalur, Poddapidi, Keddipalli, & Poddapattanam are the stations which hardly require stationary police. If these be omitted the stationary police force is accordingly reduced by 10 constables. But the Police Committee will not wish to break the link between Renigunta & Gaddapudi & it is necessary to maintain the force at the former station. Suppose it is reduced from 1 head constable & 3 constables to 9.

travelling a mouse for
circulation of the 4th
business which he recommended
accumulating the financial effects
the scheme, however, it is better
to take the cost of travelling
to consideration as each man
in the Detective Branch will have
to be supplied with a pass over
the lines in the Presidency.
P.P.M.D. will accordingly be
requested to consider how the
cost of this is to be ascertained
included.

The Govt notes that the P.M.D.
such of the P.P.M.D. which lie
French territory has been
incorporated with the
as well as the Bangalore
line running through.

The Govt does not understand
is proposed to carry out
so far as relates to the
line without a convention
which it would be difficult to
work with which to attempt
the Bangalore line
guarded by Police
ing to this Presidency
it is so difficult
to section into the
of Police will
these two points.

The Commissioner of
Police, Madras, will be asked
the Govt with his opinion
of the Police also.

(From order)
The Govt has decided
to issue a pass over
the lines of the
Presidency for the
purpose of travelling
to the Bangalore
line.

37
That Police in District will be
brought down to the same level
in the existing provisions or in the
may be tolerably sufficient but I
don't think the one beyond, being
helping - as the Govt. Detective
into the Detective Branch is passing
along here. A.A.

Should add a piece which
is stated more fully his reasons for
splitting the Police into two branches
have no doubt it is that picked
may be put on the Detective duty &
the local allowances, though some
contribution from the Government of the
main branch. I don't see
the Govt. Detective Branch which will
be a great advantage to the Govt.
The Govt. Detective Branch will
be a great advantage to the Govt.
The Govt. Detective Branch will
be a great advantage to the Govt.