

(1) Number of pages 30

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 3347-48

Press
Mis-

346-42

Dated 18. 10. 18/11/48.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
18th October 1869.*

No. 340. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 17th September 1869, No. 301 :—

In reply to the Order of Government, dated the 7th ultimo, No. 2,592, I have

* From Agent, Madras Railway, No. 462, 25th August 1869, with two enclosures.
From Agent, Great Southern of India Railway, No. 3,079, 27th August 1869.
Do. do., No. 3,098, 14th September 1869.

the honour to submit the letter* noted in the margin in explanation of the systems of Police which obtain on the Madras and the Great Southern of India Railways. It will be seen that the two systems are essentially different.

2. On the Madras Railway a separate Police force has been established, over which the Police Officers of Government exercise no control. This force is placed under the general supervision of the Traffic Manager, and its cost amounts to Rupees 1,256 per mensem. The composition of the force, and the duties of the several ranks, are fully explained in the enclosed report from the Traffic Manager.

3. On the Great Southern Railway there is, on the other hand, no separate Police force; and the duties are performed by the Government Police, acting under their own officers, and paid by the State.

4. It will be seen that both systems are found to answer well, and that the Railway authorities on both lines deprecate any change.

5. In the year 1865† robberies were of frequent occurrences at some of

† *Vide G. O., No. 2,343, 23rd Nov. 1865.* the stations on the Madras Railway, and the efficiency of the Police force was called in question. It was then thought to be desirable to place the whole of the Police duties of the line under the control of the Inspector General of Police, and in the following year the subject was

‡ *Vide G. O., No. 859, 15th March 1866.* thoroughly‡ discussed in a full attended Meeting held at the Royapooram terminus.

It was admitted by all that advantage was likely to result from the proposed measure, but it was questioned whether that advantage would outweigh the greatly increased expense which the change would entail on the Railway Company. At the same time it was pointed out by the Railway authorities that reforms had lately been introduced into the Police arrangements, for which a trial was solicited; and the Government accordingly resolved to postpone consideration of the proposed change. Further experience§

§ *Vide G. O., No. 4,024, 20th Decemr 1866.*
No. 2,040, 8th July 1867.

proved the number of robberies to be greatly on the decrease, and the statement now submitted, which shows the loss to the Company from this source to have amounted to Rupees 239 during nineteen months, must be accepted in proof of the marked efficiency of the existing system.

6. My own experience of the success which has attended the Police arrangements upon the Madras Railway leads me to strongly deprecate any change at present. At the same time I doubt whether similar results would everywhere follow from an adoption of that system; and if it were at any time considered advisable that there should be a uniform system of Police upon all Indian Railways, I

*Proceedings of the Madras Government, Public Works Department,
18th October 1869.*

should be inclined to recommend the adoption of the plan which obtains in Bengal and Bombay, viz., that the Police should be a Government body, working under Government Officers, but in general subordination to the Railway authorities, and paid either wholly or in part by the Companies.

7. The system in force on the Great Southern Railway calls for no observations.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 25th August 1869, No. 462.

I HAVE the honour, in accordance with the request contained in your letter of the 10th instant, No. 367, to submit copy of a report* from the Traffic Manager, explaining the system of Police obtaining on this Railway.

No. 247, 24th August.

2. The success which has attended the working of our Police force is so marked as to render it, in my opinion, very unadvisable to attempt any modification.

3. You will observe that Mr. Church states that the losses on the Railway during the seven months ended 31st December 1867, and for the whole of the year 1868, amounted to less than Rupees 300, a fact which sufficiently exemplifies the efficiency of the Railway Police.

4. I have the pleasure also to enclose a statement exhibiting the present sanctioned Police establishment.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 24th August 1869, No. 247.

Consulting Engineer's letter, No. 367, of the 10th instant.

PERHAPS the best way of answering the Consulting Engineer's questions is to forward a statement showing the sanctioned Police establishment for the whole of our system. The Inspector of Police exercises, under my instructions, a general supervision over the whole force, and prosecutes all important cases. The Sub-Inspectors, in charge of different sections of the line, exercise an immediate supervision over the Police of their respective districts, and prosecute all minor cases. The Police are invariably selected from pensioned Sepoys, and, at principal stations, are under the immediate charge of European, East Indian, or Native Constables; and at minor stations under the charge of a Naigue. For the purposes of the Railway, pensioned Sepoys have been found the best class of men to employ, as they are liable to forfeiture of pension for any grave misconduct; their duties are confined to watching the Company's property, and property in the possession of the Company, a species of work for which, from their training in the Native Army, they are admirably adapted.

2. The Detectives are selected from the superannuated class of the Town Police, and since their appointment have done good service. Their principal duty is to travel by night trains, but they are often employed with success in tracing petty robberies.

3. The success of the system of Police obtaining on the Madras Railway can only be fairly judged by the results. Since my last report upon the Police, in June 1867, our losses have amounted to less than Rupees 300, as will be seen from the following figures—

	RS.	A.	P.
Seven months ending December 1867	36	8	8
Half-year ending June 1868	189	8	8
Half-year ending December 1868	12	8	4

238 9 8

the difference between this amount and the sum entered under the head of "Claims" was paid for "damage," which of course is beyond the control of the Police.

*Proceedings of the Madras Government, Public Works Department,
18th October 1869.*

MADRAS RAILWAY.

TRAFFIC DEPARTMENT.

Statement showing the present sanctioned Police Establishment.

Office or Station.	Grade.	No.	Rate.			Amount.			Remarks.
			RS.	A.	P.	RS.	A.	P.	
General ...	Inspector of Police ...	1	170	0	0	170	0	0	G. O., No. 355, of 3rd Feb. 1869.
	Deputy do. ...	2	75	0	0	150	0	0	
	Detectives ...	5	20	0	0	100	0	0	
Salt Cotaurs and Royapooram.	Deputy Inspector ...	1	50	0	0	50	0	0	
	E. Night Watchmen...	4	35	0	0	140	0	0	
	Havildar ...	1	10	0	0	10	0	0	
	Naigues ...	2	6	0	0	12	0	0	
	Sepoys ...	45	4	8	0	202	8	0	
Arcotum...	Peons (Gate)...	8	8	0	0	64	0	0	
	Sepoys ...	2	6	0	0	12	0	0	
	Do. ...	1	6	0	0	6	0	0	
Arcot ...	Do. ...	2	6	0	0	12	0	0	
Vellore ...	Do. ...	1	6	0	0	6	0	0	
Vaniembaddy ...	Do. ...	1	30	0	0	30	0	0	
Jollarapett ...	Constable ...	6	5	8	0	33	0	0	
Cooppum...	Sepoys ...	1	7	0	0	7	0	0	
	Do. ...	1	7	0	0	7	0	0	
Bangalore ...	Naigue ...	4	6	0	0	24	0	0	
	Sepoys ...	2	7	0	0	14	0	0	
Tripatore...	Do. ...	1	7	0	0	7	0	0	
Salem ...	Naigue ...	3	6	0	0	18	0	0	
	Sepoys ...	1	7	0	0	7	0	0	
Erode ...	Naigue ...	3	6	0	0	18	0	0	
	Sepoys ...	1	7	0	0	7	0	0	
Coimbatore ...	Naigue ...	3	6	0	0	18	0	0	
	Sepoys ...	1	5	8	0	5	8	0	
Conjecode ...	Do. ...	3	6	0	0	18	0	0	
Palghaut...	Do. ...	1	30	0	0	30	0	0	
Beyppore ...	Constable ...	3	6	0	0	18	0	0	
Cuddapah ...	Sepoys ...	1	30	0	0	30	0	0	
Tadpatry ...	Constable ...	1	30	0	0	30	0	0	
Ghooty ...	Do. ...	1	30	0	0	30	0	0	
Total ...		...	...			1,256	9	0	Consulting Engineer's letter, No. 350, dated 30th July 1869.

(Signed) H. E. CHURCH,
Traffic Manager.

From the Agent of the Great Southern of India Railway Company, to the Consulting Engineer for Railways, dated Negapatam, 27th August 1869, No. 3,079.

I HAVE the honour to acknowledge the receipt of your letter, No. 248, of the 10th instant.

2. The system adopted on this line of Railway has been found to work well. We have no Railway Police; the regular Police attend at nearly all our stations, and any one offending is handed over to them. If no Policeman is present, the offender is sent to the nearest Magistrate in charge of a Company's servant, as directed in Act XVIII. of 1854.

3. This system has been in force since the opening of the line, and from the satisfactory manner in which it has worked I do not think that, under present circumstances, any change would be beneficial.

*Proceedings of the Madras Government, Public Works Department,
18th October 1869.*

From the same Officer, dated Negapatam, 14th September 1869, No. 3,098.

In answer to your letter, No. 269, of 31st August, I have the honour to inform you that no portion of the expenses of the regular Police is *directly* defrayed by this Railway Company.

No. 341. ORDER THEREON, 18th October 1869, No. 3,347.

RAILWAY, No. 45.

ORDERED that these papers be forwarded to the Government of India:—

(Here enter No. 3,348, dated 18th October 1869.)

(True Extract.)

Captain, R.E.,

Acting Under Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 18th October 1869.

No. 342.

No. 3,348.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 46.

SIR,— In reply to your letter of the 28th July 1869, No. 996 R., I am directed to forward the accompanying papers from the Consulting Engineer for Railways containing a description of the systems of Police which are in force on the Madras and the Great Southern of India Railways.

2. It will be observed that a separate Police force, unconnected with that of Government, is maintained on the Madras Railway at a cost of Rupees 1,256 per mensem, while on the Great Southern of India Railway, the duties are performed by the regular Police working under their own officers and paid by the State.

3. Frequent robberies on the Madras Railway some years ago threw some doubt on the efficiency of the Police arrangements of that line, and raised a question of the expediency of abolishing them and of placing the line under the charge of the Government Police. Some changes however that were made in the running of trains, which obviated the necessity of loaded waggons being detained for the night at any of the stations, had the effect of putting a stop to the depredations of thieves, and the Railway authorities having demurred to the employment of the Government Police on account of its expense, the contemplated change was not carried out.

4. Both the Railway authorities and the Consulting Engineer are agreed in considering that the results which have attended the working of the existing arrangements are satisfactory, and that it is not expedient to introduce any changes for the present. In this opinion, I am to state, His Excellency the Governor in Council concurs.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) H. TULLOCH, Captain, R.E.,
Acting Under Secretary to Government.

Exd. S. T. Augustin.

Madras, 25th August 1869.

From

Robert D. Cluett Esq.
Agent and Manager, M. R. Co.

To

Major J. H. Shaw Stewart, B.E.,
Consulting Engineer for Railways.

SIR,

No. 247-248
August -

1. I have the honor, in accordance with the request contained in your letter of the 10th instant, to submit copy of a report from the Traffic Managers, explaining the system of Police obtaining on this railway.

2. The success which has attended the working of our Police Force is so marked, as to render it in my opinion, very undesirable to attempt any modification.

3. You will observe that Mr. Church states, that the losses on the railway during the seven months ended 31st December 1867 and for the whole of the year 1868, amounted to less than Rs. 500, a fact which sufficiently exemplifies the efficiency of the Railway Police.

4. I have the pleasure also to enclose a statement exhibiting the present sanctioned

Police

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

25/8/69.

Dated *25th August* 1869.

Recd. *26.*

No. *462.*

*Submitting, as requested,
copy of a report from
the Traffic Manager
explaining the system of
Police stationed on the
Madras Railway.*

N. 247.

Dear Sir,

Railway Police.

Consulting Engineer's letter of 3rd of the 10th instant.
Perhaps the best way of answering the Consulting Engineer's questions is to forward a statement showing the sanctioned Police establishment for the whole of our system. The Inspector of Police exercises, under my instructions, a general supervision over the whole force, and prosecutes all important cases. The Sub-Inspectors, in charge of different sections of the Line, exercise an immediate supervision over the Police of their respective Districts, and prosecute all minor cases. The Police are invariably selected from Pensioned Sepoys, and at principal stations are under the immediate charge of European, East Indian, or Native Constables, and at minor stations under the charge of a Sargeant. For the purposes of the Railway, Pensioned Sepoys have been found the best class of men to employ as they are liable to forfeiture of Pension for any grave misconduct, their duties are confined to watching the Company's property and property in the possession of the Company, a species of work, for which, from their training in the Native Army, they are admirably adapted.
2. The Detectives are selected from the supernumerated class of the Town Police, and since their appointment have done good

Madras Railway
Traffic Manager's Office
Madras 24th Aug 1869.

Police Establishment

From the Town Police

From the Madras Police

From the Madras Police

From the Madras Police

service. Their principal duty is to travel by night trains, but they are often employed with success in tracing Petty Robberies.

3. The success of the system of Police obtaining on the Madras Railway can only be fairly judged by the results. Since my last report upon the Police in June 1867 our losses have amounted to less than Rs. 300.0.0, as will be seen from the following figures.

	Rs. in Rs.
7 months ending December 1867	36.8.8
1/2 Year ending June 1868	189.8.8
1/2 " " " December 1868	12.8.4

238.9.8

the difference between this amount and the sum entered under the head of "Claims" was paid for "damage", which of course is beyond the control of the Police.

Yours faithfully,
H. B. Church
Traffic Manager.

To
The Agent & Manager
Madras Railway

(True Copy)

[Signature]
Agent Bellanagere.

(unpowered)

Madras Railway
Traffic Department

Statement showing the present sanctioned Police Establishment

Office on station	Grade	No.	Rate	Amount	Remarks.
General	Inspector of Police	1	170/	170	"
	Deputy do	2	75/	150	"
	Detectives	5	20/	100	"
Salt Colours Ragapattanam	Deputy Inspector	1	50/	50	"
	Chief watchman	4	35/	140	"
	Handlars	1	10/	10	"
	Porters	2	6/	12	"
	Peons (Gate)	45	4/8	202.8	"
Arcacum	Peons	8	8/	64	"
	Peons	2	6/	12	"
Arcat	do	1	6/	6	"
Vellarey	do	2	6/	12	"
Varanambadi	do	1	6/	6	"
Jallampett	Constable	1	30/	30	"
Coopum	Peons	6	5/8	33	"
	do	1	7/	7	"
Dangalore	Peons	1	7/	7	"
	Peons	4	6/	24	"
Tirupatour	do	2	7/	14	"
	Peons	1	7/	7	"
Salem	Peons	3	6/	18	"
	Peons	1	7/	7	"
Crude	Peons	3	6/	18	"
	Peons	1	7/	7	"
Coimbatore	Peons	3	6/	18	"
	Peons	1	5/8	5.8	"
Couperade	do	3	6/	18	"
Palghaut	do	1	30/	30	"
Reypore	Constable	3	6/	18	"
Cuddalore	Peons	1	30/	30	"
Tadpatri	Constable	1	30/	30	"
Choolip	do	1	30/	30	"
Total				Rs. 1256	"

P. O. No. 555 of 3.
July 1869.

Cons. Engrs. Letter
No. 350 of 30 July 1869

(True Copy)
[Signature]
Agent Bellanagere.

H. B. Church
Traffic Manager.

(unpowered)

No. 3079

GREAT SOUTHERN OF INDIA RAILWAY.

AGENTS OFFICE,

NEGAPATAM,

1869.

From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

I have the honor to acknowledge
the receipt of your letter of the 11th of the
instant

2. The system adopted on this
line of railway has been found to
work well. We have as Railway
police; the regular Police attend at
nearly all our stations and any
offending is handed over to them.
If no policeman is present, the
offender is sent to the nearest
Magistrate in charge of a Company's
servant as directed in Act XVIII of 1857.

3.

This system has been in
force

from since the opening of the line, and
from the satisfactory manner in which
it has worked, I do not think that
under present circumstances, any
change would be beneficial

I have the honor to be
Sir

Your most obedient servant
D. S. S. S.
Acting Agent

No 3079

From
The Agent

G. S. S. S. S.

Negapatam

To
The Consulting Engineer
for Railways

Madras

Dated 27 August 1869

Recd 31. 11. 69

Attendance of regular
Police at Reg. Stations to

No. 3098

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, September 14 1869

From

THE AGENT.

Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras.

SIR,

In answer to your letter
No. 269 of 27 August I have
the honor to inform you that
no portion of the expenses of
the regular police is directly
defrayed by this Railway
Company

I have the honor to be

Your most obedient servant

D. S. S. S.
Acting Agent.

established, over which the Police
Officers of Government exercise no
control. This force is placed under
the general supervision of the Traffic
Manager, and its cost amounts
to Rs. 1256 per mensem. The com-
position of the force, and the duties
of the several ranks, are fully
explained in the enclosed Report
from the Traffic Manager.

3 On the Great Southern
Railway there is, on the other
hand, no separate Police force;
and the duties are performed by
the Government Police, acting
under their own officers, and
paid by the State.

4 It will be seen that
both

both systems are found to answer
well, and that the Railway
authorities on both lines deprecate
any change.

Vide G.O. No. 5548, 5
28th November 1865.

In the year 1865 robberies
were of frequent occurrence at
some of the stations on the Madras
Railway, and the efficiency of
the Police force was called in question.
It was then thought to be desirable
to place the whole of the Police
duties of the line under the control
of the Inspector General of the
Police, and in the following year
the subject was thoroughly
discussed in a full attended
meeting held at the Royapuram
terminus. It was admitted
by

Vide G.O. No. 850.
15th March 1866.

by all that advantage was likely
to result from the proposed
measure, but it was questioned
whether that advantage would
outweigh the greatly increased
expense which the change would
entail on the Railway Company.

At the same time it was pointed
out by the Railway Authorities
that reforms had lately been
introduced into the Police arrange-
ments, for which a trial was
solicited; and the Government
accordingly resolved to postpone
consideration of the proposed
change. Further experience proved

the number of robberies to be
greatly on the decrease; and the
statement

Vide L.C. 11024.
20th December 1866.
No. 2040-8 July
1867

Statement now submitted, which
shows the loss to the Company
from this source to have amounted
to Rs. 289 during 19 months, must
be accepted in proof of the marked
inefficiency of the existing system.

My own experience of
the success which has attended the
Police arrangements upon the
Madras Railway leads me to
strongly deprecate any change
at present. At the same time
I doubt whether similar results
would everywhere follow from
an adoption of that system,
and if it were at any time con-
sidered advisable that there should
be a uniform system of Police
upon all Indian Railways, I
should

should be inclined to recommend
the adoption of the plan which
obtains in Bengal and Bombay,
namely, that the Police should
be a Government body, working
under Government Officers, but in
general subordination to the Railway
Authorities, and paid either wholly
or in part by the Companies.

The system in force on
the Great Southern Railway calls
for no observations.

Madras
17th Sept
1869

I have the honour to be,
Sir,
Your most Obedt Servt
Wm Macdonald Esq
Commr. Engrs. for Railways

From
The Consulting Engineer
for Railways,
The Secretary to Government,
Public Works Department,
Fort Saint George.

No. 3347
Dated 17th Sept 1869
Received 17th Sept 1869
The Madras Engrs. & Supts.
of the Railways & the
the system of Police
obtaining on a work
Company.

From
The Consulting Engineer
for Railways,
The Secretary to Government,
Public Works Department,
Fort Saint George.

Public Works Department
No. 3347
Proceedings of the Madras Government
Under date the 18th Octr 69
Read the following

From The Consulting Engrs for Railways A.E. No. 3017/17th Sept 69/

Ordered that these
papers be forwarded to the
Govt. of India.
No. 3348
To the Engrs for Railways
Desps 19/10/69 To the Secretary to the
Govt. of India.

Wm
A.A.

Sir,
In reply to your letter
of the 28th July 1869, No. 996 B.
I am directed to forward
the accompanying papers
from the Engrs for
Railways containing a des-
cription of the systems of
Police which are in force
on the Madras and the
Great Southern of India
Railways

Railways.

It will be observed that a separate Police Force, unconnected with that of Govt., is maintained on the Madras Railway at a cost of Rs. 1256 per mensem, while on the Great Southern ^{of India} Railway, the duties are performed by the regular Police working under their own Officers and paid by the State.

Frequent robberies on the Madras Railway some years ago threw some doubt on the efficiency of the police arrangements of that line, and raised a question of the expediency of abolishing them and

of placing the line under the charge of the Government Police. Some changes however that were made in the running of trains, which obviated the necessity of loaded waggons being detained for the night at any of the Stations, had the effect of putting a stop to the depredations of thieves, and the Railway authorities having demurred to the employment of the Govt. Police on account of its expence, the contemplated change was not carried out.

Both the Railway authorities and the Local Engineer are agreed in

Considering that the results
which have attended the work-
ing of the existing arrange-
ments are satisfactory, and
that it is not expedient to in-
troduce any changes for the
present. In this opinion,
I am to state, His Excellency
the Governor in Council
concur.

W. B.

Recd 19/10/69 with 256
of Gen 2347 of 1869.

Enc 3983

Oct. of 1869 Madras.

PUBLIC WORKS

The Consulting Engineer
for Railways

Dated

Recd

5

18-10-69 3367
3368

Nos 340-341 & 342

Police Dept Referring orders on the letter
from the Chief Commr relative to the
system of Police Stationing on the
Madras & G. S. of S. Mys.

Police Dept Refers containing a descrip-
tion of the system of Police Stationing
on the Madras & G. S. of S. Mys. forwarded
to the Secy of Home with the Memo of
the Madras Govt. Home.