CHAPTER IV
DESIGN OF THE STUDY

Overview

In this chapter an attempt has been made to explain the statement of the problem, objectives of the study, methodology of the study and plan of the study.

Statement of the Problem

Incidence of IPC crimes reported in the state during 2009 has shown an increase over 2008. A total of 450, 637 and 660 IPC crimes were reported by GRPs during 2007 to 2009 respectively at the state level reflecting an increase of 41.6% in 2008 over 2007 and an increase of 3.6% in 2009 over 2008.1 Chennai railway police and Trichy railway police have shown an increasing trend during 2007 - 2009 similar to the state trend. Chennai railway police and Trichy railway police have shown an increasing trend over the last 3 years. Chennai railway police reported an increase of 50.6% in 2008 over 2007 and decrease of 9.1% in 2009 over 2008 (from 358 cases in 2007 to 539 in 2008 and 490 cases in 2009). Trichy railway police reported an increase of 6.5% in 2008 over 2007 and 73.5% in 2009 over 2008 (from 92 cases in 2007 to 98 cases in 2008 and 170 cases in 2009). The crime head-wise and district-wise incidence of various IPC crimes as reported to Government railway police (GRP) during the years Crime head-wise analysis reveals that cases of dacoity (no cases) and preparation & assembly for dacoity (1, 0 and 0 cases) have shown decreasing trend during 2007 to 2009.2

An attempt has been made to analyse crimes reported under the Indian Railways Act, 1989 during 2007 to 2009. The incidents of crimes under the Indian Railways Act reported a declining

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1 Table 19.1, Crime Review, State Crime Records Bureau, Tamil Nadu, 2009.
trend during 2007 to 2009 with 13, 9 and 7 cases reported during these years respectively thereby reflecting a decline of 30.8% and 22.2% during 2008 and 2009 respectively over respective previous year. The district of Trichy Railway Police have reported no variation in incidence (2 cases) during the years 2008 and 2009.³

It is worth mentioning that the responsibilities for arrest and prosecution of minor offences under the railways act (which affect the normal passengers and the train operations) have been vested with the Railway Protection Force by amending the Railway Protection Force Act, 1957 and the Railways Act, 1989 which came into force from 1st July 2004.

Nearly 89.7% (i.e., 5,37,397 out of 5,98,860) of total Special and Local Laws crimes (including cases under Indian railways act) were investigated (including pending cases reported in the State) by police, of which 53.9% were charge sheeted (2,89,641 out of 5,37,397). 69.2% (9 out of 12) cases under Indian railways Act were investigated by police, of which only 22.2% (2 out of 9) were charge-sheeted. The charge-sheeting rate for crimes under Indian railways act stood at 25.0% as against 58.5% for all SLL crimes reported in the State.⁴

As many as 2,77,288 Special and Local Laws cases out of 3,64,403 cases (including cases under Indian railways act) were tried in various courts in the state during the year 2009 resulting in 76.1% disposal by courts. Conviction percentage for Special and Local Laws crimes stood at 89.2% (2,47,244 cases were convicted out of 2,77,288 cases in which trial was completed at the state level). Comparatively, 31.3% (5 out of 16) cases under Indian railways act were tried in various courts and 80% (4 out of 5) resulted in conviction.⁵

⁴ Table 4.5 and 4.7, Crime Review, State Crime Records Bureau, Tamil Nadu, 2009.
⁵ Table 4.13 and 4.15, Crime Review, State Crime Records Bureau, Tamil Nadu, 2009.
The details of property stolen/taken away by place of occurrence in railways are not available separately. But this problem is quite alarming according to the Railway Police personnel.6

No cases of dacoity in railways were reported accounting for 0% of total 97 cases of dacoity reported in the state during 2009 and no property in running trains and in others were taken away out of total Rs.471.9 lakh of property stolen/taken away in all dacoities reported in the State during 2009.7

Thirty eight cases of robbery in railways were reported (24 in running trains and 14 in others) accounting for 3.3% of total 1,144 cases of robbery reported in the state during 2009 in which property of Rs.11.4 lakh (Rs.9.6 lakh in running trains and Rs.1.9 lakh in others) were taken away out of total Rs.701.0 lakh of property stolen/taken away in all robberies reported in the state during 2009. The percentage share of property taken away in robberies in railways to total robberies reported in the state during 2009 comes to 1.6%.8

Three cases of burglary in railways were reported (no case in running trains and all the 3 in others) accounting for 0.07% of total 4,221 cases of burglary reported in the State during 2009 in which property of Rs.0.1 lakh (in others) were stolen/taken away out of total Rs.1879.1 lakh of property stolen / taken away in burglary cases reported in the state during 2009. The percentage share of property taken away in burglaries in railways to total burglaries reported in the state during 2009 comes to 0.01%.9

Two hundred and seventy eight cases of theft in railways were reported (180 in running trains and 98 in others) accounting for 1.8% of total 15,712 cases of theft reported in the state during 2009. Property worth Rs.84.0 lakh (Rs.70.1 lakh in running trains and

7 Table 8.8, Crime Review, State Crime Records Bureau, Tamil Nadu, 2009.
8 Table 8.9, Crime Review, State Crime Records Bureau, Tamil Nadu, 2009.
Rs.13.9 lakh in others) were stolen/taken away out of total Rs.4,542.5 lakh of property stolen/taken away in all thefts reported in the state during 2009. Percentage share of stolen property in railway thefts as compared to property stolen in all thefts in the state works out to 1.8%.\(^\text{10}\) It is observed that thefts (278) account for 42.1% of total Indian Penal Code crimes in railways (660). It may be seen that percentage share of number of thefts in railways (42.1%) is higher as compared to robbery (5.8%), hurt (5.6%), riots (2.3) and burglaries (0.5%). Similarly the percentage share of stolen property in railways theft to total thefts in the state is high (1.8%) as compared to burglary (0.01%) and robbery (1.6%).

Whereas the maintenance of law and order in railways and railway premises is the responsibility of concerned state police, the security of passengers and their belongings in the running trains and railway premises is the joint responsibility of the railway protection force and the concerned state police. The responsibility of security of railway passengers, passenger area and property has been vested with the railway protection force by Railway Protection Force Amendment Act, 2003. The cases of crime in railways are reported to, registered and investigated by the Government Railway Police (GRP). The investigation and prosecution of crime under the Indian Penal Code as well as sabotage related cases under the Railways Act (Sections 150 to 152) are the responsibility of the State Police. The enforcement of Railways Property (Unlawful Possession) Act, 1966 and the railways act, 1989 excluding Sections 150 to 152 has been entrusted to railway protection force whereas the Indian Penal Code, all other Special and Local Laws and maintenance of law and order remains with Government Railway Police and State Governments concerned. The responsibility for arrest and prosecution of minor offences under the Railways Act (which affect the normal passengers

\(^{10}\) Table 8.11, Crime Review, State Crime Records Bureau, Tamil Nadu, 2009.
and the train operations) have been vested with the Railway Protection Force by amending the Railway Protection Force Act, 1957 and the Railways Act, 1989, with a view to supplement the efforts of the Government Railway Police and State Governments in maintaining Law & Order and help them concentrate better on serious crimes. The amendments in these Acts came into force from 1 July 2004. A research study on the organization and functioning of the police could help to reorganize the railway police according to the present requirements. Therefore, the researcher thought it appropriate to take up a research study on organization and functioning of Tamil Nadu Railway Police.

**Objectives of the Study**

The important objectives of the study are:

1. To explain the background of the study;
2. To review the literatures relating to police administration;
3. To give details relating to the setting of the study;
4. To provide the design of the study;
5. To explain the organization of Tamil Nadu Railway Police; and
6. To analyze the functioning of Railway Police in Tamil Nadu on the basis of the responses of the Railway Police respondents.

**Scope of the Study**

The main focus of the study is to review the organization and functioning of Railway Police in Tamil Nadu. Therefore, the major thrust is to analyze the organization and functioning of Railway Police in Tamil Nadu.

**Method of Research**

Social survey method has been made use of in this study, as the study is mainly based on the data collected from a sample of the respondents of Railway Police in Tamil Nadu.
Sources of Data

The data for this study have been collected both from primary and secondary sources. The secondary sources of data have been collected from Books, Journals, Police Commission Reports, Railway Police Acts, Manuals and Monographs. The primary sources of data have been collected from the interview schedules furnished to the respondents of the Railway Police personnel in Tamil Nadu.

Study Design

Being an exploratory-cum-descriptive study, its basic thrust is to gain familiarity and insight into the involvement of the respondents about Railway Police in Tamil Nadu.

Sampling Design

The actual strength of Chennai Railway Police District is 612 Police personnel and the actual strength of Trichy Railway Police District is 712. The researcher has selected fifty percent of the sample from Chennai Railway District (306) and Trichy Railway District (356), totaling 662. The researcher saw to it that enough representation was provided to the Gazetted Officers, Inspectors/Sub Inspectors and Head Constables/Constables. Thus the researcher has made use of purposive sampling method in the selection of the sample.

Interview Schedule

Interview schedule were designed to collect the information from the respondents of the Railway Police personnel in Tamil Nadu. The questions in the schedule were framed in such a way that the organization and functioning of Railway Police in Tamil Nadu could be elicited from the data collected from the respondents of Railway Police personnel. The interview schedule consisted of the personal particulars of the respondents and the details relating to organization and functioning of Railway Police in Tamil Nadu.
Data Collection

Collection of data was an important and rich experience in the whole of this research process. It took part-time fieldwork for almost one year. Since the Railway Police Stations were scattered in the different parts of Tamil Nadu, travelling took quite a lot of time and effort. Once all the respondents had been selected, the researcher had sought prior permission from the respondents through letters. This approach was found to be very useful and practical as the respondents were well informed of the purpose of the study and well assured of its confidential nature.

Method of Data Collection

Personal interview with the help of the structured interview schedule was the main method used for the collection of primary data from the respondents. This approach in data collection helped the researcher in many ways. Initially, most of the respondents of the Railway Police personnel were skeptical about the study. But person-to-person approach provided sufficient room for clarifying their doubts and explaining the purpose of the study. The researcher got an opportunity to stay with the respondents during data collection. It was a very helpful exposure where he got an ample chance to observe and discuss the various issues relating to the organization and functioning of Railway Police in Tamil Nadu.

Pretest

Having prepared the interview schedule, pre-testing was done in order to ensure against difficulties of comprehension and ambiguities of questions. Responses had been coded and a preliminary analysis had been done to see whether the interview schedule would yield the required data. Necessary changes were done in the interview schedule accordingly.
**Data Processing**

The data have been processed manually and have been reported mostly in the form of percentage.

**Data Analysis**

Empirical, descriptive and analytical methods have been made use of to analyze the data. The researcher also has made use of simple statistical tools in the analysis of the data.

Area diagram, which displays the trend of the contribution of each value over time or categories is made use of to interpret the data relating to Religion of the Respondents, Shortages and Lost Property, Purchase of Tickets for Passengers, Festivals and Rules for the use Custody of Arms.

Bar Diagram which compares values across categories is made use of to interpret the data relating to Annual income of the Respondents, Maintenance of Order, Work Procedure and Coordination with Neighbouring State.

Column Diagram which compares values across categories is made use of to interpret the data relating to Record in Registers and Unclaimed Property.

Cone Diagram with a Conical Shape is made use of to interpret the data relating to Nuisances and Petty Thefts, Entering Upon Investigation, Coordination with Railway Protection Force, Coordination with Railway Administration, Accidents on Railways and Drill and Instructions.

Cylinder Diagram with Cylindrical Shape is made use of to interpret the data relating to Sex of the Respondents, Railway Servants as Witnesses and Organization of the Railway Police Station.

Doughnut Diagram like a pie chart but can contain multiple series is made use of to interpret the data relating to Working Status of the Respondents, Inquest Report and Disposal of Dead Bodies and Coordination with the State Government.
Line Diagram with markers displayed at each data value is made use of to interpret the data relating to Community of the Respondents, Prevention, Registration, Investigation and Detection of Crimes, Cooperation and Coordination from the District Police and Railway Strike.

Pie Diagram displays the contribution of each value to a total is made use of to interpret the data relating to Age of the Respondents, Investigation and Prosecution in Railway Accident, Watching of Criminals and Journeys by Train of the Governor and Persons of High Position.

**Presentation of the Report**

After processing and analyzing the raw data, the report writing work was undertaken. Sufficient care was taken to present the report as per the requirements of the study designed earlier.