CHAPTER VI
FUNCTIONING OF RAILWAY POLICE

Overview
In this chapter an attempt has been made to analyze the functioning of Railway Police in Tamil Nadu on the basis of the responses of the Railway Police respondents.

Personal Particulars of the Respondents
Under the personal particulars of the respondents, age, sex, community, religion, education, working status and annual income of the respondents are explained in the following tables.

Age of the Respondents
The details relating to the age of the respondents are provided in table 6.1 and diagram 6.1.

Table 6.1
Age of the Respondents

<table>
<thead>
<tr>
<th>Sl.No.</th>
<th>Age of the Respondents</th>
<th>Number of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Below 35 years</td>
<td>280 (44%)</td>
</tr>
<tr>
<td>2.</td>
<td>36 to 45 years</td>
<td>175 (37%)</td>
</tr>
<tr>
<td>3.</td>
<td>46 years and above</td>
<td>112 (19%)</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>662 (100%)</td>
</tr>
</tbody>
</table>

The details of the age of the respondents provided in the above table and diagram reveal that about 44% of the respondents belong to the age group of below 35 years, about 37% respondents belong to the age group of 36 to 45 years and about 19% of the respondents belong to the age group of 46 years and above.
Sex of the Respondents

The details relating to the sex of the respondents are provided in table 6.2 and diagram 6.2.

**Table 6.2**

**Sex of the Respondents**

<table>
<thead>
<tr>
<th>Sl.No.</th>
<th>Sex of the Respondents</th>
<th>Number of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Male</td>
<td>641 (97%)</td>
</tr>
<tr>
<td>2.</td>
<td>Female</td>
<td>21 (3%)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>662 (100%)</strong></td>
</tr>
</tbody>
</table>
The details relating to the sex of the respondents provided in the above table and diagram indicate that about 97% of the respondents are males and about 3% of the respondents are females.

**Community of the Respondents**

The details relating to the community of the respondents are provided in table 6.3 and diagram 6.3.
Table 6.3
Community of the Respondents

<table>
<thead>
<tr>
<th>Sl.No.</th>
<th>Community of the Respondents</th>
<th>Number of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Forward Community</td>
<td>11 (2%)</td>
</tr>
<tr>
<td>2.</td>
<td>Backward Community</td>
<td>310 (47%)</td>
</tr>
<tr>
<td>3.</td>
<td>Most Backward Community</td>
<td>152 (23%)</td>
</tr>
<tr>
<td>4.</td>
<td>Scheduled Caste/Scheduled Tribe</td>
<td>189 (29%)</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>662 (100%)</td>
</tr>
</tbody>
</table>

Line Diagram 6.3
Community of the Respondents

The details relating to the community of the respondents provided in the above table and diagram indicate that about 2% of the respondents belong to Forward Community, about 47% of them belong to Backward Community, about 23% of them belong to Most Backward
Community and about 29% of them belong to Scheduled Castes/Scheduled Tribes Community.

**Religion of the Respondents**

The details relating to the religion of the respondents are provided in table 6.4 and diagram 6.4.

**Table 6.4**

<table>
<thead>
<tr>
<th>Sl.No.</th>
<th>Religion of the Respondents</th>
<th>Number of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Hindu</td>
<td>342 (52%)</td>
</tr>
<tr>
<td>2.</td>
<td>Christian</td>
<td>167 (25%)</td>
</tr>
<tr>
<td>3.</td>
<td>Muslim</td>
<td>153 (23%)</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>662 (100%)</td>
</tr>
</tbody>
</table>

**Area Diagram 6.4**

Religion of the Respondents
The details relating to the religion of the respondents provided in the above table and diagram indicate that about 52% of the respondents are Hindus, about 25% of them are Christians and about 23% of them are Muslims.

**Working Status of the Respondents**

The details relating to the working status of the respondents are provided in table 6.5 and diagram 6.5.

**Table 6.5**

<table>
<thead>
<tr>
<th>Sl.No.</th>
<th>Working Status of the Respondents</th>
<th>Number of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Gazetted Officers</td>
<td>12 (2%)</td>
</tr>
<tr>
<td>2.</td>
<td>Inspectors/Sub Inspectors</td>
<td>30 (4%)</td>
</tr>
<tr>
<td>3.</td>
<td>Head Constables/Constables</td>
<td>620 (94%)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>662 (100%)</strong></td>
</tr>
</tbody>
</table>

**Doughnut Diagram 6.5**

**Working Status of the Respondents**
The details relating to the working status of the respondents provided in the above table and diagram reveal that about 2% of the respondents are Gazette Officers, about 4% of the respondents are Inspectors/Sub Inspectors and about 94% of the respondents are Head Constables/Constables.

**Annual income of the Respondents**

The details relating to the annual income of the respondents are provided in table 6.6 and diagram 6.6.

**Table 6.6**

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Annual Income of the Respondents</th>
<th>Number and Percentage of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Below Rs. 2,00,000</td>
<td>600 (91%)</td>
</tr>
<tr>
<td>2.</td>
<td>Rs. 2,00,001 to Rs. 3,00,000</td>
<td>42 (6%)</td>
</tr>
<tr>
<td>3.</td>
<td>Rs. 3,00,001 and above</td>
<td>20 (3%)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>662 (100%)</strong></td>
</tr>
</tbody>
</table>

**Bar Diagram 6.6**

Annual income of the Respondents
The details relating to the annual income of the respondents provided in the above table and diagram reveal that about 91% of the respondents have income below Rs.2,00,001/-; about 6% of the respondents have income between Rs.2,00,001/- to Rs.3,00,000/-; and about 3% of the respondents have income Rs.3,00,001 and above.

**Conclusion**

The details relating to the personal particulars of the respondents reveal that majority of the respondents (about 44%) belong to the age group of below 35 years; majority of the respondents (about 97%) are males; majority of the respondents (about 47%) belong to Backward Community; majority of the respondents (about 52%) are Hindus; majority of the respondents (about 94%) are Head Constables/Constables; and majority of the respondents (about 91%) have annual income below Rs.2,00,001/-.

**Functioning of the Railway Police in Tamil Nadu**

The functioning of the Railway Police in Tamil Nadu has been analyzed from the responses of the respondents on the basis of the role, functions and duties, prevention, registration, investigation and detection of crimes, maintenance of order, organization of the Railway Police Station, work procedure, shortages and lost property, nuisances and petty thefts, entering upon investigation, inquest report and disposal of dead bodies, record in registers, coordination and cooperation, accidents on Railways, investigation and prosecution in railway accident and miscellaneous instructions.

**Role, Functions and Duties of Railway Police**

The overall role of the Railway Police is to prevent, detect and investigate crimes committed in their jurisdiction, maintained order, collect and communicate criminal intelligence and apprehend the wanted
persons within their jurisdiction. Broadly speaking the functions and duties of the Railway Police can be divided into two categories:

1. Prevention, registration, investigation and detection of crimes.
2. Maintenance of order

**Prevention, Registration, Investigation and Detection of Crimes**

1. This would include registration of cognizable cases, arrest of suspects, criminal and absconders, detection and investigation of cognizable offences within the jurisdiction of the Railway Police.
2. Inquiry and report.¹
3. The prosecution of cognizable offences under IPC, Railway Act and other Acts wherever applicable.
4. The reporting of all instances of illegal activities including fraud on the part of railway subordinates and others.
5. Traveling in trains where VIPs and other selected officer's travel to watch out for suspicious persons.
6. Coordination with civil police to minimize crimes in the jurisdiction of Railway Police.
7. Collection and communication of criminal intelligence, interception and arrest of wanted persons.

The respondents were asked whether they agree that there are enough facilities for prevention, registration, investigation and detection of crimes in the Railway Police. The responses of the respondents are provided in table 6.7 and interpreted in diagram 6.7.

¹ Indian Railways Act, Section 132.
Table 6.7

Prevention, Registration, Investigation and Detection of Crimes

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
</table>
| 1.     | Do you agree that there are enough facilities for prevention, registration, investigation and detection of crimes in the Railway Police? | SA  12 (2%)
         |                                                                        | A   34 (5%)
         |                                                                        | NO  48 (7%)
         |                                                                        | DA  256 (39%)
         |                                                                        | SDA 312 (47%) |

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree

The responses of the respondents provided in the above table and diagram indicate that about 2% of the respondents strongly agree that there are enough facilities for prevention, registration, investigation and detection of crimes in the Railway Police; about 5% of the
respondents agree that there are enough facilities for prevention, registration, investigation and detection of crimes in the Railway Police; about 7% of the respondents has no opinion about that there are enough facilities for prevention, registration, investigation and detection of crimes in the Railway Police; about 39% of the respondents disagree that there are enough facilities for prevention, registration, investigation and detection of crimes in the Railway Police; and about 47% of the respondents strongly disagree that there are enough facilities for prevention, registration, investigation and detection of crimes in the Railway Police.

**Maintenance of Order**

1. Control of passenger traffic inside the station premises, more particularly on the platforms, in the booking offices, waiting halls and at the entrance and exit gates, and wherever specially required on emergencies by the station officials, the control of vehicular and other traffic in the station compound, the maintenance of order in standing passenger trains, prevention of overcrowding, etc, and watching loaded passenger trains when standing in stations.

2. The arrest of those found committing nuisances or suffering from infectious diseases and keeping the station premises clear of idlers and beggars.

3. The examination of all empty carriages on arrival at terminal stations for property left behind by passengers.

4. Removal of bodies of persons dying in the trains and in station premises and conveyance of sick passengers to hospital.

5. Communicate information of any agitation likely to obstruct movement of trains, destruction of Railway property or installations to local police and help them to maintain law and order.
The respondents were asked whether they agree that there is enough strength in the Railway Police Station for the maintenance of order in the Railway Station premises. The responses of the respondents are provided in table 6.8 and interpreted in diagram 6.8.

**Table 6.8**

**Maintenance of Order**

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do you agree that there is enough strength in the Railway Police</td>
<td>SA</td>
</tr>
<tr>
<td></td>
<td>Station for the maintenance of order in the Railway Station premises?</td>
<td>22</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(3%)</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree

**Bar Diagram 6.8**

**Maintenance of Order**
The responses of the respondents provided in the above table and diagram indicate that about 3% of the respondents strongly agree that there is enough strength in the Railway Police Station for the maintenance of order in the Railway Station premises; about 8% of the respondents agree that there is enough strength in the Railway Police Station for the maintenance of order in the Railway Station premises; about 11% of the respondents has no opinion about that there is enough strength in the Railway Police Station for the maintenance of order in the Railway Station premises; about 37% of the respondents disagree that there is enough strength in the Railway Police Station for the maintenance of order in the Railway Station premises; and about 40% of the respondents strongly disagree that there is enough strength in the Railway Police Station for the maintenance of order in the Railway Station premises.

**Organization of the Railway Police Station**

The Railway Police Station is divided into the following two sections:

1. The Traveling and the Detective Staff
2. The platform staff

**The Traveling and the Detective Staff**

The role and duties of the traveling and detective staff can be discussed under the following heads:

1. Beats of the Traveling Staff
2. Organization of train beats and station patrols
3. Duties of beat constables

**Beats of the Traveling Staff**

A traveling constable's beat consists of the train by which he travels from his station over a prescribed length of line and the train by
which he returns to his station. The serial numbers, of the trains, which form a beat, should be entered in the Duty Roster. Beat constables should report themselves at the Railway Police Station and Outposts en route and at the termination of their beats. In all the Railway Police Stations and Outposts, there will be a point book and the beat constables should sign in this book after their reporting at the station or outpost noting therein the train number, the date and also their numbers. Beat constable on trains proceeding beyond the State to the other States will be relieved at the points indicated by the authorized officer, in consultation with his counter-parts of the neighboring States.

**Organization of Train Beats and Station Patrols**

There are certain obvious handicaps and difficulties in the detection of railway offences. Offences committed in trains are, as a rule, discovered by victims many miles from the place of their occurrence and the investigator, too, has generally no means of ascertaining the exact scene. Furthermore, Railway Police Officers, whose jurisdictions are confined to railway premises, have often to carry on investigations in places where their local knowledge is limited and their local influence negligible. This explains why practically all offences detected in the Railway Police districts are those in which culprits are caught red-handed.

The effective way of combating crime on railways is to use preventive methods, such as efficient beats and patrols, aimed on the one hand, and at deterring criminals from operating in trains and railway station premises, and enhancing the probability of their being caught red-handed in the event of their committing crime on the other.

Train beats and station patrols should, therefore, be organized with due regard to crime position in the jurisdiction of each Railway Police Station. The senior police officers should during their
monthly visits to stations must see that beats are well organized. The Superintendent of Police, Railways must to see that train beats are organized in a systematic manner, operated regularly and checked frequently. In this connection, it should be remembered that the bulk of the crime on railways consists of thefts in running passenger trains, thefts on platforms, in passengers' waiting rooms and stationary trains, thefts on running goods trains, thefts from goods sheds and stationary wagons and thefts of railway materials. Thefts in running passenger trains are generally committed by persons who board the train at one station and escape at another, having committed one or more thefts in between.

Such offences are mostly committed at night. If constables on platform and train beat duties are alert, it should not be difficult to prevent and detect such offences, particularly by old offenders known to the police. It is the primary duty of the constables on beat duty to keep a keen lookout for suspicious strangers and known registered criminals visiting railway stations and traveling by trains. It is, of course, important that beat constables should be able to identify by sight all old offenders who had committed railway offences in the past. When they come across old offenders or suspicious strangers in trains or station premises, they should interrogate them as to the purpose of their journey or visits, as the case may be, and if they are not able to give satisfactory account of their movements or articles in their possession, they should be arrested and sent up for remand.² This will help to combat thefts not only in running trains but also on platform and in passenger's waiting rooms and stationary trains.

In order to prevent thefts on platforms, in passengers' waiting rooms and stationary trains, there should be beats covering

² Criminal Procedure Code, Section 41.
station premises for about half an hour before the arrival and half an hour after the departure of every passenger train. At stations where there are night or early morning trains, there should be patrols throughout the night, as passengers may come to the station in the early hours of the night and sleep there. It is not, however, the intention that there should be a beat in every station. Thefts in passenger sheds, stationary trains and on platforms generally occur only at certain important stations. A study of the past crime will show which the stations that require platform are and passengers’ waiting room beats. Platform beats should not be served throughout the day and night as a general rule, as this obviously involves avoidable waste of manpower.

The only effective method of preventing thefts from running goods trains is by the provision of armed guards to goods trains at night in sectors where such offences are common. But, the provision of armed guards on such trains is the responsibility of the Railway Protection Force, and the Railway Police will undertake this work only under exceptional circumstances. Thefts from goods sheds and stationary wagons can be prevented by efficient police patrols. At important stations where there will be wagons stabled in large numbers, there should be such patrols throughout the day and night. But, in other places, constables on platform duty should be able to look after goods sheds and stationary wagons also.

Police should maintain a general vigilance in regard to railway materials. But, if train, yard and platform beats are efficiently performed, thefts of railway materials can be automatically controlled. Police constable should be detailed for traveling duty by rotation and kept on beat duty for a month at a time. The traveling staff should be kept up to strength even at the expense, if necessary, of the platform staff. The SP Railways will make transfers from and posting to the
traveling staff. Police constables of the traveling staff, as a rule are to be exempt from traveling every third day, when they will perform platform duty, if not otherwise detail.

**Duties of Beat Constables**

Beat constables should always wear uniform. At every station, they should meet the Station Master and ask whether he wishes to make any report or complaint and obtain his initials in the beat book. When time admits, they will walk from end to end of the train making observations. At important specified stations where there are point books, the beat constables should sign in the point books noting therein the train number, the date and also their metal numbers and police station. They should also note in their beat books the page number and line number of the point book where they have signed. On returning from the beat, they will return the beat books to the officer-in-charge of the station. As an additional precaution, the railway train guard should be required to inform the traveling beat constables by writing in his beat book the train number, date and number of each carriage in which accommodation is reserved for women only, particularly when women passengers travel alone. The beat constables should obtain signature or initials of the train guard for this entry. The beat constable will be required to search the off-sides and the underneath of the compartments and to maintain a watch at each stopping place particularly at the time of the departure of the train to ensure that no one is traveling on foot boards or couplings. Whether these duties would require an increase in strength will be determined by the circumstances then existing. Both the train guard and the traveling beat constable should be held responsible for carrying out this order.
**Mufti Constables**

In addition to beat constables, constables in mufti may be employed to travel by train on detective duty, such as shadowing suspects. The Railway Police are not responsible for watch and ward duties but they should patrol station yards and goods sheds when criminals are suspected to be operating, and there is reason to believe that unreported thefts are being committed.

**The Platform Staff**

The chief duties of the platform staff are: maintenance of order at the railway station and watching of suspicious characters when trains with passengers are halting. Where there is sufficient staff, the platform from the point of view of police duties will be divided into various sectors and the police staff will perform their duties in their specific sectors while keeping contact with the staff of adjoining sectors. Duty rosters will be maintained for the staff and requisite entries and instructions will be mentioned therein. The Railway Stations, which are manned by two constables, one of them will stand at the gate and observe and keep a watch on the passenger’s movements and the other one will keep a watch on the train and its various carriages to prevent any criminal or any other unwarranted happening and movements of the people.

The respondents were asked whether they agree that the Police Station is properly organized to deal with the cases of crimes and law and order in the Railway premises. The responses of the respondents are provided in table 6.9 and interpreted in diagram 6.9.
Table 6.9

Organization of the Railway Police Station

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do you agree that the Police Station is properly organized to deal with the cases of crimes and law and order in the Railway premises?</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Responses of the Respondents</th>
<th>SA</th>
<th>A</th>
<th>NO</th>
<th>DA</th>
<th>SDA</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>48</td>
<td>63</td>
<td>73</td>
<td>189</td>
<td>289</td>
</tr>
<tr>
<td>(7%)</td>
<td></td>
<td></td>
<td></td>
<td>(29%)</td>
<td>(44%)</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree

Cylinder Diagram 6.9

Organization of the Railway Police Station
The responses of the respondents provided in the above table and diagram indicate that about 7% of the respondents strongly agree that the Police Station is properly organized to deal with the cases of crimes and law and order in the Railway premises; about 10% of the respondents agree that the Police Station is properly organized to deal with the cases of crimes and law and order in the Railway premises; about 11% of the respondents has no opinion about that the Police Station is properly organized to deal with the cases of crimes and law and order in the Railway premises; about 29% of the respondents disagree that the Police Station is properly organized to deal with the cases of crimes and law and order in the Railway premises; and about 44% of the respondents strongly disagree that the Police Station is properly organized to deal with the cases of crimes and law and order in the Railway premises.

**Work Procedure**

Police Stations, Outposts, Investigation Units should be located on the platform of the main Railway Station building at a convenient spot. The office accommodation for supervisory officers should be provided near the Railway Stations. The Police Stations, Investigation Units and supervisory officer should be linked with Railway Communication Network. For on the spot registration of cases, arrests of accused, and for taking up investigation immediately, where possible, mobile police stations should be arranged. In the absence of such arrangements, facility must be provided to receive reports and pass on to the nearest Railway Police Station. Mobile Police station can be arranged in all important passenger trains with sufficient staff including beat patrols.
All cognizable cases, serious losses of property, all offences falling\(^3\) and other important occurrences reported at the outside railway stations should be communicated at once to the Station House Officers of the concerned Railway Police Stations and also to the nearest District Police Station and to the Superintendent of Police, Railways, by the senior member of the platform staff or the beat constable. The descriptive particulars of the property should also be communicated to all railway police stations on the line and connecting lines. When the Station House Officer is absent from his headquarters, all reports of the above nature received in the station should be telegraphed to him. Station House Officers should telegraph serious cases and occurrences to the Circle Inspector/Sub-Divisional Police Officer and the Superintendent of Police, Railways. Likewise, the Circle Inspector should communicate to the Sub-Divisional Police Officer and to the Superintendent of Police, Railways, of any information, which he considers should be reported. All grave crimes and offences and strikes or attempted strikes of railway employees should also be communicated to the District Magistrate concerned, followed by an express report.\(^4\)

As regards offences\(^5\), they may be treated as minor acts and no report need be sent. However, offences\(^6\) committed by any political party or in an organized manner with a motive to wreck the train and thus cause damage or hurt to a train or person should be reported to the Director General and ADG immediately by wireless, followed by detailed reports, in addition to reports being sent to the concerned officers.

For communication apart from telephones, telegrams also could be used. Telegrams concerning Railway cases should be sent on

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\(^3\) Section 126 of the Indian Railways Act, 1890 (Act IX of 1890).
\(^4\) Sections 126, 127, 128 and 129 of the Indian Railways Act, 1890 (Act IX of 1890).
\(^5\) Section 128 of the Railways Act.
\(^6\) Sections 127 and 128 of the Railways Act.
railway service and other telegrams as State message. Where there is a Police Wireless Station report should be sent by wireless and not by telegrams. The superior officer should at once proceed to the scene of occurrence and conduct the investigation on receiving the report of any case coming, which involves danger to human life. He should also send a copy of the report of his investigation to the District Magistrate concerned. Such cases must be very thoroughly investigated with the cooperation of the district police. In the matter of complaints or information reported by railway officials by telegram, the telegram should be confirmed by a further report in writing. On receipt of a report from a railway official which appears to show that cognizable offence has been committed, the Station House Officer will at once send a First Information Report and proceed to make an investigation according to the Criminal Procedure Code.

The respondents were asked whether they agree that Railway Police are able to both through proper work procedure. The responses of the respondents are provided in table 6.10 and interpreted in diagram 6.10.

Table 6.10
Work Procedure

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do you agree that Railway Police are able to both through proper work procedure?</td>
<td>SA 25 (4%)</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree

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7 Section 126 of the Indian Railways Act, 1890 (Act IX of 1890).
The responses of the respondents provided in the above table and diagram indicate that about 4% of the respondents strongly agree that Railway Police are able to both through proper work procedure; about 11% of the respondents agree that Railway Police are able to both through proper work procedure; about 13% of the respondents has no opinion about that Railway Police are able to both through proper work procedure; about 25% of the respondents disagree that Railway Police are able to both through proper work procedure; and about 47% of the respondents strongly disagree that Railway Police are able to both through proper work procedure.
Shortages and Lost Property

The police should not register information of shortages or of the loss or missing of property as crimes, or proceed to make an investigation according to the Criminal Procedure Code upon such information, unless there is reasonable suspicion that a cognizable offence has been committed in connection with the loss of the articles. They should, however, register such information in the Station House Diary and take whatever steps can, to trace the missing articles. In order to ensure that proper steps have been taken to trace missing articles, a register in the Form will be maintained in Railway Police Stations, entries being made immediately on receipt of the information about the loss or shortage. Separate entries, either in separate registers or in different parts of a common register, will be made for shortage or loss of goods or parcels, shortage or loss of railway materials, loss of property of passengers. Entries will clearly distinguish whether the shortage or loss occurred in a stationary wagon, a wagon in transit or from a transshipment shed or platform. When making entries in the register, care should be taken to note whether a report against any railway official was sent to the railway authorities and the action taken by them thereon.

Station House Officer can himself dispose of any case of shortage or loss amounting to a maximum of Rs. 100. The orders of the Circle Inspector should be obtained where the value exceeds Rs. 100 but is within Rs. 500. In other cases, the orders of the superior Police Officer should be obtained. Particular attention will be paid by inspecting officers to the action taken and enquiries made by the Station House Officer in regard to such shortages and losses. The register will also include reports, which the Station House Officer transfers to another
jurisdiction. He should state his reason for such action and his Circle Inspector should ratify this.

The respondents were asked whether they agree that the Railway Police have enough facilities to deal with shortages and lost property. The responses of the respondents are provided in table 6.11 and interpreted in diagram 6.11.

**Table 6.11**

**Shortages and Lost Property**

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do you agree that the Railway Police have enough facilities to deal with shortages and lost property?</td>
<td>SA 38 (6%)  A 62 (9%)  NO 73 (11%)  DA 190 (29%)  SDA 299 (45%)</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree

**Area Diagram 6.11**

**Shortages and Lost Property**
The responses of the respondents provided in the above table and diagram indicate that about 6% of the respondents strongly agree that the Railway Police have enough facilities to deal with shortages and lost property; about 9% of the respondents agree that the Railway Police have enough facilities to deal with shortages and lost property; about 11% of the respondents have no opinion about that the Railway Police have enough facilities to deal with shortages and lost property; about 29% of the respondents disagree that the Railway Police have enough facilities to deal with shortages and lost property; and about 45% of the respondents strongly disagree that the Railway Police have enough facilities to deal with shortages and lost property.

**Nuisances and Petty Thefts**

The Railway Police must deal with all nuisances committed within the railway limits. Care must be exercised in the matter of refusing to investigate petty thefts on the ground of the small value of the articles stolen. The theft of an important piece of mechanism, though of small intrinsic value, may amount to a grave offence under the Railways Act.

The respondents were asked whether they agree that the Railway Police have enough staff to deal with all nuisances committed within the railway limits. The responses of the respondents are provided in table 6.12 and interpreted in diagram 6.12.

**Table 6.12**

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do you agree that the Railway Police have enough staff to deal with all nuisances committed within the railway limits?</td>
<td>SA 45 (7%)  A 71 (11%)  NO 65 (10%)  DA 187 (28%)  SDA 294 (44%)</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree
The responses of the respondents provided in the above table and diagram indicate that about 7% of the respondents strongly agree that the Railway Police have enough staff to deal with all nuisances committed within the railway limits; about 11% of the respondents agree that the Railway Police have enough staff to deal with all nuisances committed within the railway limits; about 10% of the respondents has no opinion about that the Railway Police have enough staff to deal with all nuisances committed within the railway limits; about 28% of the
respondents disagree that the Railway Police have enough staff to deal with all nuisances committed within the railway limits; and about 44% of the respondents strongly disagree that the Railway Police have enough staff to deal with all nuisances committed within the railway limits.

**Entering Upon Investigation**

The Railway Police are bound to investigate all crimes and occurrences, which the police are required by the Criminal Procedure Code to investigate. The superior officer should at once proceed to the scene of occurrence and conduct the investigation on receiving the report of any case coming,\(^8\) which involves danger to human life. He should also send a copy of the report of his investigation to the District Magistrate concerned. Such cases must be very thoroughly investigated with the cooperation of the district police.

The respondents were asked whether they agree that Railway Police Station has enough staff to investigate all crimes and occurrences, which the police are required by the Criminal Procedure Code to investigate. The responses of the respondents are provided in table 6.13 and interpreted in diagram 6.13.

**Table 6.13**

**Entering Upon Investigation**

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do you agree that Railway Police Station has enough staff to investigate all crimes and occurrences, which the police are required by the Criminal Procedure Code to investigate?</td>
<td>SA 28 (4%)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A 65 (10%)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NO 89 (13%)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DA 160 (24%)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SDA 320 (48%)</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree

\(^8\)Section 126 of the Indian Railways Act, 1890 (Act IX of 1890).
The responses of the respondents provided in the above table and diagram indicate that about 4% of the respondents strongly agree that Railway Police Station has enough staff to investigate all crimes and occurrences, which the police are required by the Criminal Procedure Code to investigate; about 10% of the respondents agree that Railway Police Station has enough staff to investigate all crimes and occurrences, which the police are required by the Criminal Procedure Code to investigate; about 13% of the respondents have no opinion about that Railway Police Station has enough staff to investigate all crimes and occurrences, which the police are required by the Criminal Procedure Code to investigate.
Code to investigate; about 24% of the respondents disagree that Railway Police Station has enough staff to investigate all crimes and occurrences, which the police are required by the Criminal Procedure Code to investigate; and about 48% of the respondents strongly disagree that Railway Police Station has enough staff to investigate all crimes and occurrences, which the police are required by the Criminal Procedure Code to investigate.

**Inquest Report and Disposal of Dead Bodies**

In cases of death (whether by railway accident or otherwise), within railway limits, in which an investigation is held, an extract of the investigation reports in the Form will be forwarded to the District Engineer, in all cases, and the District Traffic Superintendent also, in cases occurring within the limits of a railway station. In the event of the investigation having been held by the District Police, a copy of the report will be obtained from them and forwarded to the railway officials concerned.

The Railway Police should take steps to hand over the body of any person who has been killed or has died within railway limits to the relatives or failing them, to any friend of the deceased, or, if for any reason, that is not possible, to the member of any society or institution willing to perform the last rites for such person; and if none of these agencies undertake the task, the Railway Police should be responsible for the burial or cremation in a proper manner and in accordance with the nationality and religion of the deceased, the cost being defrayed by the Superintendent of Police, Railways, from his contingent charges.

The respondents were asked whether they agree that the Railway Police have enough facilities to deal with inquest Report and

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*Section 174 of the Criminal Procedure Code.*

disposal of dead bodies. The responses of the respondents are provided in table 6.14 and interpreted in diagram 6.14.

**Table 6.14**

**Inquest Report and Disposal of Dead Bodies**

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do you agree that the Railway Police have enough facilities to deal with inquest Report and disposal of dead bodies?</td>
<td>SA  42 (6%)  A  73 (11%)  NO  92 (14%)  DA  190 (29%)  SDA  265 (40%)</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree

**Doughnut Diagram 6.14**

**Inquest Report and Disposal of Dead Bodies**

The responses of the respondents provided in the above table and diagram indicate that about 6% of the respondents strongly agree that the Railway Police have enough facilities to deal with inquest Report
and disposal of dead bodies; about 11% of the respondents agree that the Railway Police have enough facilities to deal with inquest Report and disposal of dead bodies; about 14% of the respondents has no opinion about that the Railway Police have enough facilities to deal with inquest Report and disposal of dead bodies; about 29% of the respondents disagree that the Railway Police have enough facilities to deal with inquest Report and disposal of dead bodies; and about 40% of the respondents strongly disagree that the Railway Police have enough facilities to deal with inquest Report and disposal of dead bodies.

**Record in Registers**

The Railway Police functions generally on the style and pattern adopted by the civil police, therefore, the record and the registers maintained by the Railway Police Station happened to be similar to the civil police. However, specific registers and records like Station Crime History consisting of crime, occurrences and classification registers, crime charge and general information registers and records should be maintained by each railway stations in the contexts of their specific crime situations.

The respondents were asked whether they agree that the Railway Police have enough facilities to record in registers. The responses of the respondents are provided in table 6.15 and interpreted in diagram 6.15.

**Table 6.15**

**Record in Registers**

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do you agree that the Railway Police have enough facilities to record in registers?</td>
<td>SA 14 (2%) A 28 (4%) NO 108 (16%) DA 199 (30%) SDA 263 (40%)</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree
The responses of the respondents provided in the above table and diagram indicate that about 2% of the respondents strongly agree that the Railway Police have enough facilities to record in registers; about 4% of the respondents agree that the Railway Police have enough facilities to record in registers; about 16% of the respondents has no opinion about that the Railway Police have enough facilities to record in registers; about 30% of the respondents disagree that the Railway Police have enough facilities to record in registers; and about 40% of the respondents strongly disagree that the Railway Police have enough facilities to record in registers.
Coordination and Cooperation

Railway Police have to deal with various crimes of continuing and floating nature. The jurisdiction of Railway Police is confined to a limited area and the criminals operating in their jurisdiction stay and run away from their jurisdiction to the areas, which do not fall into their jurisdiction. In addition, they have to work in close association with various other units like Railways, RPF and other Government Departments.

These special working conditions and situations require that the Railway Police should maintain effective coordination and close cooperation with these units, particularly with the following ones:

1. Cooperation and Coordination with District Police
2. Coordination with Railway Protection Force
3. Coordination with Railway Administration
4. Coordination with State Government
5. Coordination with Neighboring State

Cooperation and Coordination with District Police

Cooperation and coordination with the district police have following contexts:

1. The Railway Police should assist the local police in arresting escaping offenders, and also informing the movements of criminals.
2. In matters of placing obstructions on the line, tearing lines, stone throwing at trains, and the like, the help of the local Police should be promptly sought.
3. In the vent of crime being committed in the limits of the local Police, but in the close neighborhood of the Railway, the Railway Police shall take the necessary legal action pending the arrival of the local Police.
4. The SRP may require the local Police to take over the entire responsibility for the investigation of a grave crime, such as murder or dacoity, the circumstances of which are of a local nature quite unconnected with the railway, even though the case occurred within the jurisdiction of the Railway Police. On his requisition, the local Police shall at once take over the investigation.

5. In the event of a strike on the railway the local police will deal with the offence arising out of strike while the Railway police will be performing the immoral duties dealing with ordinary offences.

6. The Sub-Divisional Police Officers of the local Police should call on the SRP if he is camping in the district and when the Deputy Superintendents of Railway Police are on tour they should call on the Superintendents of Police.

7. When a cognizable crime outside the jurisdiction is reported to the SHO of RP Station, he should register and transfer to the local police and take such steps as necessary pending arrival of the local police.

8. When the Railway Police and the District Police are on duty together on a railway, the senior Police Officer present, whether belonging to the Railway Police or to the District Police, will take command of all the police present.

If, however, any doubt arises about the relative seniority of the Railway and the District Police Officer, then the Officer of the Railway Police having jurisdiction will take command.

The respondents were asked whether they agree that Railway Police is able to get Cooperation and Coordination from the

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10 Section 3 of the Indian Railways Act, 1890 (Act IX of 1890).
District Police. The responses of the respondents are provided in table 6.16 and interpreted in diagram 6.16.

**Table 6.16**

**Cooperation and Coordination from the District Police**

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>SA</td>
</tr>
<tr>
<td>1.</td>
<td>Do you think that Railway Police is able to get Cooperation and Coordination from the District Police?</td>
<td>29 (4%)</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree

**Diagram 6.16**

**Cooperation and Coordination from the District Police**

The responses of the respondents provided in the above table and diagram indicate that about 4% of the respondents strongly agree that Railway Police is able to get Cooperation and Coordination from the District Police; about 6% of the respondents agree that Railway Police is
able to get Cooperation and Coordination from the District Police; about 14% of the respondents has no opinion about that Railway Police is able to get Cooperation and Coordination from the District Police; about 32% of the respondents disagree that Railway Police is able to get Cooperation and Coordination from the District Police; and about 44% of the respondents strongly disagree that Railway Police is able to get Cooperation and Coordination from the District Police.

**Coordination with Railway Protection Force**

A SHO of every Railway Police Station shall hold every month a coordination meeting with the officers in charge of the RPF Posts in his jurisdiction to review crime situation and to exchange information for effective control, prevention and detection of crimes and maintenance of law and order in the railway limits. Minutes containing the summary of discussions, information exchanged, decisions taken and follow up action taken on the last meeting shall be drawn up and submitted to the Sub-Divisional Officer with copies to the concerned officers in charge of the RPF Posts. The SRP and the SDPOs should hold once in two months such meetings with their counterparts in RPF and draw proceedings and send them to the IGP Railways.

The respondents were asked whether they agree that Railway Police is able to get coordination with Railway Protection Force. The responses of the respondents are provided in table 6.17 and interpreted in diagram 6.17.

**Table 6.17**

**Coordination with Railway Protection Force**

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Do you think that Railway Police is able to get coordination with Railway Protection Force?</td>
<td>SA  15 (2%)     A  54 (8%)   NO  107 (16%) DA  197 (30%) SDA  289 (44%)</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree
The responses of the respondents provided in the above table and diagram indicate that about 2% of the respondents strongly agree that Railway Police is able to get coordination with Railway Protection Force; about 8% of the respondents agree that Railway Police is able to get coordination with Railway Protection Force; about 16% of the respondents has no opinion about that Railway Police is able to get coordination with Railway Protection Force; about 30% of the
respondents disagree that Railway Police is able to get coordination with Railway Protection Force; and about 44% of the respondents strongly disagree that Railway Police is able to get coordination with Railway Protection Force.

**Coordination with Railway Administration**

Coordination meetings should be held at the Railway Divisional level with Divisional Railway Managers and other officers in the manner indicated prescribed in this regard. A zonal level coordination meeting has to be held once in 6 months under the Chairmanship of the General Manager, South Central Railway in which Addl. DGP CID, Addl. DGP L&O, IGP Railways, Superintendents of Railway Police, Chief Security Commissioner, Divisional Railway Managers and Divisional Security Commissioners should participate. All matters concerning crime law and order as also the difficulties and problems may be discussed and appropriate decisions taken. The Chief Security Commissioner of South Central Railway is the convener of this meeting.\(^{11}\)

The respondents were asked whether they agree that Railway Police is able to get coordination with railway administration. The responses of the respondents are provided in table 6.18 and interpreted in diagram 6.18.

**Table 6.18**

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do you think that Railway Police is able to get coordination with railway administration?</td>
<td>SA (3%) A (4%) NO (15%) DA (31%) SDA (47%)</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree

\(^{11}\) 92-Sec. Spl./200/96, dated 13.7.93 of Railway Board.
The responses of the respondents provided in the above table and diagram indicate that about 3% of the respondents strongly agree that Railway Police is able to get coordination with railway administration; about 4% of the respondents agree that Railway Police is able to get coordination with railway administration; about 15% of the respondents has no opinion about that Railway Police is able to get coordination with railway administration; about 31% of the respondents disagree that Railway Police is able to get coordination with railway administration; and about 47% of the respondents strongly disagree that Railway Police is able to get coordination with railway administration.
Coordination with State Government

A Standing Committee with the Chief Secretary to Government as Chairman has been formed to ensure coordinated working of the Railways and the State Government for prevention of crime in Railways. The Committee consists of the Chairman, the Home Secretary, DGP, IGP Railways (Convener), General Managers and Chief Security Commissioners of SCR, SER and SR as members. The Committee meets once in a year preferably in the first quarter of the year. The IGP, Railways shall prepare all items of the agenda and after approval by the Director General of Police circulate the minutes of the meeting and also take follow up action.12

The respondents were asked whether they agree that Railway Police is able to maintain proper coordination with the State Government. The responses of the respondents are provided in table 6.19 and interpreted in diagram 6.19.

Table 6.19
Coordination with the State Government

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do you think that Railway Police is able to maintain proper coordination with the State Government?</td>
<td>SA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>18 (3%)</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree

12 G.O.Ms.No.558, dated 27.9.84 of Home (Pol. D), A.P.
The responses of the respondents provided in the above table and diagram indicate that about 3% of the respondents strongly agree that Railway Police is able to maintain proper coordination with the State Government; about 6% of the respondents agree that Railway Police is able to maintain proper coordination with the State Government; about 12% of the respondents has no opinion about that Railway Police is able to maintain proper coordination with the State Government; about 33%
of the respondents disagree that Railway Police is able to maintain proper coordination with the State Government; and about 47% of the respondents strongly disagree that Railway Police is able to maintain proper coordination with the State Government.

**Coordination with Neighboring State**

The Railway Police Officers from SHO up to the IGP level in Railways shall meet their counterparts in the neighboring states as often as possible with a view to sort out all problems particularly in relation to prevention and detection of crime and movement of criminals and a relief of beats, escorts and patrols at mutually convenient points.

The respondents were asked whether they agree that Railway Police is able to get coordination with neighbouring State. The responses of the respondents are provided in table 6.20 and interpreted in diagram 6.20.

**Table 6.20**

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do you think that Railway Police is able to get coordination with neighbouring State?</td>
<td>SA: 32 (5%), A: 16 (2%), NO: 85 (13%), DA: 245 (37%), SDA: 284 (43%)</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree
The responses of the respondents provided in the above table and diagram indicate that about 5% of the respondents strongly agree that Railway Police is able to get coordination with neighbouring State; about 2% of the respondents agree that Railway Police is able to get coordination with neighbouring State; about 13% of the respondents has no opinion about that Railway Police is able to get coordination with neighbouring State; about 37% of the respondents disagree that Railway Police is able to get coordination with neighbouring State; and about 43% of the respondents strongly disagree that Railway Police is able to get coordination with neighbouring State.
Accidents on Railways

Under Section 83 of the Indian Railways Act and the rules made by the Government of India under Section 84, the Station Master nearest to the place at which the accident has occurred, or where there is no Station Master, the railway servant in-charge of the section of the railway on which the accident has occurred, is bound to give information about the following accidents without unnecessary delay to the Station House Officer, in whose limits the accident occurred, and to the District Magistrate, the Superintendent of the district concerned and the Superintendent of Police, Railways:

1. Any accident attended with loss of human life, or with grievous hurt as defined in the Indian Penal Code, or with serious injury to property;
2. Any collision between trains of which one is a train carrying passengers;
3. Any derailment of any train carrying passengers or of any part of such a train;
4. Any accident of a description usually attended with loss of human life or with such grievous hurt as aforesaid or with serious injury to property;
5. Any accident of any other description which the Central Government may notify in this behalf in the Official Gazette.

Section 83 of the Indian Railway Act, 1890 (Act IX of 1890), and the rules framed under Section 84 of the said Act apply to accidents on private sidings. Accidents occurring on such sidings should be reported similarly as accident occurring on main lines of railway. The duties of the police in connection with accidents on the railways are laid down in rules 28-33 made by the Government of India under Section 84 of the Indian Railway Act. The railway authorities will communicate
information of accidents both to the Railway Police and the District Police. The nearest Police Officer should take any action that may be immediately necessary.

On the occurrence of a serious accident, the Station House Officer of the Railway Police should mobilize the staff of this station and have them taken to the spot. If the staffs of one station are insufficient, the Inspector should mobilize other stations also. The Railway Police should guard the property and help the injured persons. The District Police will also send police parties to the spot to assist the Railway Police in guarding the property and helping the injured. The Inspector in his diary should mention in the Station House Diary and all cases of accident, injury and death occurring on the railway also. While the responsibility for preventing accidents at level crossings and elsewhere on the railway rests with the railway servants, Railway Police Officers should, whenever any inquiry discloses the existence of a danger to the public, take steps to bring the fact prominently to the notice of the Station master or higher authority concerned.

Prosecution should not be launched in cases of accident on the railways, till the receipt of the report of the Government Inspector of Railways. A copy of the findings of the Government Inspector of Railways, as per his final report, will be sent to the Superintendent of Police, Railways, within seven days of its receipt by the General Manager. The Superintendent of Police, Railways, will consider the report and informs the General Manager within seven days, whether or not a prosecution is to be launched.\textsuperscript{13}

\textsuperscript{13} Sections 83 and 84, Indian Railway Act, 1890 (Act IX of 1890)
The respondents were asked whether they agree that Railway Police is able to deal with accident cases under Section 83 of the Indian Railway Act from the Railway Police Station. The responses of the respondents are provided in table 6.21 and interpreted in diagram 6.21.

**Table 6.21**

**Accidents on Railways**

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do you think that Railway Police is able to deal with accident cases under Section 83 of the Indian Railway Act from the Railway Police Station?</td>
<td>SA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>42</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree

**Cone Diagram 6.21**

**Accidents on Railways**
The responses of the respondents provided in the above table and diagram indicate that about 6% of the respondents strongly agree that Railway Police is able to deal with accident cases under Section 83 of the Indian Railway Act from the Railway Police Station; about 4% of the respondents agree that Railway Police is able to deal with accident cases under Section 83 of the Indian Railway Act from the Railway Police Station; about 14% of the respondents has no opinion about that Railway Police is able to deal with accident cases under Section 83 of the Indian Railway Act from the Railway Police Station; about 33% of the respondents disagree that Railway Police is able to deal with accident cases under Section 83 of the Indian Railway Act from the Railway Police Station; and about 42% of the respondents strongly disagree that Railway Police is able to deal with accident cases under Section 83 of the Indian Railway Act from the Railway Police Station.

**Investigation and Prosecution in Railway Accident**

A close examination of the scene gives clues to the cause of accident. The scene must be guarded as far as possible undisturbed to protect from offenders concealing evidence of negligence or other defects. Steps must be taken to restore the track, moving the injured to hospital, completion of inquests on dead bodies. Presence of sufficient number of Head Constables, ASIs and SIs should be ensured at the spot for holding of Inquest and other activities including investigation. Local Police and RP Station should shift injured to hospital if already not done by others. If they are already sent to hospital send either the local Police SI or HC to examine the injured in the hospital and report. Photographer attached with the Investigating Team should take photographs and videograph in the prescribed manner. A small team, particularly those who are good at observation to examine the track on both ends of the scene and sides for some distance to locate the exact spot from where the derailment started
should be deputed. If for example nuts and bolts are found lying, collect them and also collect the other nuts and bolts still remaining unfastened or partially unfastened or damaged from near the place where the earlier ones are collected. Also collect control sample of earth. Any pieces of the Engine, wheels, fittings or any object for that matter including ballast pieces, which have any clue, should be collected. It may not be possible to list all items, which may be collected, as it depends on the circumstances of each case.

Personally go over the whole scene and study the reports being given from time to time by the staff deputed. Set up a camp office near the scene or a convenient place from where Investigation can be directed. The spot should be near the same spot where other senior officers like SRP or IGP, Zonal IGP/DIGP etc. have set up a control center for directing operations. Requisition and ensure Inspection by expert from Forensic Science Laboratory or other expert body through the Director, FSL. Examine all witnesses including Railway officials and informant of the accident at the spot by detailing teams if number is too large. The entire Railway staff on the train including the driver and of the neighboring stations should be examined. The local people who first come to the spot should also be examined besides any other relevant witness.

The damages caused to the track, carriages and the exact scene as it looks from its observation giving distances etc. should be noted and sketch should be drawn up containing IO’s observations. After the staff deputed on various assignments have given their reports, the scene has been completely examined, Inquests completed, injured sent to hospital and available witnesses examined, clearance should be given for track restoration and clearing of debris. Unlike other cases where there may be some time available, Railway accidents do not admit of any delay.
in the matter of track restoration except to the extent absolutely necessary. The officers who have been given different assignments may be returned to their other work after they have submitted their reports.

enquiry by Chief Commissioner/ Commissioner of Railway Safety.

The Commissioner of Railway Safety is the statutory authority according to Chapter 12 of the Railway Act to inquire into the cause of accident. His opinion is in the nature of an expert on the cause of accident just as a PM certificate or MVIs certificate in Motor accidents. It is therefore necessary that SRP/DSRP should furnish full and correct details. The SRP may seek any clarification from the enquiry report since the opinion in the report is vital. Prosecution may be launched only after receiving the Commissioner report. A copy of the findings of the Commissioner for Safety will be sent to the Superintendent, Railway Police, within seven days of its receipt by the General Manager. The Superintendent Railway Police, will consider the report and inform the General Manager, within seven days, whether or not a prosecution is to be launched. In considering the report the SP, Railways or SP CID concerned who is entrusted with investigation should ask the team of investigators to go through the report and take their opinion into consideration. After investigation is completed the process of consultation with APP/LA should be started and decision taken. The Addl. DGP CID is the authority to pass final orders on the cases of Railway Accidents with loss of life.

**Investigating Suspected Cases of Sabotage**

Following points should be borne in mind by Investigating Officers in investigating cases of suspected sabotage:
Site of Accident and Time of Occurrence

1. It should be examined whether the place of accident is a secluded area, at or near a gradient curve, bridge or culvert. Availability of covers for the saboteurs etc., to be examined.

2. Height of embankment at the sight to be measured.

3. Time of accident to be ascertained.

Open Fish-Plates

1. Determine whether it happened before or after the accident and differentiate between bolts opened by hand and machine from those torn off as a result of accident. Threads of bolts and nuts found at the scent will help in arriving at the correct conclusion.

2. Displaced rails-
   a. Examine screw holes and threads to see whether they are torn or intact.
   b. Examine whether rail seats are crushed.

3. Last rail intact at the point of suspected fractures:
   a. Existence of burr is highly significant against sabotage
   b. Rounding off supports sabotage strongly;
   c. Position of wheels of derailed wagons is a matter of great importance and should be examined carefully as to whether the position of displaced rails could have been possible after the accident.
   d. Prepare carefully a map of the sight of accident. If railway plan drawers are used he should carefully check each item shown on the map.
   e. Determination of speed at the time of accident

4. In case of through trains, the time of passing of previous station and the exact time of occurrence may give the possible and likely speed of the train at accident.
5. If the train had stopped at the previous station, the time of departure, the distance at which accident occurred and the time of accident, if known, may lead to very approximate calculations of the speed of the train.

6. Braking distance, vacuum brakes, reaction time, visibility, weather condition and the depth of water by the side of embankment should be carefully noted, as it will affect decisions.

7. The movements of suspicious characters and of known saboteurs should be verified.

8. If track patrolling is in vogue in the area, ascertain at what time they passed at the spot of accident.

9. Verify whether other trains passed shortly before the accident and if so, their drivers and guards should be questioned. Station records of both stations between which accident occurred should be seen immediately to prevent tampering of records.

10. Note whether the victim train was carrying any bullions, currency etc.

11. Take the photographs of the sight of the accident from various angles and of various materials concerned. Make use of scientific aids for tools marks, fingerprints (latent), particles of exploded material if bomb is used, etc.

The respondents were asked whether they agree that Railway Police is enough facilities to investigate suspected cases of sabotage. The responses of the respondents are provided in table 6.22 and interpreted in diagram 6.22.
Table 6.22
Investigation and Prosecution in Railway Accident

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Do you think that Railway Police is enough facilities to investigate</td>
<td>SA</td>
</tr>
<tr>
<td></td>
<td>suspected cases of sabotage?</td>
<td>36</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(5%)</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree

Pie Diagram 6.22
Investigation and Prosecution in Railway Accident

The responses of the respondents provided in the above table and diagram indicate that about 5% of the respondents strongly agree that Railway Police is enough facilities to investigate suspected cases of
sabotage; about 6% of the respondents agree that Railway Police is enough facilities to investigate suspected cases of sabotage; about 16% of the respondents has no opinion about that Railway Police is enough facilities to investigate suspected cases of sabotage; about 33% of the respondents disagree that Railway Police is enough facilities to investigate suspected cases of sabotage; and about 39% of the respondents strongly disagree that Railway Police is enough facilities to investigate suspected cases of sabotage.

**Miscellaneous Instructions**

Following are some other miscellaneous instructions with regard to Railway Police working:

1. Unclaimed Property
2. Railway Servants as Witnesses
3. Railway Police not to Purchase Tickets for Passengers
4. Watching of Criminals
5. Festivals
6. Railway Strike
7. Drill and Instructions
8. Rules for the use Custody of Arms
9. Journeys by Train of the Governor and Persons of High Position

**Unclaimed Property**

Unclaimed property should be made over to the stationmaster for disposal. If, however, the unclaimed property consists of arms, ammunition, explosives, intoxicating liquor, opium and its preparations or hemp drugs, the sale of which by unlicensed persons is prohibited by law, the Railway Police themselves should dispose it off in the manner provided in the Relevant Acts and Rules.
The respondents were asked whether they agree that Railway Police is able to deal with cases relating to unclaimed property. The responses of the respondents are provided in table 6.23 and interpreted in diagram 6.23.

Table 6.23

Unclaimed Property

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do you think that Railway Police is able to deal with cases relating to unclaimed property?</td>
<td>SA 16 (2%) A 52 (8%) NO 85 (13%) DA 210 (32%) SDA 299 (45%)</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree

Column Diagram 6.23

Unclaimed Property
The responses of the respondents provided in the above table and diagram indicate that about 2% of the respondents strongly agree that Railway Police is able to deal with cases relating to unclaimed property; about 8% of the respondents agree that Railway Police is able to deal with cases relating to unclaimed property; about 13% of the respondents has no opinion about that Railway Police is able to deal with cases relating to unclaimed property; about 32% of the respondents disagree that Railway Police is able to deal with cases relating to unclaimed property; and about 45% of the respondents strongly disagree that Railway Police is able to deal with cases relating to unclaimed property.

**Railway Servants as Witnesses**

When railway subordinates are bound over by the police to appear as witnesses, the Divisional Officer of the department concerned should be informed so that he could or request the Zone office for their relief.

The respondents were asked whether they agree that railway servants should be allowed to act as witnesses. The responses of the respondents are provided in table 6.24 and interpreted in diagram 6.24.

**Table 6.24**

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do you agree that railway servants should be allowed to act as witnesses?</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SA (5%)</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree
The responses of the respondents provided in the above table and diagram indicate that about 5% of the respondents strongly agree that railway servants should be allowed to act as witnesses; about 6% of the respondents agree that railway servants should be allowed to act as witnesses; about 14% of the respondents has no opinion about that railway servants should be allowed to act as witnesses; about 34% of the respondents disagree that railway servants should be allowed to act as witnesses; and about 45% of the respondents strongly disagree that railway servants should be allowed to act as witnesses.
Purchase of Tickets for Passengers

The Railway Police are strictly prohibited from purchasing or selling tickets, collection of excess fare or checking ticket less travelers.

The respondents were asked whether they agree that Railway Police should not purchase tickets for passengers. The responses of the respondents are provided in table 6.25 and interpreted in diagram 6.25.

Table 6.25
Purchase of Tickets for Passengers

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do you agree that Railway Police should not purchase tickets for passengers?</td>
<td>10 (2%)</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree

Area Diagram 6.25
Purchase of Tickets for Passengers
The responses of the respondents provided in the above table and diagram indicate that about 2% of the respondents strongly agree that Railway Police should not purchase tickets for passengers; about 3% of the respondents agree that Railway Police should not purchase tickets for passengers; about 10% of the respondents has no opinion about that Railway Police should not purchase tickets for passengers; about 35% of the respondents disagree that Railway Police should not purchase tickets for passengers; and about 51% of the respondents strongly disagree that Railway Police should not purchase tickets for passengers.

Watching of Criminals

It is the duty of the Railway Police to carefully watch the travelling public and spot out suspects, anti social elements, terrorists, criminals, and pass on information about their movement to the concerned police station or department for appropriate action. In case of need they may go to the extent of arresting these people and handling them over to the concerned. Professionalism and skill is required in performing such jobs.

The respondents were asked whether they agree that Railway Police is able to have proper watch of criminals. The responses of the respondents are provided in table 6.26 and interpreted in diagram 6.26.

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do you think that Railway Police is able to have proper watch of criminals?</td>
<td>SA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>35 (5%)</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree
The responses of the respondents provided in the above table and diagram indicate that about 5% of the respondents strongly agree that Railway Police is able to have proper watch of criminals; about 6% of the respondents agree that Railway Police is able to have proper watch of criminals; about 7% of the respondents has no opinion about that Railway Police is able to have proper watch of criminals; about 43% of the respondents disagree that Railway Police is able to have proper watch of criminals; and about 39% of the respondents strongly disagree that Railway Police is able to have proper watch of criminals.

**Festivals**

A list of festivals held near the railway line, with details of the police arrangements to be made should be kept in every Railway Police Station. In the event of any festival or large gathering not included
in the list being held, the SHO should give timely information to the Superintendent, Railway Police.

The respondents were asked whether they agree that Railway Police are able to deal with problems in the Railway premises during festivals. The responses of the respondents are provided in table 6.27 and interpreted in diagram 6.27.

**Table 6.27**

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>SA</td>
</tr>
<tr>
<td>1.</td>
<td>Do you think that Railway Police are able to deal with problems in the Railway premises during festivals?</td>
<td>27</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree

**Area Diagram 6.27**

Festivals

The responses of the respondents provided in the above table and diagram indicate that about 4% of the respondents strongly agree that Railway Police are able to deal with problems in the Railway
premises during festivals; about 7% of the respondents agree that Railway Police are able to deal with problems in the Railway premises during festivals; about 6% of the respondents has no opinion about that Railway Police are able to deal with problems in the Railway premises during festivals; about 43% of the respondents disagree that Railway Police are able to deal with problems in the Railway premises during festivals; and about 40% of the respondents strongly disagree that Railway Police are able to deal with problems in the Railway premises during festivals.

**Railway Strike**

In the event of a railway strike, the Superintendent Railway Police should put the whole or part of the Railway Protection Scheme into operation, after obtaining the orders of the Director General of Police.

The respondents were asked whether they agree that Railway Police is in favour of Railway strike. The responses of the respondents are provided in table 6.28 and interpreted in diagram 6.28.

**Table 6.28**

**Railway Strike**

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do you think that Railway Police is in favour of Railway strike?</td>
<td>SA 53 (8%)  A 63 (10%)  NO 86 (13%)  DA 243 (37%)  SDA 217 (33%)</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree  SDA – Strongly Disagree
The responses of the respondents provided in the above table and diagram indicate that about 8% of the respondents strongly agree that Railway Police is in favour of Railway strike; about 10% of the respondents agree that Railway Police is in favour of Railway strike; about 13% of the respondents has no opinion about that Railway Police is in favour of Railway strike; about 37% of the respondents disagree that Railway Police is in favour of Railway strike; and about 33% of the respondents strongly disagree that Railway Police is in favour of Railway strike.

**Drill and Instructions**

Platform Constables at outstations should be changed at least once a week. Hours of drill and instruction, which should necessarily depend upon train timings, should be specified by the SHO
and displayed in each Police Station. The instructions, catechism and on-job training of the personnel should be imparted in the same manner as specified for the law and order Police.

The respondents were asked whether they agree that drill and instructions are provided to railway staff periodically. The responses of the respondents are provided in table 6.29 and interpreted in diagram 6.29.

**Table 6.29**

**Drill and Instructions**

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do you agree that drill and instructions are provided to railway staff periodically?</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>42</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(6%)</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree

**Cone Diagram 6.29**

**Drill and Instructions**
The responses of the respondents provided in the above table and diagram indicate that about 6% of the respondents strongly agree that drill and instructions are provided to railway staff periodically; about 11% of the respondents agree that drill and instructions are provided to railway staff periodically; about 10% of the respondents has no opinion about that drill and instructions are provided to railway staff periodically; about 32% of the respondents disagree that drill and instructions are provided to railway staff periodically; and about 40% of the respondents strongly disagree that drill and instructions are provided to railway staff periodically.

**Rules for the use Custody of Arms**

The arms in the Police Stations will be kept secured to an arms rack by means of a chain fastened with a lock, and be under the charge of the Sub-Inspector or other officer in-charge of the Station in his absence. Station sentries or those posted for Station watch will keep the key and be responsible for the arms during their respective spell of duty. The ammunition will be kept in a locked ammunition box, with the key being kept by the station sentry. The Sub-Inspector or the officer in charge of the Station, in his absence, will be responsible for the correctness of ammunition. The ammunition may be issued as per the need and requirements by the SHO. HCs and PCs will be armed with rifles on such occasions as may be prescribed by the SRP, but the SHO may direct rifles to be used in any emergency or for the purpose of patrolling station yards, goods sheds, transship sheds and yards, escorting running goods train, and escorting prisoners.

The respondents were asked whether they agree that railway police know the rules for the use of custody of arms. The responses of the respondents are provided in table 6.30 and interpreted in diagram 6.30.
Table 6.30
Rules for the use Custody of Arms

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do you think that railway police know the rules for the use of custody of arms?</td>
<td>SA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>34</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(5%)</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree

Area Diagram 6.30
Rules for the use Custody of Arms

The responses of the respondents provided in the above table and diagram indicate that about 5% of the respondents strongly agree that railway police know the rules for the use of custody of arms; about 13% of the respondents agree that railway police know the rules for the
use of custody of arms; about 11% of the respondents has no opinion about that railway police know the rules for the use of custody of arms; about 33% of the respondents disagree that railway police know the rules for the use of custody of arms; and about 38% of the respondents strongly disagree that railway police know the rules for the use of custody of arms.

**Journeys by Train of the Governor and Persons of High Position**

When the Governor of this State or any other State or the wife of a Governor travels by train, the crowding of people should be prevented on the platforms in between stations. The SRP need not travel in the same train as the Governor, but the DSRP having jurisdiction should do so. A guard of one SI or RSI armed with revolver or pistol and tour PCs suitably armed shall travel with the Governor. At all train halts, two out of the four Constables will station themselves on either side of the Governor's saloon/Compartment, as near as possible to the windows of the compartment occupied by the VIP. When the train stops at a place where the halt is short, one Constable each will get down on each side and keep a watch along the train particularly the compartment in which the VIP is traveling. The officer in charge of the party will maintain a Sentry Relief Book showing the hours of duty for each pair of Constables.

When the wife of a Governor travels by train, a guard of two HCs/PCs of the Railway Police suitably armed shall be provided for protection.

The respondents were asked whether they agree that Railway Police is able to provide proper protection to the Governor and persons of high position during their railway journeys. The responses of the respondents are provided in table 6.31 and interpreted in diagram 6.31.
Table 6.31

Journeys by Train of the Governor and Persons of High Position

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Query</th>
<th>Responses of the Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do you think that Railway Police is able to provide proper protection to the Governor and persons of high position during their railway journeys?</td>
<td>SA 28 (4%)</td>
</tr>
</tbody>
</table>

SA - Strongly Agree, A – Agree, NO – No Opinion, DA – Disagree SDA – Strongly Disagree

Pie Diagram 6.31

Journeys by Train of the Governor and Persons of High Position

![Pie Chart]

The responses of the respondents provided in the above table and diagram indicate that about 4% of the respondents strongly agree that Railway Police is able to provide proper protection to the Governor and persons of high position during their railway journeys; about 7% of
the respondents agree that Railway Police is able to provide proper protection to the Governor and persons of high position during their railway journeys; about 8% of the respondents has no opinion about that Railway Police is able to provide proper protection to the Governor and persons of high position during their railway journeys; about 39% of the respondents disagree that Railway Police is able to provide proper protection to the Governor and persons of high position during their railway journeys; and about 41% of the respondents strongly disagree that Railway Police is able to provide proper protection to the Governor and persons of high position during their railway journeys.