CHAPTER VII
SUMMARY, FINDINGS, CONCLUSION AND SUGGESTIONS

Overview

The inferences drawn in the body of the thesis are provided in the form of summary, findings, conclusion and suggestions in this chapter.

Summary

In the first chapter an attempt has been made to explain the details relating to Quasi-Police Subject in the Union List, Power of the Central Government to Amend the Basic Police Acts, Indian Police Service, Ministry of Home Affairs, The Home Ministry and the organization and the role of Central Police Organizations in India such as Central Reserve Police Force (C.R.P.F.), Border Security Force (B.S.F.), Assam Rifles, Central Industrial Security Force (C.I.S.F.), Intelligence Bureau (I.B.), Central Bureau of Investigation (C.B.I.), Railway Protection Force (R.P.F) and Government Railway Police as Tamil Nadu Railway Police has to function not only with the cooperation of State police but also Central Police organizations. As the subject of the research is Tamil Nadu Railway Police which has to function in close cooperation with Railway Protection Force the details relating to the organization and functions of Railway Protection Force are provided in detail and explained through the Railway Protection Force Act, 1957.

Review of literature is a significant part of any research. It helps to acquire information about what has been done in the field of study, gather up-to-date information about previous researches in the area and obtain information on the topic of investigation. A familiarity with available literature in the area of research is required for making
new grounds and the proper designing of the study. Review of related studies further avoids duplication of the work that has already been done in that area. It also helps the investigator to study the various aspects of the concept in its multi-dimensional perspective. The scholar has reviewed some of the literatures on the topic Police with the above objectives in mind in the second chapter. In the review of literature on Police a number of works relating to police administration have been reviewed. Since Railway Policing in the different States is the responsibility of the concerned States, detailed works on State Railway Police has not been analyzed and published in the form of Books or Articles. Therefore, the literatures reviewed and appended in bibliography have not analyzed in detail the organization and functioning of the Railway Police in Tamil Nadu. Therefore, the researcher thought it appropriate to take up this research study for detailed analysis.

The research study is about the organization and functioning of the Railway Police in Tamil Nadu. It is essential to have a comprehensive knowledge of the area of the study in order to understand the setting of the findings of the organization and functioning of the Railway Police in Tamil Nadu. Therefore, an attempt has been made to explain the area profile of Tamil Nadu in the third chapter. In this chapter an attempt has been made to explain the details relating to location of Tamil Nadu, total area of Tamil Nadu, population, households, child population, Scheduled Caste population, Scheduled Tribe population, literates, illiterates, different kinds of workers and development related indicators in Tamil Nadu. The details furnished above indicate that Tamil Nadu State lack development and could bread lot of crimes and law and order problems not only in the local areas but also in the Railway Station premises. Therefore, the railway policing in Tamil Nadu should be restructured depending upon the requirements of
the problems relating to crimes and law and order in the railway station premises.

In the fourth 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.

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 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.

The important objectives of the study are to explain the background of the study; to review the literatures relating to police administration; to give details relating to the setting of the study; to provide the design of the study; to explain the organization of Tamil Nadu Railway Police; and to analyze the functioning of Railway Police in Tamil Nadu on the basis of the responses of the Railway Police respondents.

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.

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.

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.

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.

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 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.

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.

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 skeptic 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.

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.

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

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 of 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.

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.

In the fifth chapter an attempt has been made to examine the organization of the State Police as the Railway Police has to function in close cooperation with the State Police and the State Police organizations help the Railway Police in the performance of their functions. A detailed organization of Railway Police has been explained.
as the topic is on the organization and functioning of Railway Police in Tamil Nadu.

The Railway Police is a branch of the general police force of the State and is, therefore, subject to the various orders, instructions and rules, which are applicable to the personnel of State police organization. Like civil police, the Railway Police is also structured at the apex, District and field formation levels. An officer of the rank of Inspector General of Police is in charge of Railway Police in Tamil Nadu and he is an integral part of the Railway Police organization. The Railway Police organization in Tamil Nadu is divided into Railway Districts, Circles, Police Stations and Outposts like the civil police. The jurisdiction of Railway Police extends to the Railway limits defined for this purpose.

The organizational structure of the Railway Police in Tamil Nadu provided in the above pages reveals that Railway Police is divided into two Districts, five Sub Divisions, eight Circles, 42 Railway Police Stations, 18 Railway Police Outposts and three Mobile Railway Police Stations. Three Special Units, viz. Railway Crime Record Bureau, Railway Armoury and Railway Special Branch are attached to Chennai and Trichy Railway District Police. In Egmore Sub Division there is no Railway Circle. Three Railway Police Stations function under the control of Egmore Sub Division. Under Central Sub Division there are two Circles, nine Railway Police Stations and one Outpost. Under Central Circle there are four Railway Police Stations and under Perambur Circle there are four Railway Police Stations. Mobile Railway Police Stations function under the control of Central Sub Division. Coimbatore Sub Division is divided into three Circles, ten Police Stations and five Outposts. Under Coimbatore Circle there are four Railway Police Stations. Under Podanur Circle there are three Railway Police Stations. Under Salem Circle there are four Railway Police Stations and three
Outposts. Trichy Sub Division is divided into only one Circle. Under Trichy Sub Division there are eight Railway Police Stations. Two Railway Police Stations function under the Control of Trichy Sub Division and six Railway Police Stations function under the control of Tanjor Circle. Madurai Sub Division is divided into two Circles, 12 Railway Police Stations and five Outposts. Under Karaikudi Circle there are two Railway Police Stations and in Tirunelveli Circle there is one Police Station and one Outpost. Two Mobile Railway Police Stations are attached to Madurai Sub Division. The organizational structure further explains that there is no uniformity in the creation of Police Districts, Sub Divisions, Circles, Police Stations and Outposts. Efficiency of Railway Police organization very much depends upon the organizational structure. Therefore, they Railway Police organization should be restructured in such a way that there is uniformity in the creation of Railway Police Districts, Circles, Police Stations and Outposts.

In the sixth 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.

Under the personal particulars of the respondents, age, sex, community, religion, education, working status and annual income of the respondents are explained.

**Findings of the Study**

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/-.

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.

The responses of the majority of the respondents indicate that:

1. About 46% of the respondents disagree that there are enough facilities for prevention, registration, investigation and detection of crimes in the Railway Police;

2. About 77% of the respondents disagree that there is enough strength in the Railway Police Station for the maintenance of order in the Railway Station premises;

3. About 73% 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;

4. About 72% of the respondents disagree that Railway Police are able to both through proper work procedure;

5. About 74% of the respondents disagree that the Railway Police have enough facilities to deal with shortages and lost property;

6. About 52% of the respondents disagree that the Railway Police have enough staff to deal with all nuisances committed within the railway limits;
7. About 72% 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;
8. About 69% of the respondents disagree that the Railway Police have enough facilities to deal with inquest Report and disposal of dead bodies;
9. About 40% of the respondents disagree that the Railway Police have enough facilities to record in registers;
10. About 36% of the respondents disagree that Railway Police is able to get Cooperation and Coordination from the District Police;
11. About 74% of the respondents disagree that Railway Police is able to get coordination with Railway Protection Force;
12. About 48% of the respondents disagree that Railway Police is able to get coordination with railway administration;
13. About 20% of the respondents disagree that Railway Police is able to maintain proper coordination with the State Government;
14. About 80% of the respondents disagree that Railway Police is able to get coordination with neighbouring State;
15. About 75% 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;
16. About 72% of the respondents disagree that Railway Police is enough facilities to investigate suspected cases of sabotage;
17. About 27% of the respondents disagree that Railway Police is able to deal with cases relating to unclaimed property;
18. About 86% of the respondents disagree that Railway Police should not purchase tickets for passengers;
19. About 62% of the respondents disagree that Railway Police is able to have proper watch of criminals;
20. About 43% of the respondents disagree that Railway Police are able to deal with problems in the Railway premises during festivals;
21. About 27% of the respondents disagree that Railway Police is in favour of Railway strike;
22. About 72% of the respondents disagree that drill and instructions are provided to railway staff periodically;
23. About 31% of the respondents disagree that railway police know the rules for the use of custody of arms; and
24. About 18% 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.

**Conclusion**

The Railways in Tamil Nadu was created in the year 1932. Total route kilometers of Tamil Nadu Railways are 3879 kms. Total number of Railway Stations in Tamil Nadu is 524. Total number of Trains operated in Tamil Nadu daily is 315. Total number of passengers traveling in Tamil Nadu is approximately 14 lakhs. Total number of Railway level crossings is 2409 out of which 1231 Railway level crossings are manned and 1178 Railway level crossings are unmanned. Total number of Railway Bridges is 142. Total number of Culverts is 12068. Total number of Electric trains operated in Tamil Nadu is 60. Total number of services operated daily is 484 as detailed below:

a. Chennai Beach – Tambaram – Tirumalpur,
b. Chennai Central – Gummidipoondi and
c. Chennai Central – Arakkonam – Tirutani.
Total Metro trains operated in Tamil Nadu are 12 and total number of services operated daily from Chennai Beach – Velacherry is 124.

The details relating to Railways in Tamil Nadu indicate that nearly 14 lakhs passenger travel in rails and most of the railway stations in Tamil Nadu do not have either Railway Police Station or outpost. Out of 524 Railway Stations only 60 Railway Stations are manned by Railway Police Stations or Railway Outposts. But even in these Railway Police Stations and Outposts sanctioned strength has not been filled up. For example in Chennai Railway Police District there are 612 police personnel out of the sanctioned strength of 843. In the same manner in Trichy Railway Police District there are 712 police personnel out of the sanctioned strength of 749. Police Quarters are available for only 598 Police personnel in Chennai District and 390 Police personnel in Trichy District. The details furnished above clearly indicate that Railway Police in Tamil Nadu are not made available to meet the demands in the Railway Police Stations in relation to maintenance of law and order and to deal with problems relating to crimes in the Railways and Railway Station premises.

Suggestions

On the basis of the discussion held with the Railway Police personnel following suggestions have been made:

1. Police personnel for the Railway Police at present are deputed from the State Civil Police. This practice does not enable the Railway Police to carry out the different problems that occur the Railway Police premises satisfactorily. therefore there should be separate recruitment for Railway Police and they should be trained on the basis of the problems that confront in the Railway Stations and during railway journeys;
2. Recently due to fire in S11 Coach in Tamil Nadu Express nearly 40 persons died. Though the Railway accident took place just half a kilometer from Nellur Railway Station, rescue operation could not reach the spot in time. Therefore, fully trained Railway Police personnel should be allowed to operate through Mobile Railway Police Stations so that they could reach the accident spot immediately and could help in rescue operations;

3. There are 524 Railway Stations in Tamil Nadu. Government of Tamil Nadu and Railway Police should take steps to see that at least few police personnel are made available to set right the problems that could arise in the Railway premises; and

4. Till such time all the existing vacancies can be filled up and all the Railway Police personnel could be provided with residential accommodation so that they could perform the duties satisfactorily.