



Dr. Jayachandran's

INSTITUTE FOR CIVIL SERVICE EXAMS

SOUTH INDIA'S PREMIER INSTITUTION FOR
PUBLIC POLICY AND CIVIL SERVICE EXAMS

HISTORY

WWW.jcsias.com

Ph: 93619 21011

DEVELOPMENT OF RAILWAYS IN BRITISH INDIA

Reasons for Railway development.

Critiques of Railways

Guarantee system (1849 – 69)

State Construction and ownership (1869-882)

Modified Guarantee system (1882 -1924)

Nationalisation (1924 -1948)

Integration and Regrouping (1948 – 1952)

DEVELOPMENT OF RAILWAYS IN BRITISH INDIA

Railways was introduced in India by Lord Dalhousie. First railway line connected Bombay - Thane in 1853 built by Great Indian Peninsula Railway. Followed by Calcutta - Raniganj in 1854 and Madras - Arakkonam in 1856.

First Railway in World in 1825 in England.

Reasons for Railway development.

- * Initially the motives were completely economical to connect areas of Raw material and ports.
- * Railway played a great deal in plunder on India.
- * They helped transfer of army personal effectively which was seen during 1857 revolt.
- * Later the development was in line to have market for the imported goods from Britain.
- * Only after Lord Curzon Railway line were extended and were used as people links and for administrative purpose.
- * Railways were mainly for Economical and Colonial purpose. And served peoples interest last.
- * After 1900 railways proved helpful in averting famines by transferring food grains all along, even during the war period when there was a complete deficit of food grains in India.

Critiques of Railways

- * Dadabhai naoroji has quoted in the drain theory that 'Mother India is bleeding through her ports', where connection to ports was by Railways.
- * Balagangadhar Tilak - ' British government building railways is like decorating other's wife'

Development of Railways happened in 5 phases.

Guarantee system (1849 - 69)

- * During Lord Dalhousie
- * Development the help of privates.
- * Government promised 5% interest to the investment, while government retained right of buying after contract period.
- * Great Southern India Railway Co. was founded in Britain in 1853 and registered in 1859

State Construction and ownership (1869-882)

- * Introduced during Lord Mayo's viceroy
- * Government decided to take up the construction of railways.



- * This was due to less interest shown by private in railway construction.
- * Also the government realised the benefits of railways during revolt.

Modified Guarantee system (1882 -1924)

- * Introduced during Lord Ripon.
- * Privates were to take up the Railway lines that were profitable.
- * Based on the same logic of Guarantee system earlier.
- * The system was followed and after 1899 famine, railways were extensively extended for 20 years.
- * This period both Private and Government were both players in railway industry.
- * Railway became profitable for the first time in 1905.
- * In 1907 almost all the rail companies were taken over by government
- * By 1920 61,220 km of Railways was laid.

Nationalisation (1924 -1948)

- * Based on East India Railway Committee chaired by Sir William Acworth, Railway management was completely taken over by government and Nationalised.
 - * A separate Budget for railway was introduced in 1925.
 - * First Electrification on the same line of Bombay in 1925.
- Various sections of Indian railways electrified during 1925 to 1930

Integration and Regrouping (1948 - 1952)

- * After partition India Railways were regrouped.
- * Railway networks were made as zones and six zones came up in 1952.

LIVE / ONLINE

**CLASSES
AVAILABLE**

For UPSC - CSE

"Crack UPSC with Expert guidance from South India's leading UPSC Mentors"

Full Syllabus
Guaranteed Results
National level Mock test
Comprehensive Study Material

TO KNOW MORE:

www.jcsias.com

Ph: 93619 21011

FOR MORE CONTENTS:
www.jcsias.com



Dr. Jayachandran's
INSTITUTE FOR CIVIL SERVICE EXAMS
SOUTH INDIA'S PREMIER INSTITUTION FOR
PUBLIC POLICY AND CIVIL SERVICE EXAMS