

---

**DEVELOPMENT OF RAILWAYS IN THE PRINCELY MYSORE****(1800 A.D. TO 1947)**

Dr. B.P. Kumar\*

**ABSTRACT**

*Railway has played a significant role in the development of the country. Indian railways is the fourth largest railways in the world. The total length of Railway tracks in India was about 64,646 Kilometers in 2011. According to my studies princely Mysore had 748.19 miles including 9.88 miles of meter gauge line in 1947-48. Which also provided ample service to the people. Mysore railways has played a significant role in the development of industries, agriculture, trade and commerce. Journey by train was more comfortable than by bus. This had provided cheapest and most convenient mode of passenger transport for long journey. Being the mode of public transport railways in Mysore also provided employment opportunities for innumerable people.*

*Mysore state was under the rule of British government; The Wodeyars of Mysore have successfully maintained the cultural, commercial, religious as well as administrative sanctity of the state through railways. Wodeyars established the first railway line between Mysore and Bangalore. Later they extended the facility to its important cities. Mysore has contributed to railways to a considerable extent, but lot more is yet to be done.*

*KEY WORDS: Indian Railways, Mysore State, Broad Gauge, Wodeyars of Mysore, Administrative Sanctity.*

---

\*Associate Professor, A.V.K. College For Women, Davanagere, Karnataka-India.

## INTRODUCTION

Transport and communication system of a territory has been often compared to the nervous system of blood circulatory network in a human body. Economic activities can prosper only when these facilities are properly organized. In the year 1825 the first Railway running on steam engine, was launched in England.

At the same time India was under the control of England. Mysore was also under the administration of England. British had interested construct railway lines in India would be useful to transport raw materials to the textile industries at Manchester, Lancashire and live pool. In this background they started first train service from Bombay to Thane in 16<sup>th</sup> April 1853. Subsequently construction of this efficient transport system began simultaneously in different parts of the country. Which was also covered princely Mysore state. The kingdom of was ruled by the Wodeyar dynasty, except for a brief period in the Late 18<sup>th</sup> Century, when Hyder Ali and Tippu Sultan were in power. Mysuru, formerly Mysore is the third Largest City in the State of Karnataka, India. Which served as the Mysore princely kingdom for nearly 6 centuries from 1399 until 1947. The Wodeyars contributed significantly to the growth of Railways in State. This cultural city had different backup area such as Kolar Gold field work, famous Jogfalls- Hydro-electric scheme. But incase of Mysore State Railway track, large quantity of track laid for traffic.

## OBJECTIVES OF THE STUDY

To know how railway became important sector for different sections.

To find the important railway lines in Mysore State.

To suggest measures to improve railway facilities.

## HYPOTHESIS

Railway Development under British rule in Mysore, beneficial to Britishers or Mysorians!.

### ❖ The construction of important Railway lines in the State & Analysis :

In 1864 A.D. the age of Railways started in Mysore province<sup>1</sup> commissioner Lord Bouring had ordered to survey for the formation of Railway line<sup>2</sup>. The first Railway line established in the city was the Bangalore-Mysore junction meter gauge line, which was commissioned in 1882. The first section of 3 miles, between Bangalore cantonment and Petta (Bangalore city) was broad-gauge while the meter-gauge was adopted for the remaining line Bangalore City to Mysore, a distance of 86 miles<sup>3</sup>.

Nanjangudu was a taluk head quarter as well as a religious place of princely Mysore state. In those days Sujatha mills a big cotton industry was famous for its cotton production. Wodeyars of Mysore had planned to connect railways from Mysore to Nanjangud. With the interest of Wodeyars, the railway line was introduced between Mysore and Nanjangud in the year 1891. Even though the Mysore state was under the rule of British government, the Wodeyars of Mysore were successful in maintaining the cultural, commercial and religious as well as administrative sanctity of the state, through railway.

Railway Work was carried by Madras and Maratta Railway, open lines were owned by both the State and District boards.<sup>5</sup> The open line milage owned by the State, the Bangalore-Chikkaballapur light railway Co. and the district boards was 757.75 miles, the same as in 1942-43 of this 9.88 miles comprise the broadgauge line of the Kolar Gold fields railways branch, which was worked by the Madras and Southern Maratta Railway.<sup>6</sup>

Bangalore-Mysore line under the work of Madras Railway Company- completed Bangalore-Channapattana line (35 miles) in 1881.<sup>7</sup> Ultimately Bangalore – Mysore line through Channapattana-Mandy-Mysore opened for traffic in 25<sup>th</sup> Feb 1882.<sup>8</sup> Mysore – Arasikere (3 Jan 1918), Nanjanagud – Chamarajanagr (27<sup>th</sup> Aug 1926) lines were meter gauge lines.<sup>9</sup> Shuttle Trains were introduced between Mysore and Arasikere from 1<sup>st</sup> October 1936.<sup>10</sup> It was expected that the meter guage line from Sagar to Talaguppe will be open to all classes of traffic by June 1937. This would bring the Jogfalls with in 10 miles of the Railway, besides felicitating the transport of materials for the proposed Hydro-electric scheme.<sup>11</sup> This Talaguppe line linked with Shimoga in 1940. Trains No.s 55 and 56 running between Arasikere and Harihar have been extended to run through to Hubli and back so as to provide connection with Mail Trains at Hubli.<sup>12</sup>

In general princely Mysore State had connected railway line towards Mumbai, Madras, Mangalore (Near by) and other interior parts.

In 1904-1905, the net earning from passengers, merchandise and miscellaneous traffic over several existing lines of railway after deducting the working expenses was about Rs. 8.07 Lakhs and for 1905-06 it was about Rs. 10.99 Lakhs. The decadewise development in Railway lines owned by the state from 1881, when the Railway line was opened is as follows.<sup>13</sup>

**Table 1: The Net earning from passengers, merchandise and miscellaneous traffic over several existing lines of railway after deducting the working expenses**

Year	Length of lines open for traffic (miles)	No.of Passengers conveyed (Lakhs)	Net earnings (Lakhs)	Percentage of Net earning on Capital outlay.
1881	58	1.63	0.54	1.50
1891	296	6.25	2.27	1.52
1901-02	411	26.41	6.61	2.90
1911-12	411	40.46	14.04	5.61
1923-24	571	57.87	12.09	2.74

Source : Gazetteer of India, Karnataka State Gazetteer Part- III, C. Edi, Suryanath V.Kamath, Govt. of Karnataka – 1983, P- 50.

We've had been a gradual increase in railway in the state up to 1937-38, when the total length was 748.19 miles excluding 9.88 miles of broad-gauge. Which became state worked during 1947-48.

Between 1900 to 1945 was a crucial period. Every where there was a chaos. Two world wars where broken out. In India British rule was in existence. Under this circumstances the concept of development was a dream. In 1946-47, the construction of a railway line from as post war measure, However this line opened for public service in 2010 onwards. The necessity of linking the Mysore plateau with Mangalore port was felt as early as 1882 and the construction of Hassan Mangalore railway line was pressed right from that time. But the same was delayed due to many causes.

## CONCLUSION AND SUGGESTIONS

After independence railway struggling hard to its development. Track expansion programme – conversions, doubling, electrification and construction of new bridges etc are Challenges to the Government. Even though above said programmes are delayed but they are progressing slowly in Karnataka. Most of railway line laid during Wodeyars of Mysore. Most of the lines laid by Wodeyars have been converted into broad-gauge recently. Doubling, electrification, fast trains, maintenance of cleanliness (Toilets, Stations, trains) is needed in the passenger trains. Goods trains should be updated. Mangalore-Bangalore-Mysore line can be used properly for goods.

---

**REFERENCES**

1. Mysore Taluk Gazetteer, Dr. N.N. Chikkamadu, Edi S. Ances Siraj, Published by Govt. of Karnataka – 2010 - P126
2. Mysore Taluk Gazetteer, Dr. N.N. Chikkamadu, Edi S. Ances Siraj, Published by Govt. of Karnataka – 2010 - P126
3. Gazetteer of India, Karnataka State Gazetteer Part- III, C. Edi, Suryanath V. Kamath, Govt. of Karnataka – 1983 - P48
4. Nanjanagudu Taluk Gazetteer, Dr. Manjula Hullahally, Edi. S. Anes Sirja, Published by Govt. of Karnataka 2011 - P117
5. Mysore Administrative Report – 1938-39 - P131
6. Mysore Administrative Report – 1943-44 - P146
7. Gazetteer of India, Karnataka State Gazetteer Part- III, C. Edi, Suryanath V. Kamath, Govt. of Karnataka – 1983 - P48
8. Mysore Taluk Gazetteer, Dr. N.N. Chikkamadu, Edi S. Ances Siraj, Published by Govt. of Karnataka – 2010 - P126
9. Mysore Taluk Gazetteer, Dr. N.N. Chikkamadu, Edi S. Ances Siraj, Published by Govt. of Karnataka – 2010 - P127
10. Mysore Administrative Report – 1936-37 – P90
11. Mysore Administrative Report – 1938-39 - P131
12. Mysore Administrative Report – 1939-40 - P144
13. Gazetteer of India, Karnataka State Gazetteer Part- III, C. Edi, Suryanath V. Kamath, Govt. of Karnataka – 1983 - P50