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**Crossing the Rajasthan Painesville through the (NWSR);
 Geniuses of Railway in Great Thar Region: Bahawalpur, Bikaner & Jodhpur**

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ABSTRACT





The aim & objectives of study to highlight the Gigantic Railway Network of Communication in North-West part of British India. In order to cater the Commercial, Logistic & Defense Strategic Services; East India Company EIC (1612-1857) devised a mega project in this area. The Rajasthan Painesville occupied the massive area; it is largest part of British Raj. Rajistan consists of 23 States & more than 340,000 sq.km. It also known as Rajputana States. The Rajistan possesses a unique state in British Empire. It comprises mostly on barren & deserted area. Geographically; Great Thar is located in North-West part of British India. It consists of over 2 lac sq km. Moreover, it is 18th largest desert of the world. Post 1857; a new era begins in Subcontinent; British Raj adopted modern method of communication & provided the multiples services in India. In this regard; Government established various Railway Lines & Stations. Therefore; British Officers & Engineers were appointed on the States. In 1872-78; a Gigantic Bridge (Empress Bridge) on Sutlej River was built which connected the entire region by Railway network. So, it was mandatory to connect between Province Sind, State BWP and Rajistan States & Provinces of Punjab. The connection between Punjab Railway & Karachi brings revolution. It was 1st ever mega project of the region. Later; second route of Indian Railway North West State Railway (NWSR) was commenced in Rajputana State. From 1875-1900 (NWSR) Railway Line was launched & finally 2nd major route approaches to Delhi-Karachi via Bhatinda, Ajmer, Bikaner, Jodhpur, Luni, Mewera, Burmer, Umar Kot, Hyderabad & Karachi.

Keywords: Development of Road Rail Infrastructure in Thar & Rajasthan States.

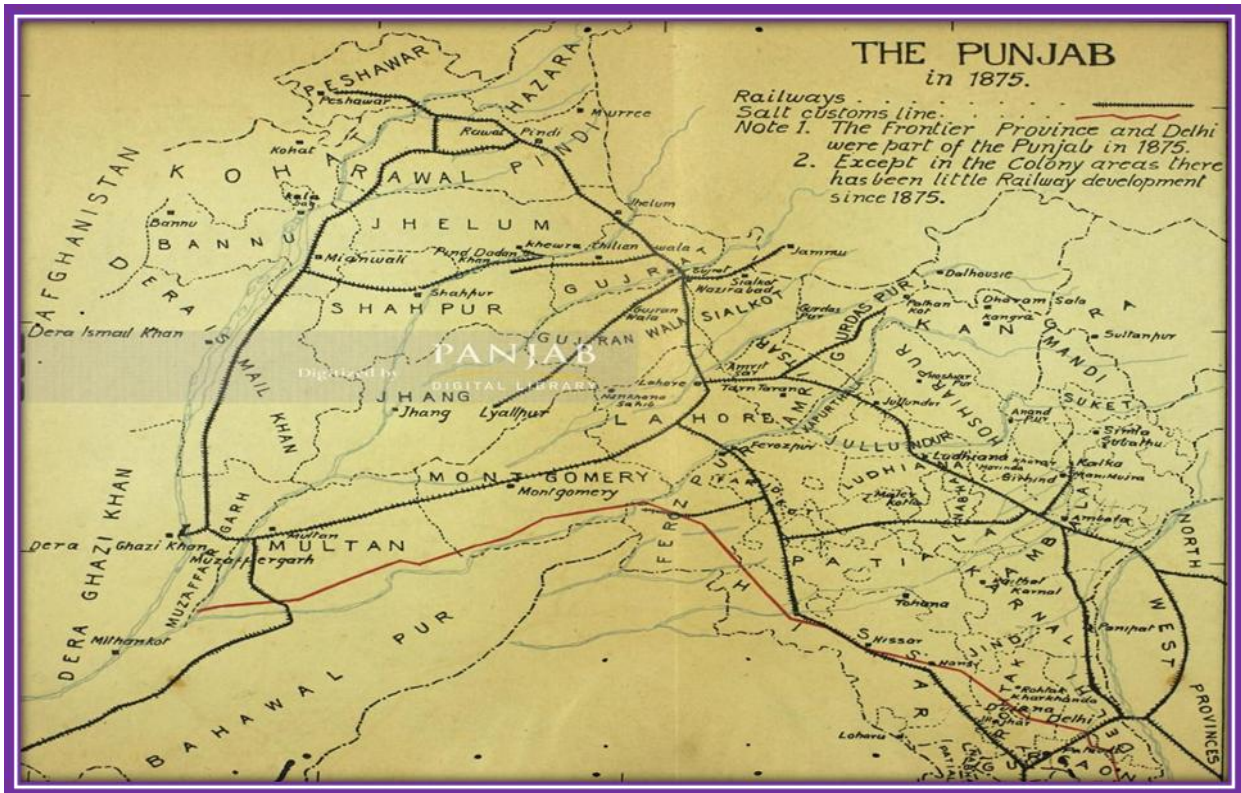
1. **Great Indian Peninsula Railway (GIPR) Company incorporated on August 01,1849.**
 2. **Scinde Railway (SR) operated in Sind Karachi Port during the British Raj- 1855-85.**
 3. **Punjab Railway (PR) operated during the British Raj in Punjab Province 1857-85.**
 4. **Multan—Lahore ----Amritsar Section Survey by Scinde & Punjab Railways-- 1859.**
 5. **Multan – Lahore Track 177 miles-----285 Km Completed 1865.**
 6. **Lahore – Amritsar Track 32 miles ----- 51 Km completed 1867.**
 7. **The Scinde, Punjab, Delhi Railway (SP&DR) formed on 1870 from the-----**
 8. **Delhi Railway Companies. ----- As per the Railway Act of India 1869.**
 9. **Punjab Northern State Railway Established in British India-----1876-1886.**
 10. **All Unites merges in North –Western State Railway in 1886----- 1947.**
3. The History of the East Indian Railway, Sir Macdonald Stephen, G. Huddleston, Calcutta, 1906.

Initially; trains were operated for cargo services to fill up the needs of EIC. First Train commenced from Red-Hills to Chintadripet Bridge in Madras on 1836-37. GIPR was initially proposed for a length of (2,100 km) to connect Bombay with the interior of the Indian Peninsula to the major Cities & Ports. It meant to increase the export of cotton, silk, opium, sugar, spices & others products & Raw-Material from India. On April 16, 1853; first passenger train in British India operated by GIPR between Bori Bunder (Mumbai) to Thane. Later, GIPR extended the Railway Tracks in other parts of Central India. In 1855: Scinde Railway (SR) operated in Sindh during the British Raj 1855-85. 4. The Punjab Railway. A Selection from Official Correspondence, Sir W. P. Andrew, London, 1857. A Contract of 174-Km Railway Line to be constructed between Karachi & Kotri; work commenced & inaugurated by Sir Bartle Ferrier (Commissioner of Karachi) on April 1858. The project completed after three years on May 13, 1861; Railway Service opened for public. This was the first railway line for public of North-West part of India. Punjab Railway (PR) founded on 1857-85. **Multan-Lahore-Amritsar Section** Contract Awarded to Scinde & Punjab Railways in 1859. Both companies have joint venture & completed mega project on 1861. Finally on April 24, 1865; The Punjab Railway between Multan, Lahore and Amritsar is opened throughout for public traffic. 5.The Scinde Railway, H.C. Hughes, Saga Journal, Vol. No. 5, Issue 4. November 1962. From Multan to Kotri there was no Road & Rail Link so it was dare for Defense & Economic needs. The British Govt. proposed a 680Km Railway including Gigantic Bridges on River Sutlej & Indus. Actually, India comprises with multiples Geographical features, vast desert, huge rivers, deltas and planes areas & mountains. To connect the Geographical Region; British India faced these obstacles & decided to build Historical Bridges, which was basic challenge for Railway Infrastructure. The first bridge constructed between 1856-62 on Saone River in British India. It was first ever mega Railway Bridge. The survey being conducted on February 17, 1851

by Gorge Turnbull, Chief Engineer of East India Railway. The Saone Bridge brought revolution in Railway Industry. It was premier bridge in South & Central India. The Bridge has significant features. It holds 1610 meter in length & 5280 feet; almost one kilo-meter long. 6. The Saga of Eastern Railway 1854-2003, Kolkata 2003.

			
East India Railway1835	Great India Peninsula Railway: 1849-	Scinde & Punjab Railway:1870-1886.	North-Western State Railway:1886- 1947.

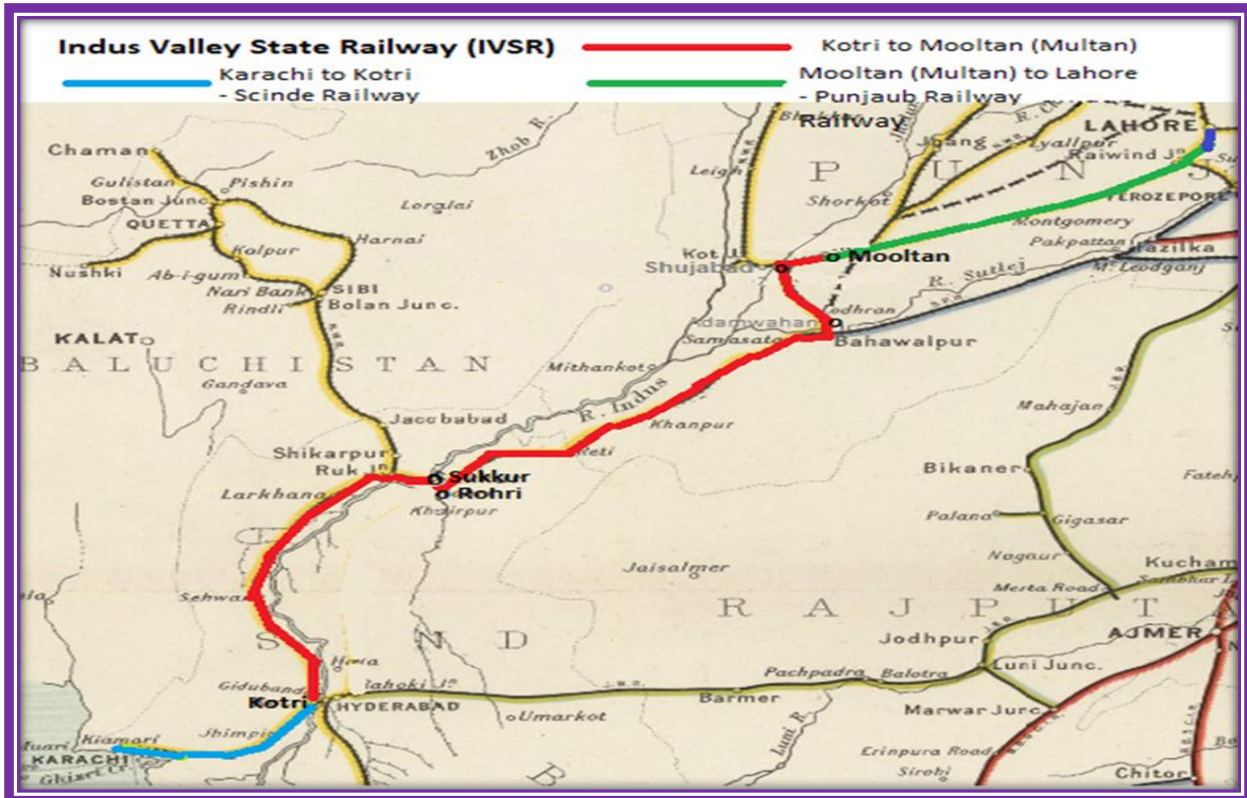
This success open doors for new challenges, later multiple Fantastic Bridges were developed in various part of British India. A list of Glorious Bridges is given below, Sutlej Bridge (Bahawalpur State) is also enlisted. Princely State Bahawalpur (River Sutlej) possesses a unique history in Subcontinent. The State BWP possesses the princely status from1727-1947. The State base on Agro-Economy & this part of was rather remote area of the India. There was no road & rail connection with central India & neither any link between Karachi to Lahore in late 19th century. Up till 1870; British Raj enhanced the Railway Infrastructure in major cities of the central India but North-West part was a bit ignored due to the less population. 7. Bridge over Sutlej River, by James Richard Bell CE. Paper No 1682-- Vol No. 65, Published 1881, pp. 242.



8. Fig. No.3. Map of North West Part of British India 1875. From British Library Official Map.

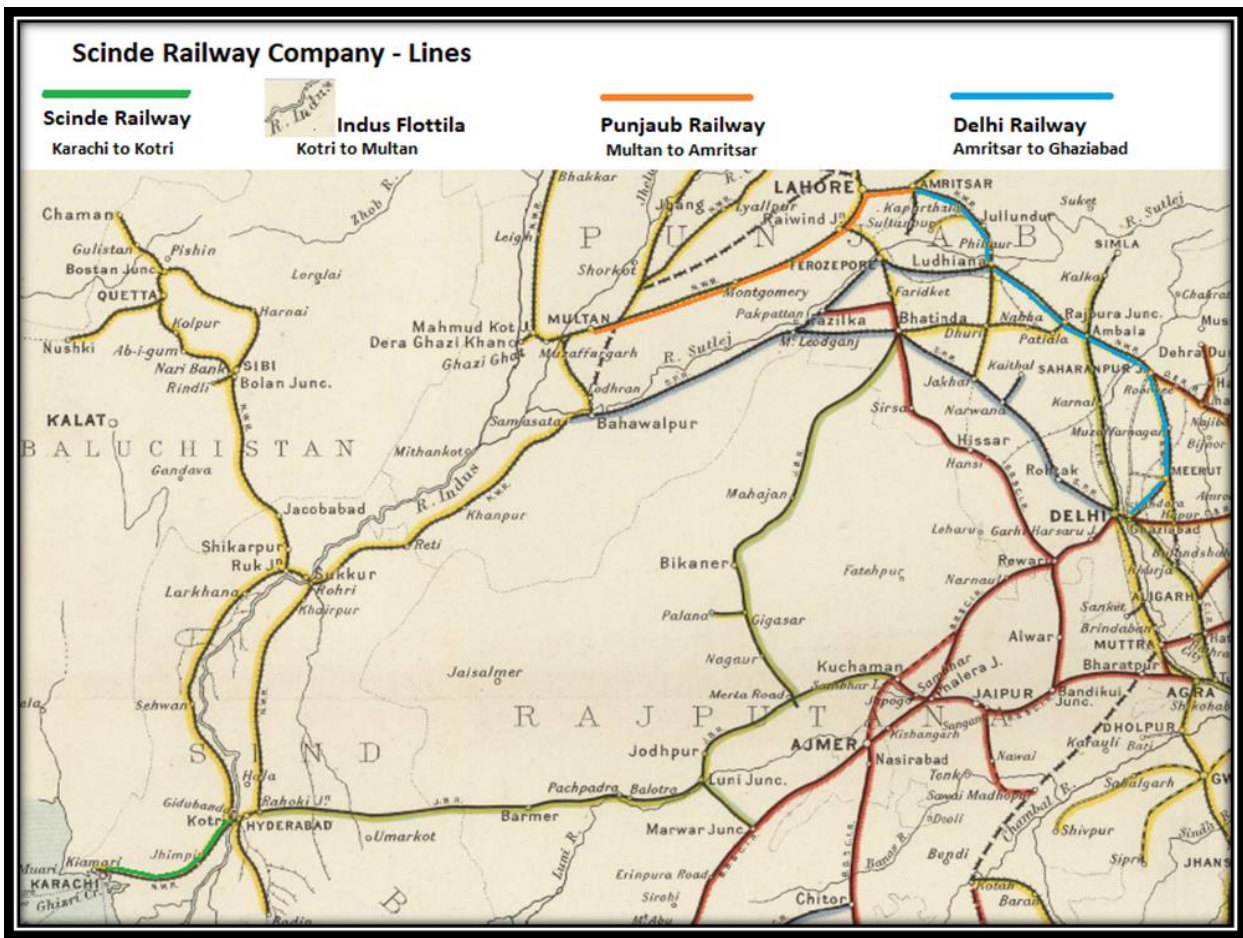
Post 1857; the British Raj initiated the mega projects in subcontinent; they had made the Infrastructural reforms inside India. The modernization which has started in Europe, Subcontinent was also witness in mid of 19th century. Moreover; the EIC bear the bitter experience of Anglo-Afghan War & Mutiny of 1857 in recent past. It was mandatory to hold the strong hold in Administration, Political & Fiscal & Strategic Affairs. To achieve the economic prosperity & supply of raw material in international markets, it was major policy of British in India. British Government proposed survey for the North-West Region on 1865; Sutlej River Bridge & Railway Line works started in 1872 by accomplished multiple Surveys of British Engineers. It was first ever Rail Connection in North-Western British India. Sutlej Bridges connect to Sindh Indus Valley State Railway to Punjab Province (Punjab Railway). Finally; Indus Valley State Railway (IVSR) awarded contract in 1872 & on June 07, 1878; Empress Bridge Bahawalpur Inaugurated by Director General; Public Works Department (PWD); Col. Sir Andrew Clark. PWD paid a vital role in history of British Raj; the PWD was Central & Major Department of British India. PWD responsible for Irrigation, Railway, Civil Engineering, Roads and Buildings & Town Planning.⁹ The Empress Bridge over Sutlej River, James Richard Bell CE. Paper Vol No. 65, Published 1881, p 242. Military Installation was core of the job of the department. PWD established on 1848, further it legitimized on 1854. Initially, there were three major branches

were combined in (Civil, Railway & Military in Public Works Department, later in 1866-68, all Units split due to the importance of each department. PWD is one of the oldest departments of British India; the Royal Civil Engineers & Architects of UK were inducted & trained here. So British Engineers paid a vital role for British Imperialism. 10.The Saga of Eastern Railway 1854-2003, Kolkata 2003.



11. Fig. No.4. Map of North West Part of British India: Railway Line connect the Multan-Karachi via Bahawalpur, Rohri & Kotri- Karachi. Indus Valley State Railway (IVSR) in Red Line Highlighted.

The Map of Northern-Western part of India & Red Line highlighted the missing Railway line. It was mega project to Bridge the North-West to The Punjab Province. The Project having commercial & Strategic significant from Multan to Kotri 680 Km railway line was about to be constructed. The Government of India approved the project & commenced in 1872, Mr. Alexandra Meadow Randal (1829-1918) design & Mr. William St. John Galway, (1833-91) as Chief Engineer constructed the Empress Bridge over Sutlej River. Earlier he successfully completed the Jhelum River Bridge (Alexandra 1876). The Sutlej Bridge also known as Adam Wahan Bridge is the only rail bridge over Sutlej River in British India. 12. Indian Office Railway Records, H.C. Hughes, Saga Journal, Vol No. 6, Issue 4, November 1964.



13.Fig.No.5.Map of Various Railway Companies operates in British Punjab, India and Showing with different color.

In 1767; the 1st ever comprehensive Survey of India for multiple purposes conducted by Col. Sir R. T. Henry by the mapping the vast holdings area of East India Company. It remained in operation following decades & until Independence 1947. Later on; it published with updated information, political & geographical boundaries & for Rail & Road Infrastructure. In 1817-18; The East India Company focus the North West part of British India, it was massive area consisting 23 Princely State & Gujarat, Kathiawar, Khairpur State in Sindh and Bahawalpur State as buffer between Punjab Province.14. R.R. Behanderi, Jodhpur Railways: Northern State Railway, New Delhi 1982, p.19. Geographically, the Region is consists of entire deserted area. The Rajputana is estimated 343,328 sq. km (132,559 square miles) and to two regions. First an area in North West of Aravalli Range included the Great Indian Thar Desert. 15. Ibid. A higher area southeast of the range, which is fertile by comparison. The whole area forms the hill and plateau country between the north Indian plains and the main plateau of peninsular India.

Rajasthan mean, the Land of Kings & Rajputana means Son of the Rajputs; the Rajputana States emerges in medieval period & had strong hold in Mughal Era. In 16th & 17th century, Rajputs have vital role in region. On 1818-AD; East India Company finalized the Treaty of Alliance in & declared the territory as **Rajputana Agency**; States of Rajputana Agency was **Maratha Confederacy Jaisalmer State, Bikaner State, Jodhpur State, Jaipur State, Udaipur State, Alwar State, Kota State, Kishangarh State, Dungarpur State, Sirohi State, Banswara State, Bundi State, Bharatpur State, Karauli State & Dholpur State.** 16. R.R. Behanderi, Southern Railway. A Saga of 150 Glorious Years 1852-2003,-- p. 47.



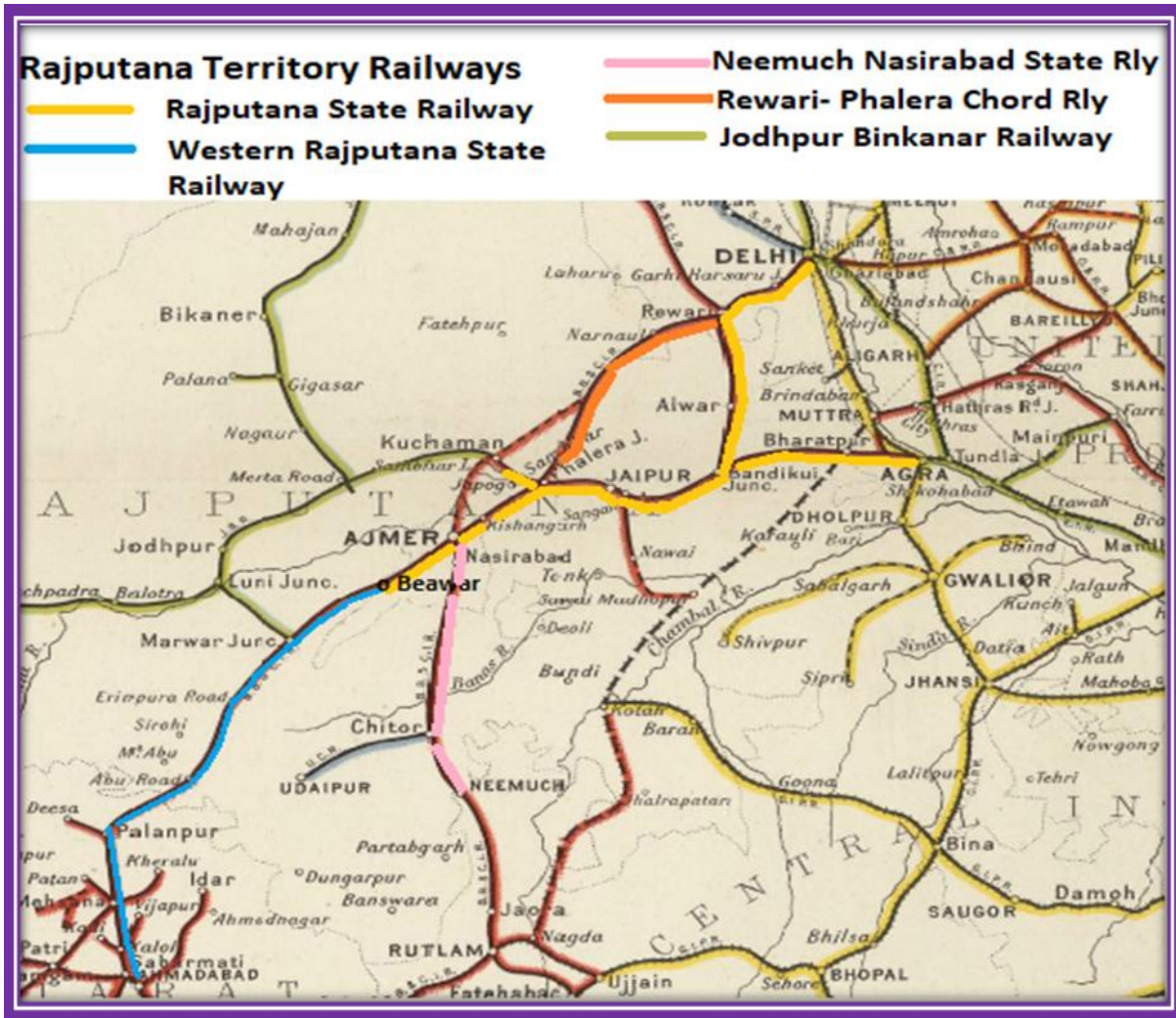
17. Fig No. 6. Imperial Gazetteer of India 1880-Vol - No. 15.

In mid-19th century; It was Political & Fiscal Strategy of British Raj to extends the commercial trade route from Central India to North West, So British started their master plan for Railway Infrastructure. First of all, from Karachi to Hyderabad completed the Railway Line in 1858-61 as well as Lahore to Multan Section completed on 1862-65. Later in following decade 1872-78 Multan to Hyderabad Section completed in phases. The British Engineers were looking forward on alternative route besides the Lahore- Multan-Karachi. The Railway Engineers survey the Rajasthan Region in mid 1860s. They decided the second route starts from Delhi to Rawer-Ajmer-Beware-Jodhpur-Luni-Umar Kot-Hyderabad & Karachi. It was mega project of British Raj. Approximately 1500-km long Railway Track was to be laid from Delhi to Karachi. The Company officially recognized various entities, included Ajmer-Merwara, which was the only area under direct British control. Of these areas, Marwar & Jaipur were the most significant in the early 19th

century. In 1869; Governor General of India Lord Lawrence suggested that the Government of India would construct the railway lines in future instead of Railway Companies. 18. Indian Office Railway Records, H.C. Hughes, Saga Journal, Vol No. 6, Issue 4 Eventually; The Railway work starts in Rajasthan on 1873 AD. Government of India advised the native states to undertake the construction of these facilities for movement of military troops for the maintenance of law & order and to encourage trade and commerce. The first rail line in Rajputana, Agra - Bharatpur was built in 1873 under Rajputana-Malwa Railway. It was extended up to Ajmer on August 01, 1875 and further extended up to Naseerabad on February 14, 1876. The Railway Traffic from Delhi-Agra-Bandikui, Ajmer & Naseerabad was opened in 1877. Thus, the first train in Rajputana came in to existence. The table shows the timeline of Railways History in Rajasthan. The history of Railway in Rajputana State initiated on 1875.19. The Scinde Railway & Its Relation to the Euphrates Valley & Other Routes to India, W.P. Andrew, London, 1856, p,159.

➤ Bahawalpur link with Karachi to Lahore in 1872-78.
➤ Ajmer link with Merwara in..... 1875-77.
➤ Ajmer link with Ahmadabad in1881.
➤ Merwara link with Pauli in1882.
➤ Jodhpur link with Luni in1885.
➤ North West State Railway.....1886.
➤ Jodhpur link with Bikaner in.....1889.
➤ R.R. Behanderi, Southern Railway. A Saga of 150 Glorious Years 1852-2003, Ibid. 20

In 1873 the first commercial traffic on this gauge ran between Delhi and Rewar. In 1874 the Delhi-Bandikui, Bandikui-Agra lines of Rajputana State Railway opened, and the extension to Alwar was under construction. In 1875, the Rajputana State Railway main line reached Ajmer, and in 1877, construction of Ajmer the railway workshops of the Rajputana-Malwa line had begun. In 1874, Lord Salisbury, Secretary of State for India, had stipulated that track should henceforward be to the BG standard, but in 1879 under a reversal of this policy, the Rajputana-Malwa railway was authorized to continue building its lines to Meter Gauge, and the Ahmedabad-Palanpur MG section was opened that year. Then in 1881 the Ajmer-Ahmedabad MG line opened and became part of the **Rajputana State Railway**.21. Administration Report of Indian Railway 1900AD.

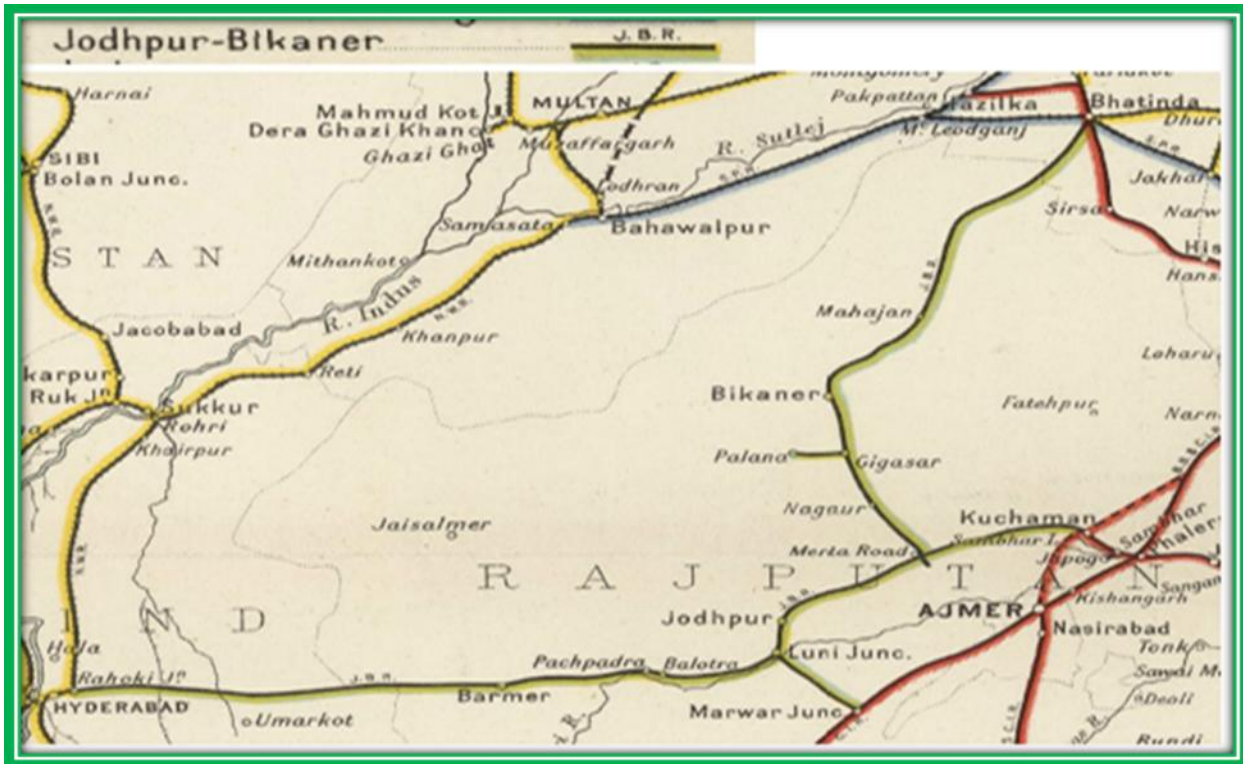


22.Fig. No.7. Map of North West Part of British India: Railway Line connect the Delhi-Karachi via Rewar, Ajmar, Jodhpur, Luni JN and Rajhistan Route & Kotri- Karachi. Rajputana Territory Railway Highlighted in various color.

In 1882, the Rajputana State Railway was merged into the Rajputana-Malwa Railway and in 1885, Jodhpur was connected to this network from Marwar Junction with MG track and later became part of the Jodhpur Bikaner Railway. The line from Ajmer to Chitor is still Meter gauge.

Delhi-Ahmedabad (via Ringas) railway line is a Meter Gauge line passing through the Ajmer district. Ajmer, Kishangarh, Beawar towns of the district are the important stations of this line.

The district is also directly linked with Ratlam and Indore by Meter Gauge.23. Rajendra B. Aklekar, A Short History of Indian State Railways, 2019, p.189-194.



24. Fig. No.8. Map of North West Part of British India: Railway Line connect the Delhi-Karachi via Rewar, Ajmar, Jodhpur, Luni JN and Rajhistan Route & Kotri- Karachi. Rajputana Territory Railway Highlighted in various color.

Major Trade & Passenger Route of Train Delhi to Karachi 1865-1947;

1. Delhi to Karachi via Lahore & Multan, Bahawalpur, Rohri, Hyderabad.
2. Delhi to Karachi via Rewar , Ajmer, Jodhpur, Luni JN, Rajhistan Route.
3. Delhi to Karachi via Bhatinda, Fazalika, Bahawalnagar, Bahawalpur Rohri, Hyderabad.

1865-1878-AD: First Train Track From Delhi to Lahore distance 415km Lahore to Multan 311-km Multan to Bahawalpur 100-km --- Bahawalpur to Rohri 318-km -----Rohri to Hyderabad 324-km Hyderabad to Karachi 163-km= 1631-km.

1875-1893-AD: Second Train Track From Delhi to Rewar distance 91-km Rewar to Ajmer 316-km Ajmer to Jodhpur 207-km Jodhpur to Luni JN 31-km Luni to Barmar 191-km Barmar to Umar Kot 172-km Umar Kot to Hyderabad 148-km & Hyderabad to Karachi 163-km +1225= 1325-km.

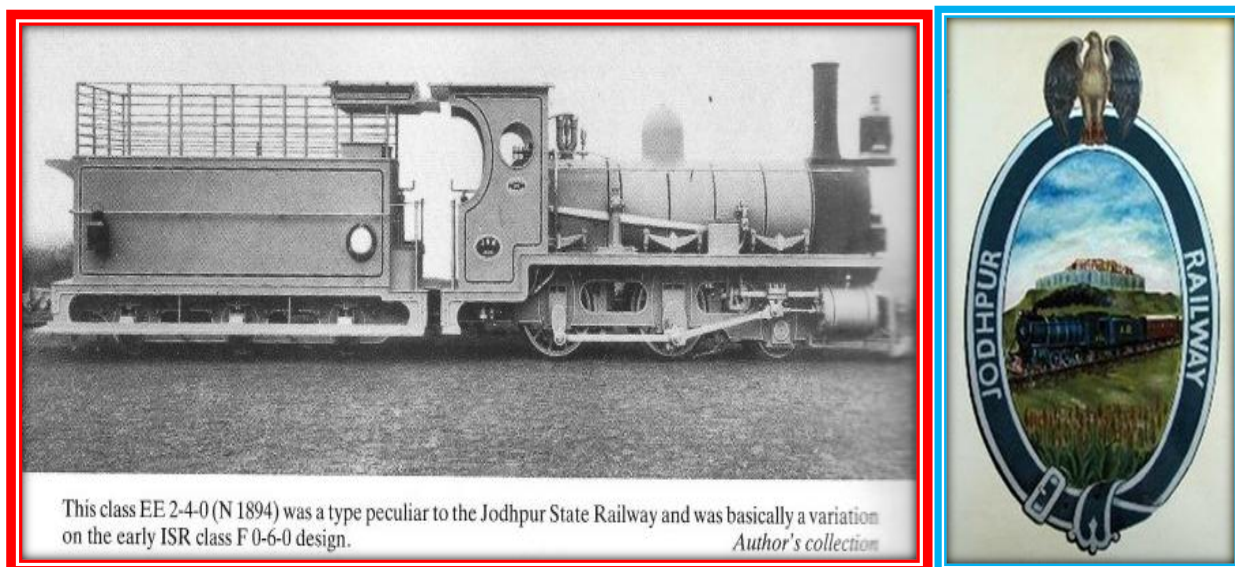
1909-1924-AD: Third Train Track From Delhi to Bhatinda 317-km --- Bhatinda to Fazalika 98-km Fazalika to Bahawalnagar 88-km --- Bahawalnagar to Samasata 190-km --- Samasata to Rohri 318 -km Rohri to Karachi 395-km= 1406-km.

Total distance 1325-km from Delhi to Karachi via Rajhistan Route;

1. Delhi to Rewar Distance 91-km
2. Rewar to Ajmar Distance 316-km
3. Ajmar to Jodhpur Distance 207-km
4. Jodhpur to Luni JN Distance 31-km
5. Luni JN to Barmar Distance 191-km

- | |
|--|
| 6. Barmar to Umar Kot Distance 172-km |
| 7. Umar Kot to Hyderabad Distance 148-km |
| 8. Hyderabad to Karachi Port Distance 163-km --- Total 1325 km (Indian Archive) 25 |

The Rajputana Railway works started on August 18, 1876 in various sections. In March 09, 1885; Jodhpur Railway was connected to Marwar JN. Further it declared as Jodhpur-Bikaner Railway. In order to cater the services a mega Workshop for Railway Operation built in Jodhpur & premium locomotive was assembled in 1895. 26. Fig.No. 10 &11



In this research article a comprehensive review of British Railway System (NWSR) in Great Thar Region, Ajmer, Bahawalpur, Bikaner, Jodhpur and Jaisalmer has been focused. Through an exploration of key questions surrounding the conception, construction, and impact of these railway networks, this study has provided valuable insights into their historical significance and enduring legacy. The literature review conducted as part of this research has underscored the importance of understanding the geographical and logistical challenges inherent in connecting the arid landscapes of the Great Thar Region. 27. Furthermore, the analysis has shed light on the transformative impact of the railway systems on the socio-economic fabric of the region. Through facilitating trade, enhancing accessibility and fostering cultural exchange, these railways have catalyzed a wave of progress that has left an indelible mark on the landscape and the communities they serve. A focal point of this research has been the exploration of the engineering marvel known as the **“Crossing the Rajhistan Painesville,”** which symbolizes the triumph of human ingenuity over geographical constraints. This monumental achievement serves as a testament to the determination and resilience of the railway pioneers and underscores the profound implications of infrastructural development in shaping the destiny of

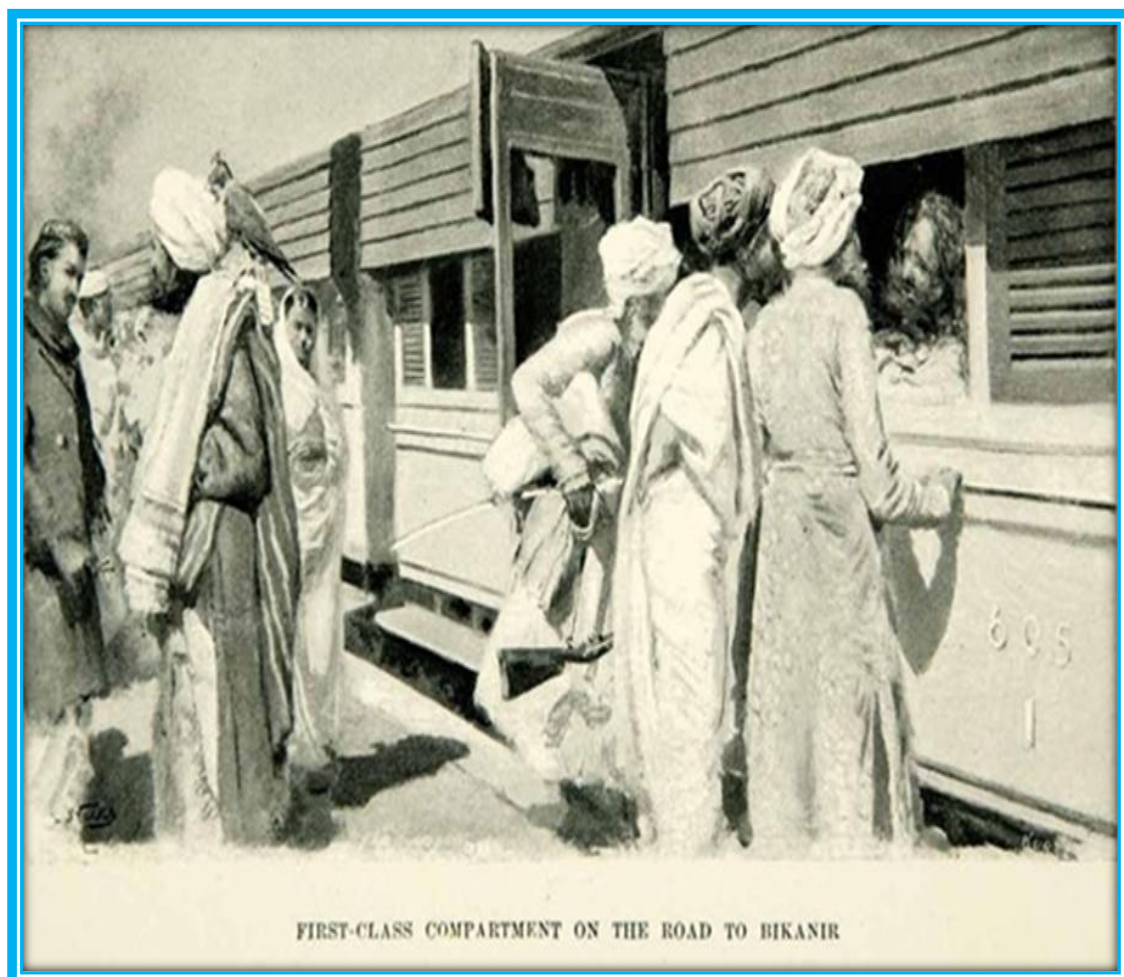
regions. In conclusion, this study reaffirms the indispensable role of visionary individuals in the creation and expansion of railway systems (NWSR) in the Great Thar Region. By highlighting their contributions and the enduring impact of their endeavors, this research contributes to a deeper understanding of the historical and socio-economic dimensions of railway development in Bahawalpur, Bikaner, Jodhpur, Jaisalmer, Luni JN, Umar Kot, Hyderabad & Karachi.²⁸

The Article offers a holistic exploration of the NWSR in Great Thar Region, spotlighting the indispensable contributions of visionary individuals in their establishment and evolution. By delving into fundamental inquiries surrounding their inception, construction and social, economic impact. The synthesis of existing literature has underscored the paramount importance of comprehending the geographical and logistical intricacies inherent in linking the arid expanses of the Great Thar Region. ²⁹. Moreover, the analysis has elucidated the transformative role played by the railway systems in reshaping the socio-economic landscape of the region. By facilitating commerce, augmenting accessibility and fostering cultural exchange, these (NWSR) have catalyzed a wave of progress that has left an indelible imprint on the terrain and the communities they serve. A focal point of this inquiry has been the exploration of the remarkable engineering feat known as the **“Crossing the Rajhistan Painesville,”** emblematic of human ingenuity prevailing over geographical constraints. This monumental accomplishment serves as a testament to the grit and resilience of the railway pioneers, underscoring the profound implications of infrastructural development in shaping regional destinies. In conclusion, this study reaffirms the pivotal role of visionary individuals in the inception and expansion of railway systems in the Great Thar Region of Rajhistan Painesville.

Conclusion & Final Summary;

Although the Railway started its services in India in mid-19th century, but Authorities focus the major tract to connect the Karachi via Hyderabad, Rohri, Bahawalpur, Multan, Lahore & Delhi & it had accomplished at the ends of 1878. Authorities needs an alternative route from Delhi to Karachi were very important for Defense, Passenger & Commercial purposes. Rajhistan Agency get attention for Railway Infrastructure in late 19th century. The Development of Railway was acute need for political commercial & military sustainability of British Raj in India. The Indian Railway founded the Regional Railway for massive progress in the Rajistan Region. All the Railway companies were worked die hard for the development & strength of British Raj. In 1885; Governor General announced to merge all railway companies in a single unit. As per the North West part of India the Name proposed for North West State Railway.

The North Western State Railway (NWR) formed in January 1886 by merger of all Regional Railway Companies, including the Scinde-Punjab & Delhi Railway, the Indus Valley State Railway, the Punjab Northern State Railway, the Eastern Section of Sind Sagar Railway, Sind Pishin State Railway & the Kandahar State Railway(KSR By the end of 1899; the North Western State Railway (NWSR) owned 602 Steam Locomotives, 2121 Coaches and 10312 Goods wagons. By 1936, the current stock was increased to 1332 Locomotives, 18 Railcars, 1494 Coaches and more than 30.000 Freight wagons. On the eve of Portioned 1947; a sizeable portion of North Western State Railway (NWSR) fell in Pakistan and became part of the Pakistan Western Railways. While the rest of the part incorporated in India, it becomes the Eastern Punjab Railway. Entire development in North West & Rajhistan Region the credit goes to the NWSR. The Railway Network was backbone & British Raj achieves the victories on borders or diplomatic front on behalf of Railway.



30. Fig.No.12

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Fig. No.4. Map of North West Part of British India: Railway Line connects the Multan-Karachi via Bahawalpur, Rohri & Kotri- Karachi. Indus Valley State Railway (IVSR) in Red Line Highlighted.

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Fig.No. 10 &11: Photo of Jodhpur Steam Engine & Logo of Jodhpur State Railway.

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Ibid.

Fig. No.12. A rare Photo of Railway Passenger of State Bikaner.