CHAPTER- I

INTRODUCTION
The origin of the word ‘tourist’ dates back to A.D. 1292. It has come from the word ‘tour’, a derivation of the Latin word “tornus”, meaning a tool for describing a circle or a turner’s wheel. In the first half of the seventeenth century, the term was used for travelling from place to place, a journey, an excursion, a circuitous journey touching the principal parts of a country or region.\(^1\)

The 19\(^{th}\) century dictionary defines “Tourist” as “a person who travels for pleasure of travelling out of curiosity and because he has nothing better to do”. The term “Tourist” the Oxford dictionary tell us, was used as early as the year 1800. According to the dictionnaire universal, the “Tourist” is a person who makes a journey for the sake of curiosity, for the fun of travelling or just to tell others that he has travelled. The term “Tourist” in the sense of a pleasure tour is of recent origin. In the words of Jose Ignacio De Arrilaga, “Tourism in its first period was considered as a sport or rather as synthesis of automobiles, touring, cycling, camping, excursions and yachting. In the early 19\(^{th}\) century, the term ‘tourist’ assumed a meaning of “one who makes a tour, especially one who does this for recreation or who travels for pleasure, object of interest, scenery or the like”. One of the earliest definitions of tourism was given by an Austrian Economist, Herman V. Schullard, in the year 1910 who defined it as, “the sum total of operators, mainly of an entry, stay and movement of foreigners inside and outside a certain country, city or region”. Realizing the importance of collecting tourist statistics and of
securing international compatibility, the Committee of Statistical Experts of the League of Nations in the year 1937 established the definition of the term “Tourist”. The League of Nations with the concurrence of the member countries defined the term “Foreign Tourist” as any person visiting country, other than that in which he usually resides, for a period of at least 24 hours.²

TYPES OF TOURISM:

Tourism can be classified into various distinct categories according to the purpose of travel.

a) **Recreational Tourism:** Recreational or leisure tourism takes a person away from the humdrum of everyday life. In this case, people spend their leisure time at the hills, sea beaches, etc.

b) **Convention Tourism:** It is becoming an increasingly important component of travel. People travel within a country or overseas to attend conventions relating to their business, profession or interest.

c) **Incentive Tourism:** Holiday trips are offered as incentives by major companies to declare and salesmen who achieve high targets in sales. This is a new and expanding phenomenon in tourism. There are in lieu of cash incentive or gifts. Today, incentive tourism is a 3 billion dollar business in the USA alone.
d) **Domestic Tourism:** Includes those travelling within their own country. Domestic tourism does not involve use of foreign currency nor causes any balance of payment problem.

e) **International Tourism:** It involves preparation of several documents, passport, visa, etc., to cross the national boundaries of a foreign, country. It also involves conversion of one’s own currency to the currency of the country where one is travelling. It is also likely that the visitor may face the problems of a foreign language.

f) **Long haul tourism:** It comprises journeys exceeding 5,000 kilometers below that is termed short haul tourism. The distinction is relevant from the point of view of aircraft operations and marketing. Long haul tourism is very important for India because the majority of India’s tourists come from Europe, USA or Japan long travel journeys. Potential tourist markets of India are long haul. India’s neighbouring countries are not rich enough to take holidays on large scale.

g) **Ethnic Tourism:** There is considerable, travel by people wanting to visit friends and relatives. A large number of Americans visit European countries in order to set their families. Every year thousands of people visit India for ethnic reasons. Many friendships have been made as a result of holiday acquaintances.
h) **Pilgrimage Tourism:** Visiting religious places has been one of the earliest motivators of travel. A large number of people have been making pilgrimages to sacred religious places or holy places. This practice is widespread in many parts of the world. A visit to Jerusalem or the Vatican is considered to be very auspicious in the Christian World. In the Arab-Muslim World, the pilgrimage to Macca is considered to be a great act of faith. In India, there are many Hindu pilgrim centres and holy places like Vishwanath Temple at Varanasi. The holy Amarnath Temple, Varanasi, The holy Amarnath Temple, Vaisno Devi Temple Jammu & Kashmir, Puri Jagannatha Swamy Temple, Sun God Temple Konark, Meenakshi Temple Maduria, Kali Matha Temple Kolkata, Rameshwaram of Tamil Nadu, Sai Baba Temple at Shiridi, Lord Sri Krishna Temple at Dwaraka, Gujarat and Sri Venkateshwra Temple at Tirupati, Sri Kalahasti Temple, Sri Mallikarjuna Swamy Temple at Srisailam and all the major religions of the world where every year a large number of pilgrims from all over the world come.

i) **Heritage Tourism:** Heritage Tourism is a branch cultural tourism that showcases the cultural heritage of the past. Heritage attractions play an important role in tourism as people most likely would have been introduced to them in school. The seven ancient wonders of the world have spurred tourists in millions to visit the Taj Mahal, the Great Wall of China or the Hanging Gardens of Babylon. Ancient
civilizations like Indi, Egypt, China or Iraq have a wealth of heritage that stand as witness to great cultures. Countries with rich cultural heritage have used it as important marketing tool to attract tourists. Heritage tourism involves visiting historical sites like monuments, forts, battlegrounds, etc. With the overall purpose of appreciating the past.\(^3\)

**SIGNIFICANCE OF TOURISM:**

The importance of tourism was highlighted when the United States General Assembly designated 1967 as the International Tourist Year. It recognised that tourism is a basic and desirable human activity deserving the praise and encouragement of all people and governments. The so-called Manila Declaration supports the view that tourism is an activity essential to the life of nations because of its direct effects on social, cultural, educational and economic sectors of societies.

It stated its conviction that the world tourism can contribute to the establishment of a new international economic order that will help to eliminating the widening economic gap between developed and developing countries and ensure the steady acceleration of economic and social development and progress, in particular of the developing countries.\(^4\)

**Economic Significance:**

Tourism has come to be recognised as a significant factor in the economy of many nations. In some cases, it has become the most
important factor. Tourism is the biggest foreign exchange earner for
countries like Nepal, Thailand, Spain and New Zealand, and ranks third
among the export earnings of India.

Tourism affects the economy of the host nations. An increase is
expenditure by foreign tourists in a country raises the national income. On
the reverse side, an increase in expenditure on tourism abroad by the
nationals of a country lowers the national income. Thus the net income
generated in a country by tourism will vary directly with the expenditure of
visitors in the host country and inversely with expenditure abroad by their
own nationals. USA, for instance, earned US $ 56,400 million in 1993
from foreign tourists coming to USA and its nationals incurred an
expenditure of US $ 40,000 million on their trips abroad-leaving a net
favourable balance of US $ 16,400 billion in its favour. Till a few years
back, USA invariably had an unfavourable balance in tourism.

For rich and developed nations like the USA and Japan, an
unfavourable balance in tourism is an investment. It provides greater
economic stability in the world to boost trade and investment. Japan,
which used to discourage its people to travel overseas, changed its mind to
boost overseas tourism in the mid-eighties. It had piled up huge trade
surplus from exports of its manufactured goods and products. It took a
decision to offset the surplus through aggressive promotion of overseas
tourism from Japan. A target of 10 million overseas travellers by the close
of 1990 was set but the target was achieved even earlier. The number of Japanese travellers now is over 13 million (1996).

In the Indian context, tourism has an advantage in bridging the gap of India’s balance of payments. According to Dr. N.K. Sengupta, a former Secretary of the Planning Commission of India, “Tourism has the capacity to generate valuable foreign exchange with almost 100 per cent value added, thus making it the most readily available source for resolving the balance of payment crunch”. 6

Educational Significance:

Much of the International Tourism has educational significance. Its beneficial effects are manifest in the close and friendly contact between people of different races, cultures and nationalities. Study tours, courses in the Universities, exchange programmes, seminars and conferences are part and parcel of the International Tourism resulting in better knowledge about the host countries. Today, tourism helps further technological changes, brings about religious tolerance and promotes sporting activities.

Cultural Significance:

Tourism promotes culture and is often accompanied by cultural exchanges affecting visitors and those at the receiving end. India’s primary attraction has been its cultural, its art, architecture, music dance and history. Culture draws people to its shores and these people subsequently spread the word about India’s rich heritage. Attractions such as the
Himalayas and Golden Beaches of Goa came into focus only in recent years.  

Travel has been one of the fastest and ever growing service industries with an enormous potential for further growth in world. The bulk of tourist arrivals are in developed countries but now developing countries are also increasingly sharing in the tourism boom. Tourism has come to play an important role in the socio-economic development of a country. It is both cause and consequence of economic development. Travel today, is sold like any normal consumer product through retail outlets, wholesalers and even departmental stores of many countries. The reasons for travel too have changed over the span of time. Tourism in India is witnessing widespread growth on the back of increasing inbound tourists by the burgeoning Indian middle class, rising inflow of foreign tourists and successful government campaigns for promoting ‘Incredible India’. Infrastructure development holds the key to India’s sustained growth in the Tourism sector. The tourism industry is primarily related to the service and people oriented; it is made up of businesses and organizations belonging to various other industries and sectors. It is the interplay among these businesses and organizations/persons which offers —travel experience to tourists. The tourism industry comprises hospitality (related to accommodation and dining), travel (transportation services through different modes), and various other businesses which offer services and products to tourists.
The tourism in India cannot be possible without the train journey since it is a commonly used mode of public transportation in the country. Trains are not only cheaper and reliable mode of transport in India but also touch almost all important and less important places of tourism. They encourage tourism by offering different promotional schemes, tour packages, special trains, charter trains, luxurious trains, coaches to tourist domestic as well as foreign. 

The Industrial revolution heralded the modern age. The greatest contribution of Industrial revolution was the steam engine the railways, which has transformed the society, changes the face of the earth and dynamited the economy. Without railways renaissance would not have taken place in India. India would have remained as backward as Afghanistan, a country without railways. Transport and communication are essential to the existence of all societies except the simplest subsistence economies, the people of early civilizations were mostly great road builders. The most important land transport in the twentieth century is railways.

Indian Railways is a departmental undertaking of Government of India, which owns and operates Indian Railways, was founded on 16th April, 1853. It generates revenue Rs. 98,000 crore (US$18.62 billion) (2010–11). It has 114,500 kilometres (71,147 mi) of total track over a route of 65,000 kilometres (40,389 mi) and 7,500 stations. It has the world's
fourth largest railway network after those of the United States, Russia and China. The railways carry over 30 million passengers and 2.8 million tons of freight daily. It is the world's second largest commercial or utility employer, by number of employees, with more than 1.36 million employees as for rolling stock, Indian Railways owns over 240,000 (freight) wagons, 60,000 coaches and 9,000 locomotives.

Railways were first introduced to India in 1853. By 1947, the year of India's independence, there were forty-two rail systems. In 1951 the systems were nationalised as one unit, the Indian Railways, becoming one of the largest networks in the world. Indian Railway operates both long distance and suburban rail systems on a multi-gauge network of broad, and narrow gauges. It also owns locomotive and coach production facilities. Indian Railways is a department owned and controlled by the Government of India, via the Ministry of Railways. Indian Railways is administered by the Railway Board, which has a chairman, five members and a financial commissioner.

**Indian Railway Zones:**

Indian Railways is divided into zones, which are further sub-divided into divisions. The number of zones in Indian Railways increased from six to eight in 1951, nine in 1952, sixteen in 2003 and finally 17 in 2010. Each zonal railway is made up of a certain number of divisions, each having a divisional headquarters. There are a total of sixty-eight divisions.
Each of the seventeen zones, including Kolkata Metro, is headed by a General Manager (GM) who reports directly to the Railway Board. The zones are further divided into divisions under the control of Divisional Railway Managers (DRM). The divisional officers of engineering, mechanical, electrical, signal and telecommunication, accounts, personnel, operating, commercial and safety branches report to the respective Divisional Manager and are in charge of operation and maintenance of assets. Further down the hierarchy three are the Station Masters who control individual stations and the train movement through the track territory under their stations' administration. Delhi Metro Rail Corporation Limited (DMRC), that has constructed and operates Delhi Metro network, is an independent organization not connected to the Indian Railways. Similarly, Bangalore Metro, Hyderabad Metro, Mumbai Metro and Chennai Metro are also independent organizations.

Indian Railways is the world's second largest employer. **Indian Railway Finance Corporation Limited (IRFC)** is a dedicated financing arm of the Ministry of Railways. Its sole objective is to raise money from the market to part finance the plan outlay of Indian Railways. The Railtel Corporation of India was established in September 2000 as a public sector undertaking (PSU) and a 100 per cent subsidiary under the Ministry of Railways.
Another very important Corporation is **Indian Railways Catering and Tourism Corporation Limited (IRCTC)** established on 27th September, 1999. Public Sector Enterprise under Ministry of Railways. The Company has made a significant mark in its passenger-services oriented business lines like setting up of Food Plazas on Railway premises, ‘Railneer’, Rail Tour Packages and ‘Internet Ticketing’ bringing great deal of professionalism into the operations. In addition to above, IRCTC is managing on Board Catering Services in Rajdhani / Shatabdi / Duronto and Mail / Express Trains and Static Catering Units such as Refreshment Rooms, AVMs, Book Stalls, Milk Stalls, Ice Cream Stalls, Petha & Peda Stalls etc. across the Indian Railway Network.

The development of railways has had great effect to the mobility of people as well as goods. The availability of cheap transport greatly affects the mobility of labour. It allows far more people to work and trade in a town than actually live there. The development of railway transport has also been the basis for development of a completely new industry-tourism which relies on the ability of people to move rapidly and easily from place to place. The development of railways has played a very important in the diffusion of ideas. News can be sent more quickly and people can now easily communicate with people in other parts of country. More people are thus able to take advantage of advances of science and knowledge, learn about the ways of life and ideas of others people and gain a far greater
understanding of India their homeland than was possible at any time in the past.

It is widely accepted that railways plays an important role in the smooth functioning of the economy, without railways it would be virtually impossible for modern process of production and distribution to function while the facilitating role of transport is fully recognized, there is another role of transport which is equally important, namely the development role of railways, by providing accessibility and mobility, by opening up the interior of the country, railways can play a critical role in the economic transformation of the country, particularly in a country like India where the bulk of population still lives in the rural areas and a very large number of villagers still remain cut off from the mainstream economic life for fairly long periods in the year. The advantage of an efficient transport system is not only to enable the poor cultivators to obtain better prices for their product or for consumers to have lowers prices but also distribution. By providing mobility and accessibility, a railway open up areas and thereby acts as a catalyst for the development of the economy.

Thus railways transport plays a cruel role in all developing economic, especially in a country like India, primarily for the extension of market, transportation of raw materials and finished goods, opening up of remote areas and bringing about the advantage of economic growth to the poor people and rural and other handicapped regions.
The role and significance of railway transport in the economy is exceedingly important on many consideration historical, economic, environment, and social and political. The network has always monitored the trend of development.  

REVIEW OF THE LITERATURE:

There are quite a number of works available on the Indian Railways, but a comprehensive and analytical study of the genesis and development of the Indian Railways. But the role being played by the Indian Railways for Promotion of Tourism in general and South Central Railways in particular at a doctoral thesis yet be written. Misra, R.N., Indian Railways Turnaround A Study in Management, (In this book an attempt has been made to analyse the growth pattern of the Railways-its ups and downs; its managerial form and structure; its commercial framework, the new challenges which it is facing, and the progress report of its moving from doom to boom. This study has also given a profile of the leader of this movement and his style of working) (Bombay, 2010). Roopa Srinivasan, Manish Tiwari, Sandeep Silas (eds.), Our Indian Railway Themes in India’s Railway History, (This book commemorates 150 years of railways in India. Introduced under colonial rule in the second half of the nineteenth century, the railways soon embraced the length and breadth of India bringing with it rapid political, economic, ecological and cultural changes. This book will appeal to historians, technocrats and railway enthusiasts. In

OBJECTIVES OF THE STUDY:

1. To study the new packages and schemes introduced by the railways to connect tourism destinations.

2. To study the Internet ticketing, Electronic ticketing and Mobile Phone ticketing systems in Railways.

3. To examine the other facilities like accommodation and catering service providing to the tourists.

4. To understand the special tourist packages introduced by the railway in co-ordination with other agencies.

5. To study the new circular routes introduced by the railways.

6. To examine the new Technological and New Inventions in Indian Railways.

METHODOLOGY:

This study is based on both primary as well as secondary sources. The material for this study consisted of published data and other unpublished material. The primary data is collected from the reports of various Railway divisions, Railway Nilayam Secunderabad. Report of Indian Railways, Ministry of Railways Vision 2020, Standing Committee Report 2012-13, Annual Report, Annual Report Ministry of Tourism, Government of India 2014-15, Quarterly Magazines of Indian Railway Catering and Tourism Corporation Limited Prerana, January to March

Secondary Sources collected from Libraries of various Railway Divisions, other general Libraries in Hyderabad and Census Reports, Published Materials, Year Books, and Magazines of Railways, District Gazetteers, Tourism Departmental Statistical Report, Press Information, Brouchers, Dairies, various Articles, Published in Journals, Published Doctoral Thesis, the press information which has covered by The Hindu, Deccan Chronicle, Han’s India, Metro India and Sakshi news papers will be consulted for this study.

CHAPTERIZATIONS:

The present study consists of six chapters, in the first chapter Introduction, the Objectives of the Study, Review of Literature and Methodology are discussed.
The second chapter deals with the early History of Railways right from It’s Inception to present.

The third chapter deals with Introduction of New Technological new Inventions for Improvement of Indian Railways.

The fourth chapter deals with Formation of South Central Railways and It’s networks.

The fifth chapter discuss about the role of Indian Railways for promotion of tourism in general and South Central Railways in particular.

The last and sixth chapter deals with the conclusions and suggestions for improvement Rail transport.
REFERENCES:


6. Ibid, pp.75-76.

7. Ibid, pp. 77 - 78.


11. Ibid, p. 106