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: A C K N O W L E D G E M E N T :  
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P R E F A C E : : :

When I first took up this project, I had the naive belief that it could complete soon. But the more I pursued it the more lengthy it became. In this way it became elastic; the size depending upon how much one stretched it !

The project on "The distinctive Railroad of Maharashtra " demanded library work as well as field studies. For this personal visit to the National Archives, New Delhi and Railway Bhavan were obligatory. Similarly field trips to Kurduwadi, Barsi Town, Pandharpur, Latur and Miraj were essential and were undertaken-. These were no travels for pleasure ! They developed intimacy with Osmanabad-Solapur-Sangli sub-region of Southern Maharashtra.

"BLR" made a corridor- a limited access to develop the accessibility of this drought-prone area. By its very nature, politics and functioning this, railway was unique among the then railway systems in India, and this was the reason for her distinctiveness. It made far-reaching influences on the religious, social, political administrative and economic activities. It connects 44 stations on it with one another as well as other parts of the Maharashtra.

"BLR" has now merged in the Indian Railways. To develop the full economic and cultural potentialities of this economically underdeveloped drought-prone area, it would appear to be very necessary to convert it from Narrow gauge to Broad Gauge. The journeys on this railroad would then be quick, more comfortable and ensure movement of flows without any 'break' or 'interruption'. This 'iron horse' is, therefore, a messenger of hope, promise and fulfilment.

SOLAPUR:

27th May 1982.

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