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Title of Thesis: **"Development of Transport Network and Level of Urbanization: A Case Study of the Hinterland of Sea Ports of Mumbai"**

Abstract

Modern transportation system i.e. railways, was initiated by British in India in 1853 and gave it a fast momentum of growth that up to 1910 almost all the major resource areas got connected. Such an orientation of railway tracks expansion from sea-ports towards resource areas like cotton belts, wheat belts, spices belt etc underlines the intention of drain of Indian wealth through sea routs to Europe. Railway transportation brought about fast changes in urban pattern that resulted into growth of most of the towns and decline of others. Similarly, population growth rate and occupational structure also got affected in the towns served by rail. Present work attempts to study such phenomena for Mumbai seaport hinterland. Before starting the analysis of transportation network, urbanization and consequent economic exploitation, attempts to trace back the salient features of the economic history of this rich country, identifies the petty intentions of spreading railway network in the country by foreigners and its consequent impacts from the huge literature developed by eminent scholars.

Spatio-Temporal Analysis of Railway Network has been performed since 1853 on wards, i.e. 1853 to 1860, 1860 to 1870, 1870 to 1880, 1880 to 1890, 1890 to 1900, 1900 to 1910, 1910 to 1920, 1920 to 1930 and 1930 to 1945. It has been found in this section that resource areas were first targeted to link with sea-ports through railway. This process has been presented through railway expansion maps for successive decades and respective data tables. Districts served by rail in each successive decade which is also mapped respectively.

Attempt has been made to analyze the distributional pattern in different states of class-I, class-II, class- III, class IV, class V and class VI towns for the years of 1891, 1911 and 1931. Proportion of Population in Various Size Classes of Towns for all the three points of time has also been put under interpretation for all the provinces of the hinterland and presented in a tabular form.

Province wise distribution of towns of various size classes has also been analyzed and presented through respective maps for the years 1891, 1911 and 1931. Interpretation of distribution of population living in various size classes of towns shows contrasting variations both spatially (across the provinces) and temporally (through selected census years i.e. 1891 1911 and 1931). Proportion of population living in each class is also given for all the above three years which is discussed and presented through pie diagrams. The regional analysis of population growth rate show high variations spatially across the provinces and temporally across the census years i.e. 1881, 1891,1901,1911,1921 and 1931 in the hinterland.

The Spatio-Temporal Analysis of Urban Attributes in the hinterland marks the changes in urban occupation structure of the towns with the spread of railway transportation for the years 1911 and 1931. Proportion of workers engaged in each urban occupation has been mapped for both the points of time i.e. 1911 and 1931. Besides some fluctuations a general positive relationship of railway network exists with population growth rate as well as occupation structure in the hinterland.

At the end conclusion and findings are given as a snap shot of major issues dealt with in the thesis. The thesis ends with the bibliography at the last pages.