



INDIAN RAILWAYS TIMELINE

1832-Indian Railways-SR-First proposal for a railway in India was mooted in Madras. This remained a dream on paper.- - - -

1833-World Railway-Gen-Leicester & Swannington rly was opened in 1833 .in next 4 yr (1837-41)London-Birmingham line(1837-38) & London _Bristol (1841).By 1838, 800 km ,3457 km in 1844 ,9706 in 1849 & 14410 in 1854.line in Britain was under steam traction.- - - -

1836-World Railway-Gen-first BG loco North Star built at Newcastle-on-tyne- - - -

1836-Indian Railways-SR-small stretch of railway line was laid(near Chennai) in Chintadripet for demonstration- - - -

1839-World Railway-Gen-First BRADSHAW timetable was published in England- - - -

1840-Important Events- - - - -

1840-Great Indian Peninsula Rly-CR-Railway in India were built in 19th century at the initiative of govt & not on public demand .so they were to serve Rulers& facilitate military movement. Various proposals for railways in India, especially around Calcutta (EIR) and Bombay (GIPR) ,Madras ie in British residency area & connectivity to port was main criteria. - - - -

1840-Indian Railways-IR- In view of high mountain ,impossible rivers,thick forest and jungles ,herd of cattles & other animals found moving about the country,Col Grant felt that laying of pway of railway on surface is utterly inapplicable and recommended suspended railway line for entire length .even model of this system was prepared & exhibited- - - -

1843-Important Events- - - - -

1843-Indian Railways-IR-Plan for line out of Bombay was drawn by Mr George Clark chief engineer of the Bombay government during his visit of Bhandup in 1843& a committee of eminent citizens headed by chief secretary supported it .- - - -

1843-Indian Railways-IR-Lord Dalhousie considered for line to connect central India to Deccan- - - -

1844-Important Events- - - - -

1844-Great Indian Peninsula Rly-CR-15 th July 1844-,Great Indian Peninsular Railway' first prospectus was issued by John Chapman along with White & Barnet Solicitor in England .Later on it was incorporated in England by act of Parliament on 1st Aug 1849.the contract between court of directors & Railway company was signed on 17th Aug 1849- - - -

1844-Madras Railway-SR-R MacDonald Stephenson's "Report upon the Practicability and Advantages of the Introduction of Railways into British India" is published- - - -

1844-Indian Railways-IR-In 1844, the Governor-General of India Lord Hardinge allowed private entrepreneurs to set up a rail system in India. Two new railway companies were created(one of them were Bombay Great Western Railway Company-13 Jul 1844) and the East India Company was asked to assist them- - - -



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1844-East Indian Railway -ER-Rowland McDonald Stephenson, the first Agent and Managing Director of the East Indian Railway Company in 1844, submitted the first traffic and engineering feasibility report for a line from Calcutta to Mirzapore to the East India Company- - - -

1845-Important Events- - - - -

1845-Great Indian Peninsula Rly-CR- a committee of eminent citizens headed by col G R Zervis met on 19th apr 1845 & approved scheme of mr Georke Clark to connect Bombay with Thana .A Railway Association was also formed for carrying out the sceme- - - -

1845-Great Indian Peninsula Rly-CR-GIPR was founded in England in 1845.- - - -

1845-Great Indian Peninsula Rly-CR- Survey work carried out for Bombay-Kalyan line and an extension up the Malay Ghat for proposed connections to Khandwa and Pune- - - -

1845-East Indian Railway -ER-East India Railway company is formed on 1 June 1845..It issued its first prospectus on 15 July 1844 in London by John Chapman with White & Bernet solicitor- - - -

1845-Madras Railway-SR-Madras Railway company is formed but no guarantee similar to GIP & EIR was extended- - - -

1846-Central Bengal railway-ER-A fake company namely central Bengal railway issued shares in 1845-46 in Calcutta & both money & promoters disappeared after some time duping many investors- - - -

1846-east Indian railway-ER-survey was completed for railway line from Calcutta to Delhi via Mirzapur .Simm's report submitted on 6th Feb 1846 on same subject- - - -

1847-Important Events- - - - -

1847-East Indian Railway-ER-EIR Company was established in February, 1847 which became defunct on refusal of Guarantee .Guarantee was given in 1849. The line from Howrah to Pandooah (61 Km.) was ready in 1853. Finally on 1st. February 1855, a train was run from Howrah to Raniganj (194 Km)- - - -

1848-Important Events- - - - -

1848-Indian Railways-IR-Governor-General Lord Dalhousie while advocating railway construction in India also says, "No one can safely say whether railways in this country will earn or not".Railways arrived in India within 30 years of their inauguration in England. Lord Dalhousie foresaw the tremendous potential for this modern, speedy means of transport in securing British control over a vast country with large sections of rebellious population. He had a dream of 'binding India by iron chains' primarily with an aim of increased facilities to be derived from railway transport in the administration of the country and the mobility of military and other security forces and to transport Indian cotton for English textile mills.- - - -

1849-Important Events- - - - -



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1849-Great Indian Peninsula Rly-CR-GIPR incorporated in England by act of Parliament on 1st Aug 1849.the contract between court of directors &Railway compnay was signed on 17th Aug 1849 - - -
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1849-East Indian Railway -ER-EIR was granted financial guarantee for constn & operation of Rail line in india by govt on 19 aug 1949.on 17th August 1849 between East Indian Railway Company and the East India Company, entitling the former to construct and operate an "experimental" line, 161 kms. long between Calcutta and Rajmahal which would later be extended to Delhi via Mirzapore.- - - - -

1849-Indian Railways-IR-"Old Guarantee System" providing free land and guaranteed rates of return (5%) to the private English companies willing to work on building railways. Utilisation of half of surplus profit & option to govt to purchase line after 25 or 50 years .The Garnateed system continued upto 1869 ie for 20 years- - - - -

1850-Important Events- - - - -

1850-Indian Railways-IR-LORD Dalhousie's famous Railway Minute of 4th july 1850(47 paras) lays down the policy that private enterprise would be allowed to build railways in India, but that their operation would be closely supervised by the government.- - - - -

1850-Great Indian Peninsula Rly-CR-31.10.1850 -Cermony of turning first sod by JP Willoughby chief justice of Bombay for construction of first line at a place near Sion- - - - -

1850-East Indian Railway --After prolong discussions for 3 year ,permission to construct experimental line between Howrah- oandua937 miles)Rajmahal was given to EIR in july 1850- - - - -

1851-Important Events- - - - -

1851-East Indian Railway -ER-Construction begins of an "experimental" section of track (Howrah-Rajmahal) for the proposed Calcutta-Delhi link via Mirzapur (EIR). - - - - -

1851-Indian Railways-IR-Locomotive Thomason(named after administrator of punjab) is used for construction work in Roorkee, beginning on December 22.First train to run was material train used in construction of solani aquaduct of upper Ganga canal near Roorkee in dec 22,1851 .its boiler burst after few days- - - - -

1852-Important Events- - - - -

1852-Great Indian Peninsula Rly-CR-Construction of a line out of Bombay begins in 1851 byM/s fariell & Fowler the contractor of first line , and a locomotive, Falkland, begins shunting operations on February 18,1852 near Byculla. The line is ready by November, and on the 18th of November 1852, a trial run of the Bombay-Thane trip (35 km) in45 minutes is held.- - - - -

1852-Great Indian Peninsula Rly-CR-Bombay-Thane journey by company directors train hauled by falkland- 21 miles in 45 minute on Nov 18,1852.They took breakfast in Kurla tunnel,the first Railway tunnel in Indian,near Thana- - - - -



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1852-Madras Railway-SR- The Madras Guaranteed Railway Company is formed. Guarantee was fixed 4.5% (7th June 1852) as against 5% for EIR & GIP. The company entered into contract with East India Co on 22 Dec 1852 to construct a line from Madras towards Jalarpattai via Arcot area- - - -

1853-Important Events- - - - -

1853-Great Indian Peninsula Rly-CR-16th Apr 1853 15.35 hrs-The first train in India with 400 guests in 14 carriages hauled by Sindh, Sultan & Sahib leaves Boribander Bombay at 3.30 pm for Thane amidst 21 gun salutes. The day was declared as Public Holiday in GOVT offices & banks in Bombay. Party reached Thane at 4.45 PM. Initial scheduled services consist of two trains each way between Bombay and Thane and later Bombay and Mahim via Dadar. It was a single step of 34 kilometers.- - - -

1853-Great Indian Peninsula Rly-CR-17 Apr 1853, Sir Jamssetjee Jeejeebhoy reserved full train to travel from Bombay to Thane & back with members of family & friends- - - -

1853-Great Indian Peninsula Rly-CR-Survey for extension of Railway line beyond Igatpuri towards Khandesh border completed.- - - -

1853-Indian Railways-IR-Lord Dalhousie's famous Railway Minute of April 20 lays down the policy that private enterprise would be allowed to build railways in India, but that their operation would be closely supervised by the government. Four major trunk routes were planned- - - -

1853-Madras Railway-SR-Madras Railway incorporated; work begins on Madras-Arcot line- - - -

1853-BB & CI Railway-WR-BB&CI Railway incorporated in 1851-1853, East India Company authorised BB&CI in Aug 1853 to survey lines from Bombay via Surat, Baroda & Neemach to Agra & from Surat via valley of Tapti into Khandesh with extension to valley of Narmada - - - -

1854-Important Events- - - - -

1854-Great Indian Peninsula Rly-CR-GIPR opens its first workshops at Byculla. - - - -

1854-Great Indian Peninsula Rly-CR-On 1st May, GIPR Bombay-Thane line is extended to Kalyan and is a double tracked line; inaugurated by Lord Elphinstone. Dapoorie viaduct is completed. (20 kilometers)- - - -

1853-East Indian Railway-ER-contract for continuation of Howrah -Pundooah section is awarded- - - -

1854-East Indian Railway-ER-During the trial run done on 11 August, 1854, the train reached Chinsurah in 91 minutes. Howrah station was in tinshed & to reach there, one has to cross Hooghly by ferry & walk for 5 minutes on muddy bank of river- - - -

1854-East Indian Railway -ER-On August 15th, the first passenger train driven by Josiah Greenbow in the eastern section is operated, from Howrah to Hooghly (24 miles). The first train consisted of three first class and two second class carriages, three trucks for third class passengers, and a brake van for the guard, roughly able to accommodate 300 passengers. The trains were extended to Pundooah from 1st September 1854 - - - -



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1854-Indian Railways-IR-Stations are classified into 4 groups on some railways, according to traffic and the proportion of European and Indian passengers. - - - - -

1855-Important Events- - - - -

1855-Great Indian Peninsula Rly-CR-Thane-Kalyan line extended to Vasind on the north-east. - - - - -

1855-East Indian Railway -ER-August: EIR 21 and 22 ("Express" and "Fairy Queen") begin work. The Fairy Queen is still working! - - - - -

1855-East Indian Railway -ER-February 1: first train run on 1st feb 1855 from Hoogly to Raneeganj .EIR's "experimental" track for a Calcutta-Delhi route now consists of a Howrah to Raneeganje (Raniganj, collieries near Asansol) section of 121 miles. Opened by lord dalhousie- - - - -

1855-East Indian Railway - -howrah-The first station was a modest structure of red brick with a roof of corrugated iron sheets with one platform. Another platform was added in August 1865 to facilitate arrival and departure of trains separately. An additional platform was provided in 1895- - - - -

1855-East Indian Railway -ER- lucrative business of coal transportation that East Indian Railway laid the lines upto Raniganj in 1855 This line line was extended upto Asansol in July 1863 via Searsole (now Raniganj) and Kalipahari- - - - -

1855-BB & CI Railway-WR-The work on a Surat-Baroda line begin on 21st Nov 1855. the First Section is of '29 mile stretch' on BG system from Ankleshwar to Utran in Gujarat State on West Coast- - - - -

1856-Important Events- - - - -

1856-Great Indian Peninsula Rly-CR-GIPR line extended on 12 May 1856 to Khopoli via Palasdhari on the south-east. Regular services are now run from Mumbai to Vasind and from Mumbai to Khopoli. Stations opened at Dadar, Kurla, Titwala, - - - - -

1856-East Indian Railway -ER-1855-1856 HMS Goodwin carrying railway carriages for East Indian Railway Co. sinks. Another ship carrying a locomotive is mis-routed to Australia. - - - - -

1856-Sind,PunjabandDelhiRly-NR-Sind (later Sind, Punjab and Delhi) Railway is formed, a guaranteed railway. - - - - -

1856-Madras Railway-SR-Royapuram station was declared open on 28th jun 1856 by governor Lord Harris .The first line was opened on 1st July, 1856 ,The first train in the south was operated, from Royapuram / Veyasarapady (Madras) to Wallajah Road (Arcot) (approx. 101.74km) by the Madras Railway Company- - - - -

1856-Madras Railway-SR-A combined Loco, Carriage and Wagon Workshop is set up by the Madras Guaranteed Rly. (later part of the MSMR) at Perambur, near Madras, later to become the Carriage and Wagon Workshops of SR (the Loco Workshops at Perambur). - - - - -

1856-Madras Railway-SR-Rayapuram Branch-3.48 km opened on 01.07.1856- - - - -



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1856-BB & CI Railway-WR-1st May 1856 -first section of Surat-Baroda line (Ankleswar-Utran) is opened- - - - -

1857-Important Events- - - - -

1857-Eastern Bengal Rly-ER-Eastern Bengal Railway Company was registered in 1857 to establish railroad connection between Calcutta and Eastern part of undivided Bengal beyond Ganges(Padma) .- - - - -

1857-MSMR-SR-walajah road -(Arcof) to katpadi -24.08 km opened on 07.05.1857

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1857-East Indian Railway -ER-Mutiny of 1857 badly hampered the Railway work & no appreciable progress could be achieved for next 2-3 year.Mutineers under Babu Kunwarsingh of Jagdishpur, Bihar, raided the bridge works over the Sone at Arrah and damaged it completely. The bridge at Karamnasa was also damaged.EIR estimated the loss due to the mutiny as 42,000 sterling, but the total loss due to delays, and escalation of costs was about 3 million sterling- - - - -

1858-Important Events- - - - -

1858-East Indian Railway -EIR-The East Indian Chord line was completed to Barakhar in 1858, and for the next 31 years communication with Calcutta and the outside world generally was via Barakhar or Raniganj- - - - -

1858-Great Indian Peninsula Rly-CR-June 14: Khandala-Pune section of GIPR open to traffic. The 21km gap over the Bhore ghat (Karjat - Khandala) is crossed by palanquin, horses, or on foot. In some cases the passenger cars were also carried over each way.- - - - -

1858-Eastern Bengal Rly-ER-Eastern Bengal Railway formed (guaranteed railways). To be verified 1862?- - - - -

1858-GSIR-SR- Great Southern of India formed (guaranteed railways).- - - - -

1858-MSMR-SR-katpadi - Gudiyattam -24.72 km opened on 19.05.1858

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1858-East Indian Railway-ER-1858-60-The EIR line was extended up to Adjai in October 1858 and to Rajmahal in October 1859. It was opened to traffic on 15th October, 1860, by the first British Viceroy, Lord Canning.- - - - -

1859-Important Events- - - - -

1859-Eastern Bengal Rly-ER-Eastern Bengal Railway begins construction on Calcutta-Kushtia line (175km). - - - - -

1859-East Indian Railway -NC-On March 3rd, the first train in the north was operated, from Allahabad to Kanpur (180km-119 miles). - - - - -

1859-Calcutta&SE Rly-ER-Calcutta and South-Eastern Railway formed, with 5% guarantee from the government.- - - - -



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1859-GSIR-SR-Registered in 1859 to construct a BG line from Nagapattinam to Tiruchcharappalli-

1859-BB & CI Railway-WR-BBCI Railway obtains permission to extend its lines southwards from Surat, and opens its Grant Road terminus for its proposed line from Surat.- - - -

1860-Important Events- - - - -

1860-Great Indian Peninsula Rly-CR-Bhusawal Station building with single platform constructed. - -

1860-Great Indian Peninsula Rly-CR-Vasind-Asangaon line opened. & poona -sholapur line opened-
- - - -

1860-Indian Railways-IR-Various early experiments with providing passenger amenities such as toilets, lights, etc. These naturally tended to be introduced first in the First Class carriages and only later in the lower classes of accommodation. - - - - -

**1860-East Indian Railway -NC-Kanpur-Etawah section opened (first to open in north india).
Subsequently extended up to Allahabad .work in Allahabad-Aligarh section was started in 1858- - - -**

1860-Sind and Punjab Rly-PR-Sind and Punjab Railway is engaged in construction of a northward line from Karachi, a Lahore-Multan line, and a Lahore-Delhi line.- - - - -

1860-Madras Railway-SR- The laying of the line from Podanur to Pattambi ,The line was extended in phases to Mangalore by the year 1907.- - - - -

**1860-MSMR-SR-Gudiyttam to Ambur-27.37 km opened on 16.01.1860,Ambur to vaniyambadi-
16.06 km opened on 01.02.1860,Vaniyambadi to Jolarpettai-17.32 km opened on 23.05.1860- - - - -**

1860-GSIR-SR-West Outer Signal at jolarpettai-Tirupattur-7.48 km opened on 23.05.1860- - - - -

**1860-BB & CI Railway-WR-19.11.1860 surat-utran section was opened first on BB& CI.Utran-
Ankleshwar to Narmada-Brach section opened on 5.12.1860- - - - -**

1861-Important Events- - - - -

**1861-Great Indian Peninsula Rly-CR-January 1: GIPR's Kasara line opens (extended from
Asangaon). - - - - -**

**1861-Great Indian Peninsula Rly-CR-Igatpuri - Nayadongri section opened on 08th January.
Nayadongri – Bhusawal section opened on 01st October - - - - -**

**1861-Scinde Rly.-PR-May 13: Karachi-Kotri section 108 miles of the Scinde Rly. opens to public
traffic, the first section in the region that would later become Pakistan.- - - - -**

**1861-GSIR-SR-Great Southern Railway of India completes 125km BG line between Nagapatnam
and Tanjavar - - - - -**

**1861-Madras Railway-SR-Madras Railway's trunk route from Madras extended to Beypur /
Kadalundi (near Calicut). Work begins on a north-western branch out of Arakkonam. - - - - -**

1861-Madras Railway-SR-Arcot-kadalundi opened- - - - -

1861-Madras Railway-SR-Beyppore-Tirur opened in Kerala on 12th march 1861 ,tirur-kuttipuram
1.1.1861 . - - - - -

1861-MSMR-SR-Arakkonan-nagri-27.79 km opened on 04.03.1861.Nagari-puttur-15.43 km opened
on 08.12.1861- - - - -

1861-GSIR-SR-Thanjaur-tiruvarur-54.31 km opened on 01.12.1861 ,Tiruvarur-Magapattinam-23.06
km opened on 15.07.1861,Tirupattur-Salem-112.62 km opened on 01.02.1861,Salem-Sankaridurg-
38.12 km opened on 01.12.1861,Pattamdi-Kuttipuram-18.54 km opened on
23.09.1861,Puttipuram-Tirur-15.11 km opened on 01.05.1861,Tirur-Beyppore(calicut)-26.25 km
opened on 12.03.1861- - - - -

1861-Southern Railway-SR-the company commissioned the FIRST SECTION of '29 mile stretch' on
BG system from Ankleshwar to Utran in Gujarat State on West Coast. The FIRST TRAIN was run on
09.01.1861- - - - -

1861-BB & CI Railway- -Broach(bharuch) to Baroda line opened on 9.1.1861- - - - -

1861-BB & CI Railway-WR-Churchgate station opened by BB & CI Railway as its new terminus for
Bombay. - - - - -

1861-BB & CI Railway-WR-Navsari to Sachin 20.5.1861 & valsad to Navsari on 2.9.61 is opened- - -
- -

1861-BB & CI Railway-WR-Churchgate-grant road opened- - - - -

1862-Important Events- - - - -

1862-Great Indian Peninsula Rly-CR-Bhore ghat incline constructed, connecting Palasdhari to
Khandala. - - - - -

1862-Eastern Bengal Rly-ER- The main line (Sealdah to Ranaghat was opened far back on
29.09.1862 during formation of Eastern Bengal Guaranteed Railway. & extended to
Kustia(bangladesh) within 2 month- - - - -

1862-East Indian Railway -ER-EIR's Delhi-Calcutta route progresses as far as the west bank of the
Yamuna, via Mughalsarai. Sahibganj Loop. From Rajmahal, EIR's lines proceeded westwards along
the Ganges rapidly, reaching Bhagalpur in 1861, Monghyr (Munger) in February 1862 and opposite
Benares in December 1862. This included EIR's first tunnel at Jamalpur and the first major bridge
on the route, over the Sone at Arrah- - - - -

1862-punjab railway-NR-Multan -Amritsar 254 miles opened in 1862- - - - -

1862-East Indian Railway -ER-Feb. 8: Jamalpur Loco Works established- - - - -

1862-East Indian Railway -ER-Raniganj-Nainee via sahibganj- - - - -

1862-Eastern Bengal Rly-ER-November: EBR's Calcutta-Kushtia(nadia) line open for traffic. - - - - -



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1862-Calcutta&SE Rly-ER-Calcutta and South-Eastern Railway's 45km line from Calcutta to Port Canning is constructed. The first line on the right bank of the Hooghly was a line southward from what was then called Beliaghata Station (Presently Sealdah – South Station) to Port Canning on the Matla river. It was laid by a private railway company called the Calcutta and South Eastern Railway (C. & S. E. Rly)- - - -

1862-Calcutta&SE Rly-ER-By May 1862 this extended to Port Canning. Ranaghat was connected in September 1862.- - - -

1862-Eastern Bengal Rly-ER-Calcutta terminus at Sealdah commissioned in a Tin roof shed. - - - -

1862-Eastern Bengal Rly-ER- Eastern Bengal Guaranteed Railway was formed on 29.9.1862 in undivided Bengal .On nov 15 ,1862 calcutta-ranaghat 102.86 miles was opened .sameday pordaha-jagati was also opened- - - -

1862-Eastern Bengal Rly-ER-First section was completed in January 1962 from Calcutta to Champahati.- - - -

1862-Indian Railways-IR-Two-tier seating(double decker) is introduced in Third Class (on EIR, GIPR, etc.) as a measure to alleviate overcrowding. A typical coach carries 50 passengers on the lower seats, and 70 on the upper level, nearly doubling the capacity of the already overcrowded third-class coaches. These were the first double-decker coaches to be used in India, and perhaps in the world .- - - -

1862-Indian Branch Railway Co-NE-The Indian Branch Railway Co. formed to construct short branches and feeder lines in northern India, with a 20-year subsidy but no guarantee. Later on(1867) merged with oudh & rohilkhand rly- - - -

1862-Scinde Rly.-NR-Amritsar-Attari section completed in april 1862 on the route to Lahore. - - - -

1862-GSIR-SR-GSIR's Nagapatnam - Trichinopoly line opened to traffic in March 1862. - - - -

1862-Indian tram way co-SR- The Indian Tramway Co. is formed for building short lines around Madras, also with a 20-year subsidy. This suffered losses later, was reorganized to become the Carnatic Railway and finally was taken over by the South Indian Railway. - - - -

1862-Madras Railway-SR-Madras Railway extends its lines from Arrakonam to Renigunta. Podanur-pattambi-14.4.1862- - - -

1862-MSMR-SR-Puttur-Reniguta-23.27 km opened on 15.09.1862- - - -

1862-GSIR-SR-Thanjavur-Tiruchirappalli jn.(B.G)-50.69 KM OPENED ON 11.03.1862,Sankaridurg-podanur-114.65 km opened on 12.05.1862,Podanur-pattambi-104.54 km opened on 14.04.1862- - - -

1862-Tiruchchirappalli-Erode -SR-Tiruchchirappalli jn.-Tiruchchirappalli fort-4.35 km opened on 11.03.1862- - - -

1862-BB & CI Railway-WR-Baroda to vasad & vasad to Mehamdabad opened in 1862- - - -



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1862-BB & CI Railway-WR-Double decker coaches were introduced on BB &CI (Flying Raneer)- - - - -

1862-Gaekwar Baroda state rly-WR-Khanderao, the Gaekwar of Baroda, opens 8 miles of an NG railway (2ft 6inch)line from Dabhoi towards Miyagam. Oxen were used as the motive power. 5 loaded wagon used to be pulled by pair of oxen- - - - -

1863-Important Events- - - - -

1863-Great Indian Peninsula Rly-CR-First luxury carriage in India is built for the Governor of Bombay. - - - - -

1863-Great Indian Peninsula Rly-CR-May 14: GIPR line from Bombay across the Bhoire Ghat to Pune constructed. - - - - -

1863-Calcutta&SE Rly-ER-Port Canning - Mutlah line opened by the Calcutta & South-Eastern R Railway.- - - - -

1863-East Indian Railway -ER-Sone bridge near Arrah completed by EIR .The work was intrupted for about 2.5 yr on account of 1857 mutiny related development in india .It was 1.5 km long bridge with 28 piers- - - - -

1863-Great Indian Peninsula Rly-NC-sorting rail mail service was introduced in allahabad- kanpur section by GIPR- - - - -

1863-BB & CI Railway-WR-BB&CI Railway completes Surat-Baroda-Ahmedabad line on completion of Kaira Road-Ahmedabad. - - - - -

1863-Indian Branch Railway Co-ER-In 1863, a new company named Indian Branch Railway Company, constructed and opened the Nalhati(Birbhum) - Azimganj line, built on a 4 feet gauge line- - - - -

1863-East Indian Railway -ER-1863-64-the Allahabad-Kanpur-Tundla line was also completed. Tundla-Aligarh line was opened in March 1863 and Aligarh-Ghaziabad in April 1864.Earlier plan was to cross yamuna near Agra but later on line was routed via Gaziabad & crossyamuna at near Delhi- - - - -

1864-Important Events- - - - -

1864-EAST BENGAL RLY-NF-The first rail route from Calcutta towards Assam was the single,line to Poradaha in 1862 the extension to Goalundo being completed in 1864- - - - -

1864-East Indian Railway -ER-yamuna bridge near old delhi completed &EIR established Delhi terminus- - - - -

1864-East Indian Railway -ER-August 1: First train into Delhi from calcuTta. Through trains run between Delhi and Calcutta; coaches are ferried on boats across the river Yamuna at Allahabad. Benaras was connected to Mirzapur on 1st January 1864- - - - -

1864-Indian Railways-ER-1863-64 This happened in 1863-64-the year which inaugurated Asansol's march towards a modern industrial township- - - - -



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1864-East Indian Railway -NC-Etawah-Delhi & Aligarh-Ghaziabad opened- - - - -

1864-Indian tram way co-SR-Indian Tramway company was established for constn of light railways- - - - -

1864-Madras Railway-SR-Jolarpettai - Bangalore Cantt. 135.78 km branch added on 1.8.1864 by Madras Railway; Bangalore Mail begins running. - - - - -

1864-MSMR-SR-Renigunta-Reddipalle-61.19 km opened on 01.10.1864- - - - -

1864-bombay tram-Tram-First proposals for (horse-drawn) trams in Bombay. - - - - -

1864-BB & CI Railway-WR-Bombay-Surat line completed on completion of Grant road -Valsad by BB&CI Railway. - - - - -

1864-Indian Railways-IR-Col. Richard Strachey, the Secretary to Government of India for Public Works Department was an ardent supporter of State owned and managed rail-lines. In 1864, as a Member of Anderson Committee, he was instrumental in torpedoing the proposals of BB & CI as well as GIP Railways' extension of lines in Rajputana and Central India; - - - - -

1864-Great Indian Peninsula Rly-CR-Kasara line extended to Igatpuri over the Thull (Thal) ghat was over on dec4.This was formally opened by Sir John Bartle Frere on 30th dec 1864 .This was one of the most difficult project in Railway history- - - - -

1865-Important Events- - - - -

1865-Great Indian Peninsula Rly-CR-GIPR timetables show 'local trains' separately for the first time. These are in Mahim and Kalyan section- - - - -

1865-East Indian Railway -ER-Yamuna bridge at Allahabad (Nainee br)opened on 15Aug 1865, allowing EIR trains to cross over without using ferries. - - - - -

1865-IndianBranch Rly Co-NE-Alambagh Workshops set up by the Oudh and Rohilkhand Rly. (formerly the Indian Branch Rly. Co.). - - - - -

1865-Sind,PunjabandDelhiRly-NR-Sind and Punjab Railway's Multan-Lahore-Amritsar line is completed. Works begins on line from Delhi to Amritsar. - - - - -

1865-Indian tram way co-SR-Arakkonam-Conjeevaram 3'6" line built by the Indian Tramways Co. & opened on 8.5.1865- - - - -

1865-MSMR-SR-Reddipalle-cuddapah-63.72 km openen on 01.09.1865- - - - -

1865-GSIR-SR-General Administrative office (present DRM office) at Tiruchchirappalli was opened in 1865- - - - -

1865-BB & CI Railway-WR- BB&CI completes Bombay-Ahmedabad rail link.- - - - -

1865-BB & CI Railway-WR-1.11.1865- first steam suburban train from grant rd to bassai road- - - - -

1866-Important Events- - - - -



INDIAN RAILWAYS TIMELINE

1866-Great Indian Peninsula Rly-CR-Bhusawal-Khandwa section opened(1865-66). - - - - -

1866-East Indian Railway -ER-Delhi and Calcutta are linked directly by rail as the completion of the Yamuna bridge (road and rail) in Delhi allows the trains to reach what later became Delhi Junction. The 1 Dn / 2 Up Mail begins running -- this is the predecessor of the Howrah - Kalka Mail. - - - - -

1866-Indian Railways-IR-Railway Branch formed in Central Public Works Department for managing policy of Railways- - - - -

1866-Indian Railways-IR-W. Newman & Co. begins publishing the "Newman's Indian Bradshaw" for train timetables in India.- - - - -

1866-IndianBranch Rly Co-NR-Indian Branch Rly. Co. begins construction of Lucknow-Kanpur light MG line. - - - - -

1866-MSMR-SR-Cuddaah-Muddanuru-55.22 km opened on 01.08.1866 - - - - -

1866-GSIR-SR-Podanur pollachi Railway-39.24 km opened on 1866 .Truchchirappalli fort-Karur-71.78 km opened on 03.12.1866- - - - -

1866-Oudh & Rohilkund Rly- -1867 was first operatinal year of ORR- - - - -

1867-Important Events- - - - -

1867-Great Indian Peninsula Rly-CR-GIPR branch line extended to Nagpur on 20th feb 1867; Bhusawal-Badnera section opened as single line. - - - - -

1867-Great Indian Peninsula Rly-CR- Nagpur station was situated beyond the Shukrawari Talab- - - - -

1867-Indian Railways-IR-Some Indian locos are sent overseas for the Abyssinian expedition.- - - - -

1867-IndianBranch Rly Co-NR-Lucknow-Kanpur line opened on 23rd apr 1867 by the Indian Branch Railway Co. this became later part of Oudh & Rohilkhand Rly- - - - -

1867-Sind,PunjabandDelhiRly-NR-Delhi-Ambala via gaziabad line opened - - - - -

1867-GSIR-SR-Main line extended upto Erode by Madras railway,Madurai-Tuticorin-158.92 km opened on 01.01.1867,Karur-kodamudi-27.10 km opened on 01.07.1867- - - - -

1867-East Indian Railway -WC-EIR branch line -The Allahabad-Jubbulpore branch line was opened in June 1867, making a link with the GIP Railway, and making it possible to travel directly from Calcutta to Bombay.The route was officially opened on 7th March 1870, in a spectacular ceremony performed by the Viceroy, Lord Mayo with His Highness, the Duke of Edinburgh as chief guest. Lord Mayo concluded "it was thought desirable that, if possible, at the earliest possible moment, the whole country should be covered with a network of lines in a uniform system".- - - - -

1867-Indian Railways-IR-By 1867,India's 19 most important cities out of twenty were on railway line- - - - -



INDIAN RAILWAYS TIMELINE

1867-BB & CI Railway-WR-Virar - Bombay Backbay suburban service commences (BB&CI); one steam train in each direction each day. - - - - -

1868-Important Events- - - - -

1868-Oudh & Rohilkund Rly-NR-Charbagh workshops set up by the Oudh and Rohilkhand Rly - - - - -

1868-Sind,PunjabandDelhiRly-NR-November: Sind, Punjab, and Delhi Railway's line towards Amritsar from Delhi (Ghaziabad) is open for traffic up to Ambala. - - - - -

1868-GSIR-SR-GSIR's line reaches Erode, connecting to the Madras State Rly. Kodumudi-Erode-37.69 km opened on 01.01.1868- - - - -

1868-Calcutta&SE Rly-ER-Calcutta and South-Eastern Railway, having suffered extensive losses on their Sealdah-Canning line because of floods and other problems, decide to transfer the line to the government in return for capital costs, becoming the first railway to be taken over by the state- - - - -

1868-Madras Railway-SR-Madras Railway extends its network (with a new terminus at Royapuram) to Salem, and also finishes the Jolarpettai - Bangalore Cantonment branch. - - - - -

1868-MSMR-SR-Muddanura-tadpatri-51.61 km opened on 01.09.1868- - - - -

1868-Nizam's State Railway-SC-Nizam of Hyderabad was forced to create Nizam's Gaurantee state railway which almost bankrupted world richest ruler. Salar jung ,Nizam of Hyderabad fought a lot but could not mitigate the economic grab by the brokers of British company & Govt- - - - -

1869-Important Events- - - - -

1869-Great Indian Peninsula Rly-WR-GIPR locals extended from Mahim to Bandra. • - - - - -

1869-Great Indian Peninsula Rly-CR-Jan. 25: Runaway train on the Bhore Ghat derails and crashes after failing to be stopped by a catch siding, and is made (in)famous by pictures in the Illustrated London News.- - - - -

1869-Great Indian Peninsula Rly-CR-The Nizam of Hyderabad pays for the construction of a railway linking Hyderabad to the GIPR. - - - - -

1869-Eastern Bengal Rly-ER-Sealdah-The original station , designed by Mr. Walter Glanville was built in 1869. This was the main station. Subsequently as Calcutta spread, large areas south of the became suburbanised and it became necessary to provide these new areas with railway communication,station was renamed as Sealdah after partition .It's earlier name was calcutta- - - - -

1869-Indian Railways-IR-By 1869,11 companiees were registered under gaurantee system in England for constn of Railways in India .1st july 1869-Governor-General Lord Lawrence suggests that the Government of India itself undertake all future construction of railway lines. But GIPR's guarantees and leases are extended, and also those of the Bombay, Baroda, and Madras Railway

Companies. Still, this year marks a turning point in government policy away from the guarantee system. (Minutes dated 9 Jan 1869 rrb)- - - - -

1869-Indian Railways-IR-Total trackage in India is about 4000 miles. All new lines are to be constructed by the direct agency of the State with State funds. This system continued for next 11 years ie upto 1880- - - - -

1869-Sind, Punjab and Delhi Rly-NR-October: Sind, Punjab, and Delhi Railway completes Amritsar-Saharanpur-Ghaziabad line, linking Punjab Railway with the EIR at Gaziabad and providing connectivity between Multan and Delhi.- - - - -

1869-Sind, Punjab and Delhi Rly-NR-Mughalsarai - Lahore main line is also completed. - - - - -

1869-MSMR-SR-Todapri-Gooty-46.83 km opened on 01.08.1869- - - - -

1869-BB & CI Railway-WR-BCCI Railway runs direct trains between Ahmedabad and Bombay- - - - -

1869-BB & CI Railway-WR-Marine Lines to Charni Road- - - - -

1870-Important Events- - - - -

1870-Great Indian Peninsula Rly-CR-March 7: GIPR connection over the Thull Ghat reaches Jabulpore (Jabalpur) from Itarsi, linking up with EIR track there from Allahabad, and establishing connectivity between Bombay and Calcutta. chief guest was Duke of Edinburgh & Viceroy Lord Mayo- - - - -

1870-Great Indian Peninsula Rly-CR-1870-79 Only 30 miles was added in GIPR as Govt of India was not ready to extend agreement under old guarantee system. After reaching at Itarsi, Jabalpur & Raichur, GIP railway reached its limit under the guarantee system. - - - - -

1870-Indian Railways-CR-1861-70 The period 1861 to 1870 was very important for the G.I.P. Railway, because during this period, the fast growing industrial town of Mumbai was linked with Calcutta, the imperial capital of India. During the same decade, Bombay (now Mumbai) was linked with Madras (now Chennai) as also with Nagpur.- - - - -

1870-East Indian Railway-ER-Mobile post-office services in trains on EIR started. - - - - -

1870-East Indian Railway-ER-Jamalpur workshop gets a rolling mill of its own- - - - -

1870-Indian Railways-IR-Lord Mayo introduces meter gauge as a compromise between proposals for narrow gauges less than 3' and broad gauge, for use in areas with limited traffic.- - - - -

1870-Indian Railways-IR-1855-1870 Several (about a dozen) railway companies are incorporated.- - - - -

1870-Indian Railways-IR-1870-80 Railway was built mostly by govt from its own finance & 2493 miles were added bringing total mileage at end of 1880 to 8494 miles- - - - -

1870-Sind, Punjab and Delhi Rly-NR-October: Sind, Punjab, and Delhi Railway completes Amritsar-Ambala-Saharanpur-Ghaziabad line -300 miles, linking Punjab Railway with the EIR at Gaziabad

and providing connectivity between Multan and Delhi. Mughalsarai-Lahore main line is also completed- - - - -

1870-Sind, Punjab and Delhi Rly-NR-The line from Delhi to Amritsar had been opened in 1870, with the aim of making troop movements to the N.W. frontier provinces speedier. It met the line from Karachi – Lahore/Amritsar which had been opened in stages, by passing the dangerous and slow river crossings by boat. This line had been operated by the Sind, Punjab and Delhi Railway (SPDR)- - - - -

1870-Sind and Punjab Rly-PR-1855-1870 Sind and Punjab Railway is engaged in construction of a northward line from Karachi, a Lahore-Multan line, and a Lahore-Delhi line- - - - -

1870-Nizam's State Railway-SC-The Nizam of Hyderabad pays for the construction of a railway linking Hyderabad to the GIPR. The connection was done at Raichur.- - - - -

1870-Madras Railway-SR-2.12.1870 Gooty-Tungbhadra 75.33 mile was opened & extended to Raichur in 15.3.1871- - - - -

1870-BB & CI Railway-WR-10.1.1870 - Churchgate station opened. It was a small tinshed station- - - - -

1870-BB & CI Railway-WR-Churchgate to Marine Lines.- - - - -

1870-BB & CI Railway-WR-Kaira Road Ahmedabad to Sabarmati- - - - -

1871-Important Events- - - - -

1871-Indian Railways-IR-Between 1871-74 a parliamentary committee investigated working of Railways in India & severely condemned the old guarantee system.- - - - -

1871-East Indian Railway-ER-This 252 miles long line, connecting Raniganj with Luckeesarai was opened in 1871- - - - -

1871-Great Indian Peninsula Rly-CR-South-east of Kalyan, the GIPR line extended over the Bhor Ghat to reach Raichur, connecting with the Madras Railway, whose branch line out of Arakonam reaches Raichur by now (15.3.1871).- - - - -

1871-Great Indian Peninsula Rly-CR-Sholapur-Raichur (1.5.1871) and Badnera-Amravati (16.2.1871) opened- - - - -

1871-East Indian Railway-ER-The 'Shorter Main Line' on the Delhi-Calcutta route (via Jhajha, Patna) is in place with the completion of the section from Raniganj to Kiul. It was opened only in 1871. Initially it was called the chord line but as it began to carry more traffic, it was designated as the main line and the original line became the Sahibganj loop- - - - -

1871-Eastern Bengal Rly-ER-EBR line from Calcutta to Goalundo (Faridpur) opens.- - - - -

1871-Indian Railways-IR-EIR trackage totals 1350 miles; other railways: GIPR -- 875, Madras Railway -- 680, Sind and Punjab -- 400, BCCI -- 300, East Bengal -- 115, and Great Southern -- 170. - - - - -



INDIAN RAILWAYS TIMELINE

1871-Madras Railway-SR-Tungabhadra-raichur-28.84 km opened on 15.03.1871 (Arakkonam -- raichur-Total km 496.13 completed)- - - - -

1871-BB & CI Railway-WR-Sabarmati to Sanand -Viramgam -opened completing Ahmadabad-Viramgam line- - - - -

1872-Important Events- - - - -

1872-Great Indian Peninsula Rly-CR-The Saunders system of air-cooling first-class coaches is introduced on the GIPR. - - - - -

1872-Oudh & Rohilkund Rly-NE-Oudh & Rohilkund Rly. opens line from Benares (Varanasi) to Lucknow.- - - - -

1872-Rajputana state Rly-NW-First MG line from Delhi to Rewari-Farukh Nagar salt depot is built & opened. - - - - -

1872-BB & CI Railway-WR-1872-79-BB&CI line reach up to Wadhwan (Surendranagar) .Later on this BG line (Viramgam-Wadhwan was converted in MG to integrate with MG system in Saurashtra region- - - - -

1872-BB & CI Railway-WR-Bombay suburban services extended to Arthur Bunder in Colaba.- - - - -

1872-East Indian Railway-ER-Hon'ble W.N. Messey, who had been a Finance Minister under the regime of Lords Lawrence and Mayo, remarked in 1872, "The East Indian Railway cost far more if not twice as much as it ought to have cost". - - - - -

1873-Important Events- - - - -

1873-Great Indian Peninsula Rly-CR-BY 1873, entire Kalyan-Bhusawal section was double line- - - - -

1873-Great Indian Peninsula Rly-CR-1873-74 Great VIADUCT over Krishnariver having 36 span of 100ft was completed .- - - - -

1873-East Indian Railway-ER-Gurudev Rabindranath Tagore's relationship with the railways dated back to the time when he was just 11 years and 9 months old as he traveled on a half ticket from Howrah to Bolpur in 1873. . It is ironical that his last journey was to be also by rail –from Bolpur to Howrah on 25th July, 1941.- - - - -

1873-Eastern Bengal Rly-ER-Poradaha-jagati extended to port of goalundo at confluence of Ganga and Brahmaputra- - - - -

1873-Rajputana state Rly-NW-The world's first commercial MG passenger service runs in feb 4,1873from Delhi to Rewari. Farriknagar branch line upto salt depo was also opened- - - - -

1873-Madras Railway-SR-podanur-coinbatore junction -6.05 km opened on 01.02.1873.Coimbtore-Mettapalyam-35.36 km -31.8.1873- - - - -

1873-MSMR-SR-Madras- Veysarpadi - 3.48km opened on 07.04.1873 .Now total 214.77 km opened from Madras to Jolarpattai- - - - -



INDIAN RAILWAYS TIMELINE

1873-calcutta tram way-Tram-Early attempts to set up a horse-drawn tram system in Calcutta, between Sealdah and Armenian Ghat Street (3.8km). This service opened on Feb. 24 and closed by Nov. 20 for lack of patronage.- - - - -

1873-bombay tram -Tram-Stearnes and Kittredge get contract for horse-drawn tram system in Bombay. - - - - -

1873-BB & CI Railway-WR-Colaba Terminus commissioned, envisaged as a temporary station pending completion of a permanent line between Marine Lines and Churchgate, making Marine Lines the new terminus.- - - - -

1873-BB & CI Railway-WR-Kharaghoda to Viramgam- - - - -

1873-Gaekwar Baroda state rly-WR-Dabhoi-Miyagam line 32.3km(the first 2'6" line) is re-laid with stronger rails to allow locomotives to be used (earlier oxen were the motive power) although locomotives were not used regularly on this until 1880. This later becomes part of the Gaekwar's Baroda State Railway- - - - -

1874-Important Events- - - - -

1874-EIR-ER-first bridge on Hoogly was constructed- - - - -

1874-GSIR-SR-GSIR merged with with the MG Carnatic Rly on July 1,1874 & company was renamed South Indian Railway- - - - -

1874-Indian Railways-IR-feminine of 1874-79 making quick transport of food grain pushed for further development of railways. A train with food grain & fodder was run from Bajitpur to Darbhanga (51miles)in 1874- - - - -

1874-Indian Railways-IR-"F" class 0-6-0 MG locomotives are introduced, soon to be among the most widely-used in India for just about all kinds of duties. Dubs & co. of Glasgow built the first few. - - - - -

1874-Indian Railways-IR-Fourth Class accommodation is introduced on several railways, consisting of coaches with no seats in them, or just a few benches, as a way of alleviating overcrowding. - - - - -

1874-Indian Railways-IR-Lord Salisbury, Secretary of State for India, stipulates the use of BG to settle the gauge debate, and work begins on relaying many MG lines to BG. - - - - -

1874-Oudh & Rohilkund Rly-NE-ORR extends line from Lucknow to Moradabad. - - - - -

1874-Rajputana state Rly-NW-Rajputana State Railway-Delhi-Bandikui, Bandikui-Agra lines of Rajputana State Railway opened, and Alwar line is under construction (all MG). - - - - -

1874-Nizam's State Railway-SC-Wadi-Secunderabad railway line built with financing from the Nizam of Hyderabad, and later becomes part of the Nizam's Guaranteed State Railway. Secunderabad railway station built by this railway. - - - - -



INDIAN RAILWAYS TIMELINE

1874-Pondicherry Railway company-SR-12.63 km line from east bank of Gingee opened on 15.12.1879 (constn under supervision od SIR)-merged in SIR by 1880- - - -

1874-South Indian Railway-SR-SIR(1874-1951) on July 1 takes over GSIR (BG) and Carnatic Rly. (MG).- - - - -

1874-South Indian railway-SR-Nagpatnam-Trichinopali converted from BG to MG - - - - -

1874-bombay tram-Tram-May 9: Horse-drawn tram system begins operation in Bombay, between Parel and Colaba. Operated by Stearnes and Kittredge with a stable of 900 horses. - - - - -

1874-BB & CI Railway-WR-Anand to Dakor line opened- - - - -

1874-BB & CI Railway-WR-The first section Khandwa-Sanawad was opened for traffic on 1.12.1874.- - - - -

1874-MG Carnatic Rly-SR-GSIR merged with the MG Carnatic Rly.- - - - -

1875-Important Events- - - - -

1875-Tirhoot rly-EC-Darbhanga-Dalsingrai via samastipur - 61 km constructed for famine relief work- - - - -

1875-Indian Railways-IR-Special train built for the Prince of Wales on his visit to India; this train is later used as the vice-Roy train for the next 3 decades. - - - - -

1875-Oudh & Rohilkund Rly-NE-Hathras Road - Mathura Cantt. section opened to traffic. The first train runs here on Oct. 19.- - - - -

1875-Rajputana state Rly-NW-Rajputana State Railway MG line reaches Ajmer on completion of Bandikui-Ajmer on 1 aug 1875- - - - -

1875-South indian railway-SR-Former GSIR Nagapatnam-Tanjavur - Trichinopoly BG line converted to MG- - - - -

1875-south indian Railway-SR-Tiruchchirappalli jn.-Madurai-154.48 km opened on 01.09.1875- - - - -

1875-BB & CI Railway-WR-Dakor to Rukhyal- - - - -

1876-Important Events- - - - -

1876- Southern Railway-SR-Madurai to Tuticorin (98.71 Miles)- - - - -

1876-south indian Railway-SR-Madars Park-Tinindivanam-123.69 km opened on 01.09.1876- - - - -

1876-south indian Railway-SR-Maniyichchi-Shencottai -29.29 KM OPENED ON 01.01.1876- - - - -

1876-BB & CI Railway-WR-The Narbada Bridge near Onkareswar was opened for traffic on 5.10.1876 by His Highness the Maharaja of Holkar who named it 'Holkar-Narbada Bridge'- - - - -

1876-BB & CI Railway-WR-Rukhal to Angadi- - - - -



INDIAN RAILWAYS TIMELINE

1876-Holker state railway-WR-Khandwa(on GIPR)-indore MG line was taken up for construction funded by Holkers of Indore- - - - -

1876-Scindia state railway-WR-Indore-Ujjain opened in 1876 by scindia state railway- - - - -

1877-Important Events- - - - -

1877-Great Indian Peninsula Rly-CR-Masjid, Parel, Ghatkopar, Diva, and Chinchpokli stations opened for Mumbai local services. - - - - -

1877-Indian Railways-IR- Emile Moreau, a French author, and T K Bannerjee, an Indian businessman, start the bookstore chain 'A H Wheeler & Co.', which later spread to have its book stalls in a great many small and big railway stations in India, especially in the north. The company was also the one that published Rudyard Kipling in 1988 when he was all but unknown. The company's name was borrowed from a then-successful London bookstore, Arthur Henry Wheeler's.- - - - -

1877-Rajputana state Rly-NW-Construction work begins on the Ajmer workshops of the Rajputana- State Rly.- - - - -

1877-south indian Railway-SR-Tindivanan-Cuddalore jn.-82.67 km opened on 01.01.1877.Cuddalore jn.-port Novo-27.60 km opened on 01.07.1877,Shyali-Mayiladuturai-19.71 km opened on 01.07.1877,Mayiladuturai-thanjavur-70.42 km opened on 15.02.1877- - - - -

1877-Burma Railways-BR-First section of Burma state railways wasFrom Rangoon to Prome -259 km opened on 1st may 1877- - - - -

1877-BB & CI Railway-WR-Angadi to Sevailia opened- - - - -

1877-BB & CI Railway-WR- Construction of Railway line from Bhavnagar to Wadhwan, which was initially opposed by the British, was taken up primarily as a relief measure due to the extreme famine in the year 1877. Railway lines in other States were built to connect their important cities. These States were Junagadh, Porbandar, Morbi and Jamnagar. - - - - -

1878-Important Events- - - - -

1878-Great Indian Peninsula Rly-CR-DHOND-AHMADNAGAR-MANMAD was completed on 17.4.1878 by govt & managed by GIPR- - - - -

1878-Great Indian Peninsula Rly-CR-Construction of Victoria Terminus begins in Bombay. - - - - -

1878-East indian railway-ER-Asansol-The first institute of indian railway was set up in 1878 near the hospital. It got the name of 'European Institute' in 1915. In 1925 it was renamed as 'Durand Institute' after Sir Mortimer Durand,- - - - -

1878-DHR-NF-Construction of the Siliguri-Darjeeling line, the first hill railway in India . - - - - -

1878-Indus Valley State Rly.-PR-Indus Valley State Rly. opens Multan-Kotri line- - - - -



INDIAN RAILWAYS TIMELINE

1878-PR-PR-Railway line laid across the Bolan Pass to help move men and materiel during hostilities in Afghanistan. - - - - -

1878-Punjab Northern State Rly-PR-Punjab Northern State Railway builds the Lahore-Jhelum line (parts that opened as MG in 1876 are converted to BG). - - - - -

1878-south indian railway-SR-Kanchipuram -Arrakonam line was converted from BG to MG- - - - -

1878-south indian Railway-SR-Port Novo-Chidambaram-10.83 km opened on 01.10.1878- - - - -

1878-south indian Railway-SR-Coleroon-shiyali-9.75 km opened on 01.01.1878- - - - -

1878-Holker state railway-WR-Khandwa-Indore MG line of Holkar State Railway under construction, passing the Mhow ghat section by 1878- - - - -

1878-North Bengal state railway-ER-poradaha near kustia-& jalpaiguri via parbatpur in dinjapur district- - - - -

1878-Rajputana-Malwa state Rly-NW-Ajmer-Beawer was opened on MAY 15,1878 by Rajputana railway- - - - -

1878-Chhattisgarh state Railway-SE-The Provincial Government of Central Provinces on the recommendations of the Famine Commission constructed Chhattisgarh State Railway. This line was the forerunner of the present South Eastern Railway. Construction of this line began in 1878 and completed in 1882- - - - -

1879-Important Events- - - - -

1879-North Bengal state railway-ER-North Bengal State Rly. opens Parbatipur-Kaunia MG line(1.6.1879). - - - - -

1879-Rajputana-Malwa state Rly-IR-In a reversal of the broad-gauge policy instituted under Lord Salisbury, the Rajputana-Malwa Railway is authorized to build its lines to meter-gauge- - - - -

1879-Indian Railways-IR-Continuous vacuum brakes are brought into use for passenger rakes. - - - - -

1879-Nizam's State Railway-SC-The state takes over the Nizam's Railway.- - - - -

1879-Indian Railways-SR-(1877?) Following an agreement between the British and the French, an MG line is laid between Pondicherry and Villupuram.- - - - -

1879-South Indian railway-SR-All lines of GSIR (Now in SIR)were converted from BG to MG by SIR- - - - -

1879-south indian Railway-SR-Madras Beach old to Park-2.91 km opened on 01.01.1879- - - - -

1879-south indian Railway-SR-Chidanbaram-colroon-6.69 km opened on 01.07.1879- - - - -

1879-south indian Railway-SR-Villupuram-the Gingee river-26.51 km opened on 15.12.1879- - - - -



INDIAN RAILWAYS TIMELINE

1879-south indian Railway-SR-East Bank of the Gingee river -pondicherry-12.63 km opened on 15.12.1879- - - - -

1879-Rajputana-Malwa state Rly-WR-Ahmedabad-Palanpur MG section opened nov 15,,1879 & beawaer-haripur on Aug 12,1879- - - - -

1879-BB & CI Railway-WR-1872-79-BB&CI extends BG network to Wadhwan (Surendranagar) in Kathiawar. - - - - -

1879-BB & CI Railway-WR-Dabhoi to Chandod (16.27km) & Dabhoi to Sankheda Bahadarpur (15.32km) opened- - - - -

1879-Holker state railway-WR-Although the survey of Neemuch - Nasirabad railway was carried out in the year 1871-72, but the construction work was started in the year 1879. The work was completed in March 1881- - - - -

1879-south Bihar Railway-ER-The South Bihar Railway Company(operated by EIR) had laid a line from Luckeesarai to Gaya in 1879- - - - -

1879-East Indian Railway-ER-EIR taken over by the state , but the construction and operation of the railway were handed back to the company. - - - - -

1879-South indian railway-SR-Trichnopoly -Erode originally BG was converted in MG in 1879 & again in BG in 1929- - - - -

1880-Important Events- - - - -

1880-Great Indian Peninsula Rly-CR-GIPR runs about 14 local services in each direction in Mumbai, including five terminating at Kurla. It is believed that at this time Currey Road station is used for loading and unloading horses for the races at Mahalaxmi. NO NEW section was added in 1880-84- - - - -

1880-DHR-DHR-The Darjeeling Steam Tramway (later the Darjeeling Himalayan Railway) starts services on its first section on 23rd aug 1880from suluna-to kurusiang the Siliguri-Darjeeling line. Its constn started in 1873 & completed upto kursiang in 1880- - - - -

1880-Bengal Central Rly-ER-Bengal Central formed without guarantees;- - - - -

1880-Indian Railways-IR-1874-1880 Famines in several areas of India result in more railway lines being built for relief. This has also resulted in development of MG system- - - - -

1880-Indian Railways-IR-About 9,000 miles of railways in India, of which 2,175 miles are state-owned. Famine Commission suggests creating another 5,000 miles of railways, and private construction of railways is resumed. State was to construct only those lines which do not attract private capital- - - - -

1880-Indian Railways-IR-The durable 'L' class 4-6-0 tender locos make their appearance. - - - - -

1880-Oudh & Rohilkund Rly-NE-Kanpur-Farukhabad section is operational. - - - - -



INDIAN RAILWAYS TIMELINE

1880- Rohilkund-Kumaon Rly-NR-Rohilkhand-Kumaon formed without guarantees in 1880 (or in 1882)- - - - -

1880- Kandahar State Railway-PR-The Kandahar State Railway is formed; From Ruk to Sibi-133.5 miles of track are laid in 101 days! - - - - -

1880-south indian Railway-SR-Chengalpattu-walajabod-21.98 km opened on 01.08.1880- - - - -

1880- Southern Mahratta Rly -SW-Southern Mahratta Railways formed with guarantees.- - - - -

1880-calcutta tram way-Tram-Dec. 22 : Calcutta Tramways Co. incorporated. - - - - -

1880-BB & CI Railway-WR-the line was opened from Dabhoi-Vadodara (Goyagate now known as pratapnagar)- - - - -

1880-Holker state railway-WR-Indore-Neemach- - - - -

1880-Bhavnagar State Rly-WR-Bhavnagar-Wadhwan 105.11 miles(Surendranagar) line opened by Kathiawar State Rly. (later part of Bhavnagar State Rly.)ondec 20 1880 (MG) - - - - -

1880-DarjeelingsteamTramway-NF-Siliguri-Darjeeling -later merged in DHR- - - - -

1880-Morvi state Railway-WR-Wadhwan-Rajkot line constructed by Morvi Railway (MG)- - - - -

1880-Chhattisgarh state Railway-SEC-Dongargarh-Rajnandgaon in sept 1880 & Nagpur-Tumsar in april 1880 opened .it included a bridge at wanganga & tunnel at Durrukussa- - - - -

1881-Important Events- - - - -

1881-Scindia state railway-CR-The Maharaja Scindia of Gwalior opens the Agra-Gwalior line of what became the Scindia State Rly. This was finally purchased by Indian Midland Railway owned by GIPR- - - - -

1881-Scindia state railway-CR- scindia state railway started its works around 1875.Gwalior-Agra section completed from 1878 to 1881 financed by Maharaja of Gwalior- - - - -

1881-DHR-DHR-JULY 4,1881- first steam loco reached Darjeeling- - - - -

1881-East coast Railway -ECO -In 1881, a memorandum was presented by certain Zamindars (landlords) of Balasore and neighbouring districts, praying for a railway line from Raniganj (on East Indian Railway's network) to Puri via Bankura, Midnapur, Balasore and Cuttack- - - - -

1881-Indian Railways-IR-1881 was the best year for indian railways as 838 mile were added all over india- - - - -

1881-Indian Railways-IR-Railway line were classified as productive(4% return),Protctive(against famine),Provincil(owned by local govt ,private (owned by companies)- - - - -

1881-Oudh & Rohilkund Rly-NE-1880-81 kanpur-farrukhabad & Hathras road-Mathura MG line completed- - - - -

1881-Dibrugarh-sadia railway- - - - -



INDIAN RAILWAYS TIMELINE

1881-Dibrugarh-sadia railway-NF-started constn in 1881 & completed in 1885 (official inauguration dec9,1884) .DSR was merged in EBR in 1944 .with effect from 1.4.1945 ,It was managed by Govt- - -
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1881-Sind,PunjabandDelhiRly-NR-By 1881 ,Amritsar-attari, were constructed - - - - -

1881-Rajputana state Rly-NW-Ajmer-Ahmadabad was completed in 1881 .the hq of RMR was established in Ajmer in 1881- - - - -

1881-Jodhpur Railway-NW-The construction of jodhpur Branch line from junction of Rajputana Railway at Kharchi(now Marwar jn) to pali commenced on feb 16,1881 & completed on feb 28,1882 .Jodhpur state railway first line was opened on 24.6.1882 & merged in NR in 1952- - - - -

1881-Chhattisgarh state Railway-SEC- Nagpur the city was connected with Howrah during 1881 on Meter gauge by the Chhattisgarh state Railway. It was converted into broad gauge in 1887 by Bengal Nagpur Railway company.- - - - -

1881-Chhattisgarh state Railway -SEC-Rajnandgaon-Nagpur(MG) completed by CSR- - - - -

1881-Mysore State Rly-SR-Mandya -channatna-37.51 km opened on 20.03.1881- - - - -

1881-Mysore State Rly-SR-Channapatna-Bangalore-55.92 km opened on 01.02.1881 (Mysore-Bangalore total km 138.41)- - - - -

1881-south indian Railway-SR-walajabad-kanshddpuren-12.78 km opened on 01.01.1881- - - - -

1881-calcutta tram way-Tram-Jan.: Horse-drawn trams begin regular operation in Calcutta. - - - - -

1881-Rajputana-Malwa state Rly-WR-Rajputana State Railway-Ajmer-Ahmedabad line (MG) opens, and becomes part of the Rajputana State Railway. - - - - -

1881-Bhavnagar Gonadl Rly-WR-19th jan 1881 Dhola to dhoraji line was opened.it was property of Bhavanagar & gondal rly in their respective jurisdiction- - - - -

1881-Neemach-NasirabadRly-WR-Neemach-Nasirabad opened- - - - -

1881-Indian Railways-IR-the Famine Commission to again allow private companies to construct Railway lines. Three companies were formed – The Bengal Central Railway in 1881, Bengal and North Western Railway and the Rohilkhand and Kumaon Railway in 1882,without any guarantee. The Government, however, could not induce any more takers for construction of rail-lines without guarantee- - - - -

1882-Important Events- - - - -

1882-Bengal &NorthWestern-NE-Bengal and North Western formed without guarantees in 1882 & taken over by Govt in 1943- - - - -

1882-Great Indian Peninsula Rly-CR-Jan 1: Victoria Terminus, still under construction, is opened to the public- - - - -



INDIAN RAILWAYS TIMELINE

1882-Indian Railways-IR-Post of Director General of Railways is created in the Central Public Works Department. DG was assisted by director of store, traffic, a consulting engineer & accountant general- - - - -

1882-Indian Railways-IR-Railway Watch and Ward, the predecessor of the RPF, constituted. - - - - -

1881-Assam Rlys&Trading Co-NF-Assam Rlys&Trading Co started in 1881- - - - -

1882-Assam Rlys&Trading Co-NF-Dibrugarh-Dinjan was opened in 1882- - - - -

1882-Dibrugarh-sadia railway-NF-Assam Rly. and Trading Co. opens Dibrugarh/Amlapatty - Dinjan Stream MG section as part of the Dibru-Sadia Railway (section operational on Aug. 15). Line opened upto dinjan on 15aug 1882 & upto chabua on DEc23rd- - - - -

1882-Jodhpur Railway-NW-Jodhpur Division was up in the year 1882 and it consists primarily of semi-urban districts of Rajasthan- - - - -

1882-Rajputana-Malwa state Rly-NW-Rajputana State Rly. merged into Rajputana Malwa Rly.- - - - -

1882-MSMR-SR-Bangalore cantonment to Bangalore city--4.91 km opened on 01.07.1882 (Total km jalarpettai junction-Bangalore city 140.69)- - - - -

1882-Mysore State Rly-SR-Mysore-Mandya-44.98 km opened on 25.02.1882- - - - -

1882- Southern Mahratta Rly -SW-Bangalore-Mysore MG line opened by the Mysore State Rly. (this line later went to the Southern Mahratta Railway Co. which was chartered in 1882 to operate some famine-relief lines opened by the state)- - - - -

1882-calcutta tram way-Tram-Steam tramway system begins operating in Calcutta. - - - - -

1882-BB & CI Railway-WR-BB&CI trunk route reaches from Baroda to Godhra.- - - - -

1882-Holker state railway-WR-Khandwa-Indore line extended to Ajmer.- - - - -

1882-Jodhpur Railway-NW-Marwar-Pali section opened on June 24 as part of the new Jodhpur Railway- - - - -

1882-DHR-NF-First 'A' class tank locomotives built for the DHR. - - - - -

1882-Indian Railways-IR-Three new guaranteed companies were formed—Southern Maratha in 1882, the Indian Midland Railway in 1885 and the Bengal Nagpur Railway in 1887 With 4 % guarantee- - - - -

1883-Important Events- - - - -

1883-Calcutta&SE Rly-ER-diamond harbour was connected in 1883 by CSER- - - - -

1883-East Coast Railway-ECO -1882-83 Reconnaissance survey for Cuttack-Puri Railway was made in 1882-83. Two routes were proposed: -

(i) direct route connecting Cuttack and Puri,

(ii) following the road between Cuttack and Ganjam as far as Khurda and thence in a south-easterly direction joining the Puri road near the second crossing of the Bhargavi river. - - - - -

1883-Indus Valley State Rly.-PR-Attock bridge across the Indus is constructed. - - - - -

1883-Punjab Northern State Rly-PR-Punjab Northern State Railway line extended from Jhelum to Peshawar. - - - - -

1883-BB & CI Railway-WR-A Metre Gauge Railway system, initially linking Delhi with Agra, Jaipur and Ajmer, was established on BB & CI.- - - - -

1883-Bengal & North Western-NE-From 1883 to 1943, Gorakhpur was hq of BNWR. Later on it became Hq of NER- - - - -

1884-Important Events- - - - -

1884-Indian Midland Railway-CR-Bhopal-Itarsi line opened by the Begum of Bhopal after completion of Budhni-Barkheda. LINE WAS FINANCED BY NAWAB OF BHOPAL. Indian Midland Co which constructed the line was owned by GIPR- - - - -

1884-Indian Midland Railway-CR-Delhi-Mathura line opened - - - - -

1884-Eastern Bengal Rly-ER-1882-84 Between 1882-1884 Sealdah-Ranaghat, Dum Dum, Bongaon and Diamond Harbour was completed.- - - - -

1884-Dacca State Rly-BR-Dacca-Mymensingh Railway MG in 1884 and its extension to Jagannathganj. The line went to Jamalpur and parted in two directions, one up to Bahadurabad and up to Tarakandi. Jagannathganj ghat is not operational (2008 position) as ferry service was suspended after the construction of Jamuna Bridge (a few km south of Sirajganj town). Tarakandi is station on the Jamalpur - Jagannathganj line. There are no ferries at Bahadurabad - Fulchari- - - - -

1884-Southern Mahratta Rly -SW-Hospt-Belloary-65.20 km opened on 24.03.1884- - - - -

1884-Central Bengal railway-BR-Calcutta-Khulna line via Jessore 125 miles opened by Central Bengal Rly. CBR Co. - - - - -

1884-Eastern Bengal Rly-ER-NG lines: Two lines from Kaunia to Dharla river (part of the East Bengal State Rly.) - - - - -

1884-Eastern Bengal Rly-ER-After the state acquired the guarantee railway, it was renamed as Eastern Bengal Railway on 01.07.1884 and amalgamated with North Bengal State Railway and South East Railway to form Assam Bengal Railway- - - - -

1884-Rohilkhand-Kumaon Rly- - Rohilkhand & Kumaon Rly was also worked by BNWR with the same London office with common directorate & interlocked management- - - - -

1884-Indian Railways-IR-A Select Committee in the House of Commons recommends continuing the policy of using MG for local and secondary lines only, and suggests that feeder lines to BG should also be BG. - - - - -



INDIAN RAILWAYS TIMELINE

1884-Indian Railways-IR-Meridian Conference in Washington, DC, sets the foundation for worldwide standard time zones from which, eventually, Indian Standard Time emerged in the 20th century. - - - - -

1884-Rohilkund-Kumaon Rly-NE-Rohilkund-Kumaon Rly. builds line to Kathgodam.- - - - -

1884-Bengal &NorthWestern-NE-on 2nd april 1884,Bengal & North-Western Rly. opens Nawabganj-Gonda-Bahraich line (MG) 119 km.This was first line to open in NE rly- - - - -

1884-Bengal &NorthWestern-NE-Gorakhpur station was opened in 1884- - - - -

1884-Oudh & Rohilkund Rly-NE-Lucknow-Kathgodam- - - - -

1884- Assam Behar State Rly-NF-MG lines: Assam Behar State Rly. builds to Parbatipur; - - - - -

1884-Assam Rlys&Trading Co-NF-Assam Railway P. Trading Company laid the first 65 km long Railway line in Assam upto Makum collieries at Margherita in 1884- - - - -

1884-Assam Rlys&Trading Co-NF-Rihabari to ledo was inaugurated on feb18,1884- - - - -

1884-Assam Rlys&Trading Co-NF- Line extended to Tinsukia in 1884 &Dinjan-Tinsukia section opened- - - - -

1884-Bengal Central Rly-ER-In 1882-84, the Bengal Central Railway Company opened a line from Dum Dum to Khulna and another from Ranaghat to Bongaon- - - - -

1885-Bengal Central Rly-ER- Bengal Central Railway Company ran into difficulty & its contract was revised to include 3.5 % guarantee- - - - -

1884-Eastern Bengal Rly-NF-Amlapatty - Dinjan route extended to Tinsukia and Margherita. - - - - -

1884-Bengal Nagpur Railway-SE-Bengal-Nagpur Railway (a private company) sanctioned, with guarantees- - - - -

1884-MSMR-SW-Hospt-Belloary-65.20 km opened on 24.03.1884- - - - -

1884-Mysore State Rly-SR-Bangalore-Tumkur-68.77 km opened on 11.08.1884- - - - -

1884-Mysore State Rly-SR-Tumkur-Gubbi-17.70 km opened on 26.12.1884- - - - -

1884- Southern Mahratta Rly -SW-Southern Mahratta Rly. Co. opens Hospet-Bellary and Gadag-Hotgi 278.54 kmlines on ist aug 1884- - - - -

1884-Mysore State Rly-SW-Bangalore-Tumkur-Gubbi (Mysore State Rly.);- - - - -

1884-Rajputana-Malwa state Rly-NW-RMR Hq (present DRM building) constructed at Ajmer in 1884.- - - - -

1884-Jodhpur Railway-NW-Pali-Luni section of Jodhpur Railway opens on June 17. - - - - -



INDIAN RAILWAYS TIMELINE

1884-Indian midland Railway-CR-itarsi-hoshangabad june 1882 ,hoshangabad-bhopal 1.11.84, were constructed before formation of indian midland railway by indian state & given for management to IMR- - - -

1884-East coast Railway-ECO-East Coast Railway brought its rail-line to Naupada on 20.07.1884 ,take of point for PLR- - - -

1885-Important Events- - - - -

1885-Dacca State Rly-BR-Narayangang-Mymensingh MG line opened by Dacca State Rly. - - - -

1885-Great Indian Peninsula Rly-CR-Victoria Terminus - Byculla track is doubled. - - - -

1885-Indian midland Railway-CR- Indian Midland Railways formed without guarantees(a company by GIPR as Govt of India refused to extend Guarantee agreement of GIPR), & was merged in GIPR in 1900- - - -

1885-Indian Railways-IR-First coaches (wooden-bodied) with steel underframes introduced- - - -

1885-Indian Railways-IR-Seats are provided in Fourth Class accommodation. Simultaneously, accommodation classes are reorganized so that the Fourth Class becomes Third Class, Third Class is renamed Second Class, and Second Class is transformed to "Inter" Class.- - - -

1885-Oudh & Rohilkund Rly-NE-Pahlejaghat near sonpur- Lakadmandi-Beharaich-Nepalganj rd via sonpur-chapra-siwan-gorakhpur-mankapur was opened on 15 jan 1885 .kathgodam-bhajipura also completed- - - -

1885-Assam Rlys&Trading Co-NF-Assam Rlys. & Trading Co. builds Dibru-Sadiya Rly. (MG) - - - -

1885-DHR-NF-DHR line extended to Darjeeling Bazaar- - - -

1885-Jodhpur Bikaner Rly-NW-Jodhpur is connected (via Luni) to the Rajputana Malwa Railway network (first train on March 9) (MG). This line later becomes part of the Jodhpur Bikaner Rly- - - -

1885-PR-PR-April 20: A steam tramway opens in Karachi. - - - -

1885-MSMR-SW-Dharwar-hospet-162.98 km opened on 01.07.1885 & Hubli-Harihar -130.02 km - 18.10.1886 ,Koregaon-Ghorpuri-18.11.1886- - - -

1885-Bengal provincial rly co-ER- In 1885 a branch line from Sheoraphuli to Tarakeshwar, constructed by the Bengal Provincial Railway, a private company, was opened under the management of EIR. - - - -

1885- Nilgiri Rly-SR-Nilgiri railway company (1885-1902) was registered on sept 30 ,1885 &entered in contract with govt on feb 26,1886 for construction of line between mettapalayam-coonoor .- - - -

1886-Important Events- - - - -

1886-Great Indian Peninsula Rly-CR-Miraj-Pune MG line opened. - - - -

1886-Oudh & Rohilkund Rly-NE-ORR line extended from Moradabad to Saharanpur. - - - - -

1886-Cherrapunjee Mountain Rly-NF-NG lines: Cherra-Companyganj Rly. (Cherrapunjee Mountain Rly.) builds line from Companyganj to Therria Ghat and across it to Cherrapunji with 7 gradients worked by rope mechanisms. - - - - -

1886-North western Rly-NW-The North Western Railway (NWR) was formed in January 1886, an amalgam of a number of smaller railways, principally the Sind, Punjab and Delhi Railway (SPDR). Hq of NWR at Lahore .it was owned by govt -state line- - - - -

1886-PR-PR-Karachi's steam tramway is replaced by a horse-drawn system.- - - - -

1886-Bengal Nagpur Railway-SEC-Katni-Umaria section was opened for traffic on 2-11-1886. Bengal Nagpur Railway took over the management of Katni-Umaria line on the 1st April 1888 - - - - -

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1886-Jodhpur Railway-NW-jodhpur workshop was built by jodhpur railway- - - - -

1887-Important Events- - - - -

1887-Chhattisgarh state Railway-SEC-Nagpur-Rajnandgaon MG converted in BG by BNR. - - - - -

1887-Great Indian Peninsula Rly-CR-Victoria Terminus station opened in Mumbai (original name Borebander) & named after Queen Victoria on Jubilee Day ie 1st may 1888. - - - - -

1887-Eastern Railway-ER-Katihar-Kasba & Katihar-Manihari Section opened- - - - -

1887-East Indian Railway -NE-Dufferin Bridge (now named as Malviya Bridge)constructed over the Ganga at Varanasi, allowing EIR trains to go from Mughalsarai to Varanasi(it was again regirdered in 1947).The Hooghly Bridge(Jubli Bridge) on the Bandel-Naihati section was completed and opened to traffic in February 1887- - - - -

1887- South Central Railway-SC-Nandyal - Giddalur Section , Viaduct was opened for metre gauge traffic in the year 1887- - - - -

1887-Bengal Nagpur Railway-SEC-The construction of a new bridge over the Kanhan River commenced in 1884 and was completed .- - - - -

1887-Bengal Nagpur Railway-SEC-The Bengal Nagpur Railway was formed.BENGAL NAGPUR RAILWAY COMPANY was formed in 1887 under the supervision and with the support of the Secretary of State for India for the purpose of carrying out a contract, by which the Company was to take over the then existing Nagpur Chhattisgarh Railway from Nagpur to Rajnandgaon (149 miles), convert it to broad gauge and extend the system by a route to be selected to join the East Indian Railway at Asansol, 132 miles from Calcutta and also to construct a branch 161 mile long northwards from Bilaspur to Umaria coal mines to join the then existing line between Umaria and Katni, a station on the Jabalpur branch of the East Indian Railway. The contract contemplated that the Umaria-Katni line would also be handed over to the Company.- - - - -

1887-MSMR-SR-castlerock-deuli-4.43 km opened on 15.06.1887 & Deuli- dharwar(90.12 km) on 24.1.1887,Bellary-Guntakal-48.44 km opened on 16.05.1887 & Guntakal-nandyal(146.11) on



INDIAN RAILWAYS TIMELINE

11.7.1887,Londa-Belgaum-51.18 km opened on 21.03.1887 & Belgaun-Miraj opened on 22.12.1887,Miraj-Koregaon-122.31kmopened on 2.5.1887- - - - -

1887-south central railway-SR-Tirupati west-Gudur-95.04 km opened on 15.09.1887- - - - -

1887-Great Indian Peninsula Rly-CR-Before constn of VT station ,Byculla was far more important for GIP . Anew stn bkdg wa ssanctioned in1887- - - - -

1887-Eastern Bengal Rly-ER-The linking of EIR and EBR was achieved when the Jubilee Bridge linking Hoogli (Bandel) and Naihati was opened on 21 February 1887- - - - -

1887-Jodhpur Railway-NW-Luni-Pachpadra opened on march 22,1887- - - - -

1888-Important Events- - - - -

1888-Great Indian Peninsula Rly-CR-Construction of Bombay's Victoria Terminus building is completed in May 1888. The cost was estimated at Rs 1,640,000 - - - - -

1888-East Coast Railway-ECO -The East Coast Railway was inaugurated. The present East Coast Railway is a truncated version of the earlier EAST COAST RAILWAY STATE railway, which was opened to traffic on 1stNovember 1888 - - - - -

1888-Indian Railways-IR-A. H. Wheeler and Co. introduce their Indian Railway Library series of publications. - - - - -

1888-North Bengal state rly-NF-Kushtia-Siliguri line (MG) of North Bengal State Railway. - - - - -

1888-North Bengal central rly-NF-Katihar-Raiganj section open- - - - -

1888-PR-PR-Landsdowne bridge over the Indus (at Sukkur). - - - - -

1888-Southern Mahratta Rly -SC-Southern Mahratta Rly.'s main eastward route connects with other lines going until Bezwada (Vijayawada), which were later taken over by the SMR. The section in Goa worked by SMR for West of India Portuguese Rly. terminating at Marmagoa opens. - - - - -

1888-Bengal Nagpur Railway-SEC-Its fledgling inception dates back to 1882 when a 149-mile stretch of rail link was constructed in an obscure corner of Central India to combat famine. BNR took birth in 1887 to take over this scraggy line and convert it to broad gauge. The section from Rajnandgaon to Raipur was opened for traffic.- - - - -

1888-Madras Railway-SR-Madras Railway trunk route from Madras extended along the west coast from kadalundi to Calicut on 2nd jan 1888. - - - - -

1888-Madras railway-SR-Olavakkot-Palghat-3.86 km opened on 02.01.1888- - - - -

1888-MSMR-SR-Gudur-Nellor(M.G)-38.22 KM Opened on 01.11.1888--Converted to B.G 01.11.1899.Fronter-castlerock--5.83 km opened on 03.02.1888- - - - -

1888-South Indian Railway -SR-Kadalundi-Beypp[ore(calicet)-14.82 km opened on 02.01.1888- - - - -

1888-West of India portuguese Rly-SW-Miraj-Goa constructed for WIPN & managed by southern Mahratta railway- - - - -

1888-MIRAJ-KOLHAPUR-SW-Rajarshi Shahu Maharaj built the Miraj-Kolhapur line from the incomes of Kolhapur Sanshtan.Foundation ceremony of new line was done on 03-May-1888 using silver spade- - - - -

1888-Chhattisgarh state Railway-SEC-The conversion of the entire open section of Nagpur-Chhattisgarh Railway from metre gauge to broad gauge was completed and opened for traffic on 27th November, 1888- - - - -

1888-BB & CI Railway-WR-Bandra station building was constructed (stn is in operation since 28 nov 1864)- - - - -

1889-Important Events- - - - -

1889-Bengal Nagpur Railway-SEC-"The section from Rajnandgaon to Raipur was opened for traffic on 4th December, 1888. The section from Raipur to Bilaspur was opened to goods traffic on 10th January and for passenger traffic on 14th February 1889, thus increasing the total B.G. line worked by BNR to 293 miles. - - - - -

1889-Bhopal state railway-CR-owned by Bhopal state & later became part of Indian Midland Railway .it constructed Bhopal-Ujjain & Itarasi-Bhopal line- - - - -

1889-Great Indian Peninsula Rly-CR-Six platforms constructed at Bombay Victoria Terminus- - - - -

1889-Indian midland Railway-CR-Indian Midland Rly. opens lines from Jhansi to Gwalior, Kanpur, Manikpur, and Bhopal. At that time Bhopal-Kanpur was considered main line & Jhansi-Gwalior-Agra as branch line- - - - -

1889-DHR-DHR-First 'B' class locomotives of the DHR built. - - - - -

1889-East Coast Railway-ECO -Survey of Rail line on the East Coast from Vijaywada junction point of Southern Maratha Railway and Nizam's Guaranteed State Railway to Cuttack was ordered by the Government of Madras- - - - -

1889-East Indian Railway-ER-EIR appoints the first Signal Engineer in India (Mr S T Dutton). - - - - -

1889-EAST Indian railway-ER-Jamalpur-Jagannathganj Rly. open to traffic. - - - - -

1889-Eastern Railway-ER-Kishanganj-Barsoi opened- - - - -

1889-Indian Railways-IR-A Select Committee in the House of Commons recommends against laying any new MG lines outside areas where MG was dominant. - - - - -

1889- Assam Behar State Rly-NF-Assam Behar State Rly.'s Parbatipur MG line is extended to Katihar- - - - -

1889-Delhi-Umbala-Kalka rly-NR - DUK was registered in London on jan 25,1889- - - - -

1889-Delhi-Umbala-Kalka rly-NR-1889-91-Delhi-Ambala via kernal-kalka constrction started- - - - -



INDIAN RAILWAYS TIMELINE

1889-Nizam's State Railway-SC-Nizam's State Railway's main line is extended from Secunderabad to Bezwada (Vijayawada)- - - - -

1889-Bengal Nagpur Railway-SE-1889-91-Bengal Nagpur Rly system was connected at Asansol to EIR- - - - -

1889-Bengal Nagpur Railway-SE-Jamshedpur workshops work on putting together some locos (but the first complete loco is not built in India until 1895 at Ajmer). - - - - -

1889-MSMR-SR-Cumdum -Tadepalli-197.00 km opened on 03.10.1889 .Tadepalli-Bezwada-4.79 km opened on 3.10.89 (Fronter-Bezwada total km 826.58)- - - - -

1889-Mysore State Rly-SW-Gubbi-Birur-123.23 km opened on 12.08.1889 & Birur- harihar in feb 89 opened- - - - -

1889-Mysore State Rly-SW-Gubbi-Birur-Harihar (feb to Aug)MG line opened by Mysore State Rly. - - - - -

1889-bhopal -ujjain rly-WR-Bhopal-Parbati(Bhopal darbar) and parbati-ujjain (gwaliar darbar)section .In 1896 management given to IMR- - - - -

1889-Rajputana-Malwa state Rly-NW-In 1889,the management of Rajputana Malwa Railway transferred to BB & CI- - - - -

1889-Jodhpur Bikaner Rly-NW-on july 13,1889 ,an agreement between british govt andMahraja of Jodhpur & maharaja of Bikaner was signed for expansion of Railway line in Bikaner by Jodhpur railway .Jodhpur -Bikaner Railway was to form linking Jodhpur to Bikaner- - - - -

1890-Important Events- - - - -

1890-Bengal &NorthWestern-NE-Tirhoot railway was handed over to BNWR for working on contractin1890 .Both the Rly maintained separate account but were managed by single system- - - - -

1890-Indian midland Railway-CR-IMR purchased Gwaliar Agra section from Scindia State Railway(1.3.1890) & managed Bhopal Itarsi section under agreement with Begum of Bhopal- - - - -

1890- - -Nagpur to Raigarh- Opened for traffic.Raigarh to Sambalpur is complete- - - - -

1890-East Coast Railway-ECO -East Coast State Railway (government-owned) sanctioned .The construction of this line in the title of East Coast Railway was sanctioned- - - - -

1890-Indian Railways-IR- Some time in the 1890s third class passengers are allowed on the prestigious Mail trains. - - - - -

1890-Mysore State Rly-IR-Indian Railways Act 1889 passed by the government defining the framework for railway construction and operation. - - - - -

1890-jorhat provincial state rly-NF-mariani-furkating -management transferred in 1943 to bengal assam railway- - - - -



INDIAN RAILWAYS TIMELINE

1890-Powayan steam tram way-NR-Shahjahanpur-Powayan- - - - -

1890-JODHPUR DARBAR-NW-FIRST CITY conservancy tramway was sanctioned for transport kachara & later converted in MG in 1928- - - - -

1890-Bengal Nagpur Railway-SE-Purulia to Chakradharpur(via Sini) Section opening The first rail line in the area serving Chakradharpur Division was laid way back in 1890- - - - -

1890-Bengal Nagpur Railway-SE-Chakradharpur to Goilkera - - - - -

1890-MSMR-SR-Nandyal-Cumbum-101.68 km opened on 15.06.1890 .Ghorpuri-poona-1.46 km opened on 04.10.1890 (Londa- poona total km 446.85)- - - - -

1890-south indian Railway-SR-Villupuran-tiruvallkmalai-67.27 km opened on 17.11.1890- - - - -

1890-south indian railway-SR-SIR taken over by the state, but working of lines is by a reconstituted SIR company wef 1 jan 1891- - - - -

1890-Southern Mahratta Rly -SW-Goa-Guntakal MG line completed by the Southern Mahratta Rly Co., with branches from Londa to Poona (connecting to Mysore via Bangalore, and also with Gadag-Hotgi), and Bezwada (Vijayawada) to Marmagoa. - - - - -

1890-BB & CI Railway-WR-NG lines: Wadhwan-Morvi-Rajkot line opened (later converted to BG); - - - - -

1890-BB & CI Railway-WR-Shankheda Bahdarapur to Bodeli (20.45)- - - - -

1890-Petlad Cambay Railway -WR-BB& CI managed the company.Anand to Petlad line was in the territory of Maharaja Gaekwad of Baroda was Opend.line taken over by govt in 1st Aug 1949- - - - -

1891-Important Events- - - - -

1891-Bengal Nagpur Railway-SEC-The Bilaspur-Katni branch was opened through for goods traffic on 1st February 1891 and for passenger traffic on 9th March 1891- - - - -

1891-East Coast Railway-ECO -A branch line from Jharsuguda to Sambalpur was opened in 1891 to join the ancient town to the BNR main line- - - - -

1891-Indian Railways-IR-Following political and passenger demands, toilet facilities are introduced on a large scale in first class carriages. Toilets introduced to third class coaches also- - - - -

1891-Cherrapunjee Mountain Rly-NF-Rope-worked section over Therria Ghat of Cherra-Companyganj Rly. dismantled. - - - - -

1891-Delhi-Umbala-Kalka rly-NR-Delhi-Ambala-Kalka line via kernal 161.4 miles opened on march 1,1891 .line managed by EIR- - - - -

1891-Jodhpur Bikaner Rly-NW-Jodhpur-Bikaner (Originally Bikaner state railway established in 9.12.1891)- - - - -



INDIAN RAILWAYS TIMELINE

1891-Jodhpur Bikaner Rly-NW-Jodhpur connected to Bikaner by MG (Jodhpur - Merta Road opened April 8, Merta Road - Nagaur on Oct. 16, and Nagaur-Bikaner on Dec. 9).171 miles constructed in one calender yr - - - - -

1891- Kandahar State Railway-PR-Extended upto Chaman after 10 years (Afgan border)- - - - -

1891-Kandahar State Rly-PR-Khojak tunnel opens, the westernmost point of the Kandahar State Rly. (Chaman Extension Rly.) which was to reach Afghanistan but which in fact never crossed the frontier from British India beyond Chaman. At the time, this was the longest railway tunnel in the subcontinent.- - - - -

1891-Bengal Nagpur Railway-SE-Goilkerā to Jharsuguda - - - - -

1891-Bengal Nagpur Railway-SE-The main line for BNR from Nagpur to Asansol was opened for Goods traffic.- - - - -

1891- Nilgiri Rly-SR-Construction begins in Aug 1891 for the Nilgiri railway .first sod was cut by lord wenlock governer of madras residency- - - - -

1891-kolhapur state Railway-SR-Kolhapur-Miraj-47.11 km opened on 21.04.1891- - - - -

1891-MSMR-SR-Katpadi-pakala-63.54 km & Pakal-Tirupati west -40.31km opened on 18.03.1891- - - - -

1891-Mysore State Rly-SR-Mysore-Nanjangud-24.29 km opened on 01.12.1891- - - - -

1891-south indian Railway-SR-Kancheepuram-Arakkonam(originally) (B.G)-28.41 KM opened on 08.05.1891- - - - -

1891-south indian Railway-SR-Tiruvannamalai-Katpadi-91.94 km opened on 18.03.1891- - - - -

1891-south indian Railway-SR-On jan 1,1891 SIR was purchased by secy of state & along with Villipuram -Guntakal state rly was handed over to new company "the south indian Railway company" with hq at Tiruchcharappalli- - - - -

1891-Mysore State Rly-SW-Dec. 1: Mysore - Nanjangud line (24km, MG) opened. - - - - -

1891-Kathiawar State Railway-WR-Wadhwan-Morvi- Rajkot(NG)- - - - -

1891-Bengal Nagpur Railway-SE-The close of the financial year 1890-91 marked completion of all the projected lines originally included in the original contract of 9th March 1887 of Bengal Nagpur Railway.- - - - -

1892-Important Events- - - - -

1892-Rohilkund-Kumaon Rly-NE-Haldwani-Kathgodam line opened - - - - -

1892-Assam Bengal Railway-NF-Assam Bengal Railway incorporated (MG). the Assam Bengal Railway (ABR), which was formed in 1892 to serve British owned tea plantations in Assam, extended its lines from the interior of Assam to Chittagong port and developed many interchange points, including riverine transshipment points with EBR. - - - - -



INDIAN RAILWAYS TIMELINE

1892-North western Rly-NW-Early use of simple mechanical interlocking devices (List & Morse systems) at six single line crossings of NWR. - - - - -

1892-Bengal Nagpur Railway-SE-The Saranda tunnel was completed and opened for traffic on 1st October 1892, the diversion over which traffic previously passed being eliminated from that day. Saranda tunnel is lined throughout- - - - -

1892-MSMR-SR-Guntakal-Dharamavaram-101.63 km opened on 01.03.1892- - - - -

1892-MSMR-SR-Guntakal-Dharamavaram-101.63 km opened on 01.03.1892 .Pakalo-Vaynalopad-75.14 km opened on 01.01.1892 & Vayalapada-Dharmvaram 151.50 km opened on 20th march 1892- - - - -

1892-Mysore State Rly-SW-Yeshwantpur-Dodballapur MG line 32.51 km by Mysore State Rly on 15.12.1892- - - - -

1892-BB & CI Railway-WR-BB&CI line to Godhra - - - - -

1893-Important Events- - - - -

1893-East Coast Railway-ECO -1892-93 Administrative Report commenting on K.F Nordman's Survey of the two alternative routes from Vizianagaram's to Raipur. 1. East of Noagarh hills via Bissamcuttack, Khariar, Arang - 372 miles.

2. West of Noagarh hills via Salur, Rayagada, Raipur - 356 miles.- - - - -

1893-East Coast Railway-ECO -The JharsugudaSambalpur line was built in 1893 or 1891?- - - - -

1893-East Coast Railway-ECO -1893-97-Cuttack-khurda road-puri Opened- - - - -

1893-East Indian Railway -ER-First railway foundry set up at Jamalpur Workshops - - - - -

1893-Bengal Doars Rly-NF-Bengal Doars railway was formed- - - - -

1893-Rajputana-Malwa state Rly-NW-Merta - Kuchaman section opened to carry salt traffic from the Rajputana areas. - - - - -

1893-east coast railway-SC-91 miles from Vijayawada to the right bank of the Godavari river near Rajamundri to Vizianagaram including the Kakinada and Visakhapatnam branches, were opened for public traffic on 21st August, 1893.- - - - -

1893-Bengal Nagpur Railway-ECO-1893-96-- 800 miles of East Coast Railway line was built and opened for traffic in three years- - - - -

1893-MSMR-SR-Nellore-Krishna canal-249.45 km opened on 20.12.1893,Samalkot junction-kakinada(port branch)-15.69 km opened on 15.07.1893,Dharamavaram-Hindupur-79.31 km opened on 23.04.1893,Hindupur-Mysore frontier-11.70 km opened on 17.07.1893 (Guntakal-Mysore frontier total km 192.64)- - - - -

1893-Mysore State Rly-SR-Dodvallapur-Mysore-Frontier-49.87 km opened on 17.09.1893- - - - -

1893-Mysore State Rly-SW-MG line from Yeshwantpur extended to Mysore frontier by Mysore State Rly. - - - - -

1893-BB & CI Railway-WR-Godhra to Limkhera- - - - -

1893-BB & CI Railway-WR-The government-built Godhra-Nagda link is handed over to the BB&CI Railway for operation. - - - - -

1893-BB & CI Railway-WR-Godhara-Nagda(Acquired from govt)- - - - -

1893-Western Railway-WR-The rail link in Ratlam Division has glorious history of 125 years, the Meter gauge section was started way back in 1874 while the Broad Gauge came into existence in 1893.- - - - -

1893-Jodhpur Bikaner Rly-NW-Metraroad-Kuchaman road opened on 13th march 1893 to tap salt traffic- - - - -

1894-Important Events- - - - -

1894-East Indian Railway-ER- Dhanbad Division is a premier coal loading division. The first colliery line on the Division was laid in 1894- - - - -

1894-East Indian Railway-ER-In 1894 the East Indian Railway Company extended their system from Barakhar to Jharia and Katras, so opening up the Jharia coalfield- - - - -

1894-Powayan steam tram way-NE-NG lines: Powayan Steam Tramways connected shahjahanpur to Mailani on the Rohilkund-Kumaon Rly. - - - - -

1894-Tezpur-ballipara light Rly-NF-Tezpur-ballipara- Ng section opened on sep9,1894 .It was opened without ballast- - - - -

1894-Sind and Punjab Rly-NR-List & Morse interlocking system introduced for 29 single line crossings between Lahore and Ghaziabad- - - - -

1894-MSMR-SR-Bowringpet-Marikuppam (kolargold field)--15.92 km opened on 01.06.1894- - - - -

1894-south indian Railway-SR-Mayiladaturaj jn.-Mutuput-86.28 km opened on 02.04.1894 (line was owned by Tanjore District Board)- - - - -

1894-BB & CI Railway-WR-Limkhera-Dohad to Ratlam opened- - - - -

1894- Nilgiri Rly-SR-Originally company liquidated on in April 1894 & a new company was formed in feb 1896 with same title- - - - -

1894-Bengal provincial rly co-ER-In November 1894, BPR opened a 2 ft. narrow gauge line between Magra and Tarakeswar. - - - - -

1895-Important Events- - - - -



INDIAN RAILWAYS TIMELINE

1895-Rajputana-Malwa state Rly-NW-First locomotive built in India at the Ajmer works, an 'F' class 0-6-0 MG loco for the Rajputana Malwa Railway (F-734). This is now preserved at the National Rail Museum. - - - - -

1895-South Central Railway-SC-Since there was no rail communication to Madras (Chennai) under which state, Guntur was a district both the Railways were extended and merged at Guntur Junction in 1895- - - - -

1895-Madras trams-Tram-Madras trams begin operating, with a conduit system. (This is replaced in 1905 with electric traction.) - - - - -

1895-Mewar Darbar-NW-Udaipur-Chittorgarh MG line built by the Mewar Darbar(Mewar state railway) which was finally merged with BB & CI in 1920- - - - -

1895-Bengal Nagpur Railway-ECO-the end of August 1895, the Government of India sanctioned the construction of a line from a point near Sini via Midnapur to Calcutta, and a branch from Midnapur to Cuttack, including subsequently the construction of the bridge over the river Mahanadi at Cuttack, to connect directly with the East Coast State Railway- - - - -

1896-Important Events- - - - -

1896-Rohilkund-Kumaon Rly-NE-R & K Rly also managed Lucknow-sitapur-Bareilly state railway- - - - -

1896-East Coast Railway -ECO -1893-96 Mahanadi important bridge - 64 of 100 ft .- Wells 19.5 ft. dia, 60 ft. below low water level-important bridge- - - - -

1896-East Coast Railway -ECO -1893-96 Katjur important bridge - 18 to 150 ft - 18 to 150 ft- - - - -

1896-East Coast Railway -ECO -1893-96 Kuakhai important bridge - 20 of 150 ft - Bed of river to rail level 106 ft.- - - - -

1896-East Coast Railway -ECO -1893-96 Berupa important bridge - 16 of 100 ft - Bed of river to rail level 35 ft- - - - -

1896-East Coast Railway -ECO -1893-96. Brahmini (Bridge) important bridge (Span) 29 of 150 ft (Details) Wells 26.5 ft. dia, 77 ft. below low water level- - - - -

1896-Indian Railways-IR-Indian railway staff and some MG locos are sent overseas to help build the Uganda Railway. Earlier also in 1867, india first sent its loco overseas for Abyssion expedition- - - - -

1896-Bengal Nagpur Railway-SE-BNR submitted a proposal to acquire Bhusawal -Nagpur branch of GIP railway as GIP contract was to terminate in 1900. There were loud protest in Bombay & section remained with GIP- - - - -

1896-MSMR-SR-Washermenper-Ennore-14.11 km opened on 22.02.1896- - - - -

1896-BB & CI Railway-WR-Ratlam to Nagda & Nagda-Ujjain was opened- - - - -



INDIAN RAILWAYS TIMELINE

1896-BB & CI Railway-WR-7th April 1896 -Colaba terminus was started &remained in operation till31.12.1930- - - - -

1896-Indian midland Railway-WR-Bhopal-parbati(Bhopal darbar) and parbati-ujjain (gwalior darbar)section .In 1896 management given to IMR- - - - -

1896-Nagda Ujjain Railway -WR-Nagda and Ujjain line was built by maharaja Scindia of Gwalior &was opened on 15.7.1896 .maintenance & operation was entrusted to BB& CI .This line came to vest in Govt of India in 1950 & merged with BB&CI- - - - -

1896-Tapti valley railway -WR-company was registered in Uk on 17 th june 1896 for construction Udna (BB&CI) to Amalner(GIP)- - - - -

1896-Jodhpur Bikaner Rly-NW-1896-1902- Bikaner- Bhatinda connected .Bikaner-dulmera(jun2,1896) ,Dulmera-suratgarh(jan 1,1901)& suratgarh-Bhatinda(sept 9 ,1902)- - - - -

1896-Burma Railways-BR-Burma railway co was formed & Railway asete (1427 km) were leased to company.This company constructed Mandalay-Kunlong line- - - - -

1897-Important Events- - - - -

1897-Assam Bengal Railway- -In 1897 the Gauhati-Jmunamukhe Section was opened but closed immediately after a earthquake- - - - -

1897-MSMR-SR-Bezwada-kovvur-5.63 km opened on 15.07.1897 & extended to Rajmundry(6.71 km) on 6.8.1990- - - - -

1897- Barsi Light Railway-CR-The first section of the NG Barsi Light Railway is built from Barsi Road Junction to Barsi Town 18.3.1897- - - - -

1897-barsi light railway-CR-Barsiroad- Miraj (to be cross checked year may be1927)- - - - -

1897-Indian Railways-IR-Strategic considerations from the War Department force all new narrow-gauge lines to be laid to 2'6" gauge instead of 2' gauge from 1897 onwards. 2'6" was the narrow-gauge standard for all the imperial colonies. - - - - -

1897-Bengal Nagpur Railway-ECO-Khurda Road-Puri (27 miles) section was opened for traffic on 1st February 1897.Bezwada-Cuttack also opened- - - - -

1897- Nilgiri Rly-SR-Mettupalayam-Coonoor rail line constructed. - - - - -

1897-BB & CI Railway-WR-Ankleshwar to Rajpardi (30.29)- - - - -

1897-Jamnagar Railway-WR-Rajkot –Jamnagar section was opened to traffic in 1897- - - - -

1897-East Indian Railway -ER-Hoogly (Bandel) bridge built. - - - - -

1897-Hyderabad Godavari Valley Rly-SC-First Godavari bridge built near Rajahmundry, helping Chennai-Howrah traffic across the mighty river Godavari near Rajahmundry. Stretching for three kilometers, constructed with stone masonry and steel girders, this bridge served the trains plying on Chennai - Howrah and Hyderabad-Howrah. Since this bridge outlived its serving years by



INDIAN RAILWAYS TIMELINE

servicing for more than 100 years, train services on this bridge were suspended from the year 1997. Today, the first Godavari Bridge still stands as a monument of human endeavour and skill- - - -

1897-Indian Railways-IR-(Late 1890's) Lighting in passenger coaches introduced by many railway companies. Lower classes tended to get gas lamps, whereas upper classes sometimes got electric lights, but often gas or oil lamps.- - - -

1898-Important Events- - - - -

1898-Bengal Nagpur Railway-SE-Chakulia to Sini(Via Tata) opened- - - - -

1898-MARTIN & CO-SE-NG lines: Howrah-Amta, Howrah-Sheakhala (2' gauge, Martin & Co.). - - - - -

1898- Nilgiri Rly-SR-The Mettupalayam – Coonoor line was finally completed in 1898 at a cost of Rs. 38 lakh.in August 1898:but is soon closed after heavy rains cause severe damage to the track. - - - -

1898-Tapti valley railway -WR-Udhna to Vyara-57 .28 km-1.12.1898- - - - -

1898-East Coast Railway-ECO-1897-98 The line was resurveyed in 1897-98 and after a lapse of ten years BNR was allowed to build a line from Vizianagaram to Parvatipuram (49 miles) lack of funds preventing further work.- - - - -

1898-Indian midland Railway-WC-bina-saugor-5.6.1898 ,saugor-katni 1898-1.1.1899- - - - -

1898-Southern Punjab Railway Co-NR-1898Delhi - Bhatinda - Samasatta line opened by Southern Punjab Railway Co.- - - - -

1898-Bengal Nagpur Railway-SE -1998-99 The most vital section of BNR viz Sini-Khargpur & Kolaghat and Kharagpur-Cuttack section were opened for traffic.- - - - -

1898-Kalka-Shimla Railway-NR-JUNE 1898 ,DUK and govt signed a contract for constn of kalka shimla rly line with 2 ft gauge.the gauge was revised on nov 15,1901 on insistance of war deptt- - - -

1899-Important Events- - - - -

1899-Indian midland Railway-CR-Bina-Baran line opened. Bina was ealier called as Etawah- - - - -

1899-Bina-Goonabaran Rly-CR-Bina -Guna in 23.9.1895 & goonabaran 15.5.1899 passed through state of Gwalior,Kota & tonk .line constructed by IMR for these state- - - - -

1899-state railway-ER-State Railway(operated by EIR) laid the Patna-Gaya line in 1899- - - - -

1899-East indian railway-ER-Jamalpur Workshops officially begin producing steam locomotives (earlier they were putting together locomotives with parts from other locomotives, etc.). The first engine is CA 764, Lady Curzon.- - - - -

1899-Nizam's State Railway-SC-Nov. 1 : Through BG connection between Bezawada (Vijayawada) and Madras (Chennai) opens. - - - - -



INDIAN RAILWAYS TIMELINE

1899-MSMR-SR-walajah road(Arcot)-Ranipet-6.71 km opened on 17.04.1899 (Total km 8.56 RayapuramBranch- walajah road(Arcot)-Ranipet).Ennori-Gudur-121.10 km opened on 23.02.1899-

1899-Mysore State Rly-SR-Birur-shimoga-60.74 km opened on 01.12.1899- -----

1899-South Indian Railway -SR-Nagapattinam-Nagore-7.52 km opened on 01.12.1899- -----

1899-South Indian Railway -SR-Tuticoinr-Foreshore-0.53 km opened on 07.08.1899- -----

1899-South Indian Railway -SR-South Indian Railway begins Madras - Tuticorin service connecting with the boat to Ceylon, using vestibuled coaches for both First and Second class. The trip takes nearly 22 hours for the 443 mile route- -----

1899- Nilgiri Rly-SR-Mettupalaiyam-Coonoor section of the Nilgiri Mountain Rly. re-opens after repair and restoration on june 15,1899. -----

1899-mysore state railway-SW-July 12: Mysore-Nanjangud extended to Nanjangud Town station. -

1899-calcutta tram way-Tram-Electric traction for trams introduced in Calcutta.- -----

1899-BB & CI Railway-WR-Rajpardi to Umalla (7.96) & Umalla to Amletha 912.62) opened- -----

1899-Tapti valley railway -WR-Vyara to Naradana from june to Nov 1899- -----

1899-East Coast Railway-ECO-BNR line to Cuttack from Kharagpur was opened on the New Year's day.- -----

1899-East Coast Railway-SE-1898-99 the rail connection between howrah and Kharagpur which was opened only in 1898-99. Howrah connected to sini as sini- kharagpur line also completed in 1899- -----

1899-Gwalior Light Railways-CR-Maharaj Scindia of Gwalior opens NG (2') railway lines from Gwalior to Bhind and Shivpuri. These later become part of the Gwalior Light Railways.- -----

1899-Southern Railway-SR-Tuticorin to Foreshore- -----

1899-Bengal Nagpur Railway-SE-Nagpur, the Headquarters of Chhattisgarh State Railway from 1878 to 1887, continued to serve for offices of Agent and Chief Engineer of Bengal Nagpur Railway from 1887 to 1899- -----

1899-Jodhpur Bikaner Rly-NW-Balotra(in Marwar)-Barmer section opened on may 15,1889 & barmer-shadipalli on dec2 ,1900 .-----

1900-Important Events- -----

1900-Great Indian Peninsula Rly-CR-no addition of track in 1895-1900 &1885-89- -----



INDIAN RAILWAYS TIMELINE

1900-Indian Railways-IR-in 1900 ,railway first time earned some profit .By that time ,govt already had born the burden of about 76 cr as guarantee .rly continue to run in profit upto 1924 & cumulative profit was 103 cr .-----

1900-Great Indian Peninsula Rly-CR-GIPR network becomes state property on July 1, but the company is allowed to continue operating the services.-----

1900-Matheran light railway-CR-MLR planned in 1900- -----

1900-East indian railway-EC-Upper Sone bridge built, the longest in India at 10,052 feet. -----

1900-Indian Railways-ir-During 1849-1900 ,total amount paid as guarantee was 56.8 cr (.2 to .3 % of national income) .many line would not have been constructed if Guarantee sytem would not have been there particularly in northwest ,sind & south India- -----

1896-Assam Bengal Railway-BR-Chittagong to Laksam passing through Feni was opened for traffic- -----

1900-Assam Bengal Railway-NF-Assam Bengal Rly. opens branch line to Guwahati. -----

1900-Bengal Doars Rly-NF-Bengal Dooars Rly. open link to EBR at Lalmonirhat. -----

1900-Doon Railway -NR-Doon Railway opens (Haridwar-Dehradun). -----

1900-Bengal Nagpur Railway-SE-Sini-Kahragpur & extn upto Kolaghat.Roopnarain Bridge near Kolaghat, opened on 19th April 1900 and first train passed over-----

1900-Bengal Nagpur Railway-SE-1899 -1900 Kolaghat-Howrah section was completed-----

1900-MSMR-SR-veysarpadi-Rayapuram-1.65 km opened on 22.01.1900. Rajahmundry-Korrypalam-190.66 km opened on 15.07.1893 (Basinbribge- Korrypalam total km 770.44)- ---

1900-south indian Railway-SR-Madras Beach junction-Madras Beach-0.18 km opened on 15.01.1900-----

1900-calcutta tram way-Tram-Calcutta tramways' electrification and conversion to standard gauge from meter gauge begins. Total system size is at 30km. -----

1900-BB & CI Railway-WR-Rajputana Malway Rly. becomes part of the BB&CI Rly. -----

1900-Tapti valley railway -WR-Tapti Valley Railway was managed by BB & CI & construcr d Amalner-Udna in 1900- -----

1900-Tapti valley railway -WR-Nardana to Amalner-Jalgaon -march to april 1900- -----

1900-Brahmaputra sultanpur Rly-BR-Brahmaputra-Sultanpur Branch Rly. opens MG line from Santahar east (with a ferry section) to Mymensingh-----

1900-East Indian Railway-ER-Connection to Gaya added on the Calcutta Delhi route -----



INDIAN RAILWAYS TIMELINE

1900-Eastern Bengal Rly-NF-The Eastern Bengal Railway constructed the sections Haldibari - Siliguri, Barsoi - Kishanganj, Manihari – Katihar- Kasaba and opened these sometime before 1900. They expanded the network to other sections namely, Hasimara - Alipurduar, Gitaldaha Bamanhat, Golakganj - Amingaon, Rangiya - Rangapara & Dhubri during the period 1900-1911- - - -

1900-Hyderabad Godavari Valley Rly-SC-Manmad-Secunderabad MG line opened by the Hyderabad Godavary Valley Rly. - - - - -

1900-Indian Railways-IR-9 types of systems (1.construted & managed by guarntted rlyco 2.constructed & managed by state 3.constructed & managed by assisted co 4.state railway managed by guaranteed companies 5.owned by princely state but worked by state(govt) 6.owned & managed by princely state 7.owned by princely state but worked by pvt company 8.foriegn line 9.district board lines- - - - -

1900-Jodhpur Bikaner Rly-PR-Balotra(in Marwar)-Hyderabad (pakistan)section of Jodhpur Bikaner Rly. opens. - - - - -

1900-Jodhpur Bikaner Rly-PR-Jodhpur_Hyderabad(PAKISTAN) converted in MG- - - - -

1900-Parlakimedi Light Rly-ECO-Navapara-parlakhmedi NG opened.the line was opened for traffic on 01.04.1900- - - - -

1900-Raipur -Dhamtari-SEC-NG lines opened: Raipur-Dhamtari (BNR).Between September to December 1900, 45.74 miles long Dhamtari line and 10.50-mile long Rajim branch were opened for traffic.- - - - -

1900-East Coast Railway-ECO-The construction of a bridge over the Mahanadi river delta near Cuttack-Naraj gorge- was finally sanctioned in March 1898 and the work was completed in March 1900- - - - -

1901-Important Events- - - - -

1901-Indian midland Railway-CR-Indian Midland Railway merged into GIPR- - - - -

1901-East Coast Railway-ECO -The construction of a bridge on River Mahanadi near Cuttack was completed- - - - -

1901-East Indian Railway -ER-EIR's "Grand Chord" section finished connecting Sitarampur - Gaya - Mughalsarai. - - - - -

1901-East indian railway-ER-Burn & Co. sets up a workshop at Howrah. - - - - -

1901-Indian Railways-IR-Railway mileage now at about 24,750 miles in India, of which 14,000 miles are BG, and most of the rest MG (with only a few hundred miles of 2' and 2'6" gauge lines). - - - - -

1901-Indian Railways-IR-Sir Thomas Robertson Committee submits recommendations on administration and working of the railways.An early version of the railway board is constituted, with three members serving on it at first. - - - - -



INDIAN RAILWAYS TIMELINE

1901-Indian Railways-IR-The railways also start returning some modest profits; for the last 40 years they had been making large losses. - - - - -

1901-Coochbehar state Rly-NF-Gitaldaha-jainti NG - - - - -

1901-Jodhpur Bikaner Rly-NW-Jodhpur - Hyderabad (by Jodhpur Bikaner Rly., after a section near Hyderabad is converted from BG to MG). - - - - -

1901-NawseraDargaiStateRly (NWR)-PR-Nawsera-Dargai NG- - - - -

1901-East Coast Railway-SC-East Coast Rly. line to Waltair becomes part of the Madras Railway.- - - - -

1901-Bengal Nagpur Railway-SEC-1900-01- 45.74 miles long Dhamtari line and 10.50 miles long Rajim Branch were opened for traffic.It was first NG line in India- - - - -

1901-Bengal Nagpur Railway-SE-Kharagpur-Midnapur Branch line was opened for traffic in June 1901.- - - - -

1901-South Indian Railway -SR-Calicut-Padagara-46.59 km opened on 01.10.1901- - - - -

1901-Petlad Cambay Railway -WR-Petlad to Cambay section of rly open in 1901 with funds from Gaekwad of Baroda & Cambay darbar.line taken over by govt in 1st aug 1949- - - - -

1901-Kaunia-Dharlla Rly-BR-MG lines: Kaunia-Dharlla Rly. lines converted to MG; - - - - -

1901-Parlakimedi Light Rly-ECO-On 20th May 1901 the Indian Railways Act (1890) was applied to the PRL also. The working of Parlakimedi Light Railway (PLR) was taken over by the Bengal Nagpur Railway Company from 1st January 1902- - - - -

1902-Important Events- - - - -

1902-Indian Railways-IR-There were 33 different administration including 24 pvt co ,4 govt agencies & 5 princely states) to manage rly system in india- - - - -

1902-Indian Railways-IR-welding process of rails were developed- - - - -

1902-Indian Railways-IR-A monorail of the Ewing system (double-flanged wheels and an outrigger wheel for balance) powered by ponies is installed for transporting tea and other light goods at the High Range near Keranganie.- - - - -

1902-Indian Railways-IR-IRCA SET UP .Electrical light in trains introduced- - - - -

1902-Assam Bengal Railway-NF-Extend fro Guwahati to Tinsukia via chittgong-lumding- - - - -

1902-Jodhpur Bikaner Rly-NW-The Jodhpur Railway becomes the first to introduce electric lights as standard fixtures. (Electric lighting had been tried by other railways starting in the 1890s.)- - - - -

1902-Jodhpur Bikaner Rly-NW-The Luni-Shadipalli(pakistan) line is completed in the Thar desert. The Shadipalli-Hyderabad (originally constructed by British Gov & managed by JBRt)now Pakistan) line is regauged to MG on oct 20,1901- - - - -

1902-NWR-PR-NG lines: Khushalgarh-Kohat (later NWR). - - - - -

1902-East Coast Railway-ECO-319.51 miles of broad gauge line(cuttack-vizainagram & kur-puri), then known as Northern Section of East Coast Railway were merged into the Bengal Nagpur Railway System.- - - - -

1902-South Indian Railway-SR-Shoranur-Cochin line is built, owned by the state but operated by the SIR- - - - -

1902-South Indian railway-SR-Shoranur-cochin MG (constructed in 1902 was converted in BG in 1934- - - - -

1902-south indian Railway-SR-Mananadurai jn. -Mandapan-97.19 km opened on 01.08.1902- - - - -

1902-south indian Railway-SR-Mutupet-Pattukotti-27.41 km opened on 20.10.1902- - - - -

1902-south indian Railway-SR-Madurai -Manamadurai -46.67 km opened on 01.08.1902- - - - -

1902-south indian Railway-SR-Tirunelveli-kallidaikurichi-30.80 km opened on 01.06.1902- - - - -

1902-South Indian Railway -SR-Badagara-Tllichery-21.73 km opened on 01.05.1902- - - - -

1902-calcutta tram way-Tram-Mar. 27: Electric trams begin operating in Calcutta. - - - - -

1902-BB & CI Railway-WR-.Surendra Nagar –Viramgam section was converted from BG to MG in 1902 may be first section of such conversion- - - - -

1902-Eastern Bengal Rly- -EBR section was extended to dhubri in 1902- - - - -

1902-East indian railway-ER- In 1902, a branch line was opened from Sone East Bank to Daltonganj- - - - -

1903-Important Events- - - - -

1903-Great Indian Peninsula Rly-CR-GIPR appoints its first Signal Engineer (following belatedly in EIR's footsteps), Mr I W Stokes.- - - - -

1903-Great Indian Peninsula Rly-CR-Interlocking introduced for 9 stations (3 on Bombay-Thane section, 6 on Thane-Kalyan section) -- including Bombay VT. - - - - -

1903-Indian Railways-IR-The first bogie-mounted coaches appear, including bogie dining cars on some railways- - - - -

1903-Indian Railways-IR-The Robertson Report recommends re-laying all BG and MG lines to standard gauge, but this report seems to have been completely ignored. - - - - -

1903-Assam Bengal Railway-BR-in 1903 a branch line was constructed from Laksam to Noakhali station- - - - -

1903-Assam Bengal Railway-NF-Assam-Bengal Rly. joins Dibru-Sadiya Rly. at Tinsukia from Chittagong via Lumding (MG). - - - - -



INDIAN RAILWAYS TIMELINE

1903-East indian Railway-NR-Delhi junction building was constructed by EIR.At that time it has 12 BG & 3 MG plateform- - - -

1903-Kalka-Shimla Railway-NR-Nov. 9: Kalka-Shimla Railway line opened, built at 2'0" gauge but relaid after a year with 2 ft 6 inch gauge .line constructed by DUK- - - -

1903-North western RLy-NW-NG lines: Kohat-Thal (later NWR). - - - -

1903-Bengal Nagpur Railway-SEC-Satpura railway managed by BNR-The first portion Gondia – Nainpur (73 miles) was opened for traffic on 13th April 1903, the line was extended up to Jabalpur in 1905. - - - -

1903-Bengal Nagpur Railway-SE-in feb ,1903 Kharagpur _Gomoh section of BNR was opened upto Bhojudih- - - -

1903-south indian Railway-SR-Pattutottai-aranthangi-45.62 km opened on 31.12.1903- - - -

1903-south indian Railway-SR-Kollidaikurichi-shelcottai-50.50 km opened on 01.08.1903- - - -

1903-South Indian Railway -SR-Tllichery-Cannanore-20.92 km opened on 20.05.1903- - - -

1903-BB & CI Railway-WR-Baroda to Godhra line completed- - - -

1903-BB & CI Railway-WR-vishwamitri-padra -mobha section was opened- - - -

1903-Indian Railways-IR-BESA standards for new loco types are formulated. - - - -

1903- Nilgiri Rly-SR-govt purchased metapalyam-coonoor line on 1st jan 1903 & handedover to Madras railway to operate on behalf of Govt .It operated it upto 1907- - - -

1904-Important Events- - - - -

1904-Great Indian Peninsula Rly-CR-Agra-Delhi chord line opened. - - - -

1904-Scindia state railway-CR-Gwalior-sabalgarh- - - -

1904-Indian Railways-IR-Railway Board expanded, given more powers. - - - -

1904-Rajputana-Malwa state Rly-PR-The Moghulpura workshops near Lahore build six 0-6-2T "ST" class locos by using parts from other locos, making them the only works other than Ajmer to build locomotives in (British) India. - - - -

1904-Bengal Nagpur Railway-SEC- Nainpur became the focal point of Satpura lines. Nainpur-Chindwara section was opened for traffic. The Nagpur – Nagbhir and Nagpur – Chhindwara Narrow gauge lines formed part of old Satpura Railway. These lines ware constructed between 1904-1911. - - - -

1904-Bengal Nagpur Railway-SEC-NG lines: Nainpur-Chhindwara (BNR); Howrah-Tribeni (Bengal Provincial Rly. Co., connecting to Katwa line); Gwalior light railway sections: Gwalior - Jora Alapur (Jan. 1), Jora Alapur - Sabalgarh (Dec. 1). Construction begun on Matheran Light Railway- - - -

1904-Bengal provincial rly co-ER-Howrah-Trebeni NG opened by BPR- - - -



INDIAN RAILWAYS TIMELINE

1904-Bengal Nagpur Railway-SE-The Kharagpur Locomotive and Carriage and Wagon Workshop is set up. - - - - -

1904-south indian railway-SR-TIRunelveli to QUilon (57.98 Miles)- - - - -

1904-south indian Railway-SR-from shencottai-punanur-47.35 km opened on 26.11.1904- - - - -

1904-South Indian Railway -SR-Cannanre-Azhikkal-6.60 km opened on 15.03.1904- - - - -

1904-Southern Railway-SR-Quilon to Punalur (28.28 miles)- - - - -

1904-BB & CI Railway-WR-1903-04 The line was further extended to Mobha and Masor Road(10.45km).- - - - -

1904-East indian Railway-ER- 100ft. high viaduct Barakar river bridge : single line opened in 1904 & double line in 1932- - - - -

1905-Important Events- - - - -

1905-East Indian Railway -NC-Curzon bridge near Allahabad was opened- - - - -

1905-Great Indian Peninsula Rly-CR-GIPR line quadrupled up to Currey Road.- - - - -

1905-NFR-EC-Forbesganj-Jogbani NG- - - - -

1905-Mayurbhanj Railway-ECO -Rupsa-Barapada line of Mourbhang (Mayurbhanj) Rly. opens (BNR);- - - - -

1905-East Indian Railway -ER-The visit of the Prince and Princess of Wales gives EIR a chance to build a special train with coaches rivalling the luxury saloons used by nobility in Europe. - - - - -

1905-Indian tram way co-IR-The first electric trams run in Madras with overhead electrification. - - - - -

1905-Indian Railways-IR-Railway board assumes office.Powers of the Railway Board are formalized under Lord Curzon. The Board is under the Department of Commerce and Industry, and has government railway official serving as chairman, and a railway manager from England and an agent of one of the company railways as the other two members.- - - - -

1905-Kalka-Shimla Railway-NR-Kalka-Shimla Railway regauged to 2'6" gauge under guidelines from the War Department seeking to ensure uniformity in all imperial narrow gauge systems.- - - - -

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1905-PR-PR-A short MG spur is built into Afghanistan along the Kabul river. - - - - -

1905-Bengal Nagpur Railway-SEC-Nainpur-Gondia line was extended upto Jabalpur completing Gondia-jabalpur NG line- - - - -

1905-MSMR-SR-Hospet-Kotter -69.46 km opened on 01.04.1905 .Bellary-Rayadurg-53.67 km opened on 01.07.1905- - - - -

1905-Calcutta tram way-Tram-Entire Calcutta tram network is now electrified and converted to standard gauge. - - - - -

1905-BB & CI Railway-WR-BB&CI was left undisturbed for first 50 yr of their contract(dtd 21st nov1855) .In 1905,company was purchased by state on 31 dec1905.Till this time BB&CI also constructed few lines for other companies on BG namely Nagda-Mathura railway ,Nagda-Ujjain Railway,Petlad-cambay Railwy & Tapti valley railway- - - - -

1905-Cutch state railway-WR-Tuna-Anjar by the Maharaja of Cutch, later part of the Cutch State Rly- - - - -

1905-Kathiawar State Railway-WR-Wadhvan(Surendra Nagar)-Rajkot converted in MG- - - - -

1905-Morvi Rly-WR-NG lines: Wadhwan-Rajkot line of Morvi Rly. converted to BG; Tirupattur-Krishnagiri opened- - - - -

1905-East Indian Railway -ER-The Howrah Station to Bandhaghat line opens in June.- - - - -

1905-Indian Railways-IR-Railway Board decides that lavatories will be provided in all lower class carriages for trains running more than 50 miles. - - - - -

1905-Jaipur state railway-NW-JSR started on 10.11.1905 & merged in WR in 1952- - - - -

1905-Morvi Rly-WR-A petrol-driven 0-4-0 loco from Kerr Stuart is in use by the Morvi Railway and Tramways company. - - - - -

1905-Jodhpur Bikaner Rly-NW-jan 18,1905 Metra road -Metracity line opened- - - - -

1905-Rajputana-Malwa state Rly-NW-Rewari-naranaul-dec 11,1904 and naranaul-phulera -may 18,1905 was opened by RMR- - - - -

1906-Important Events- - - - -

1906-Barsi Light Railway-CR-Barsi Road Jn. - Pandharpur section of Barsi Light Railway opens. - - - - -

1906-Great Indian Peninsula Rly-CR-Kurla-Chembur single line built for garbage trains. - - - - -

1906-East Indian Railway -ER-Dec. 6: The Grand Chord via sitarampur-Gaya, which significantly shortens the distance between Delhi and Calcutta, opens on the EIR's Calcutta-Delhi trunk route (inaugurated by the Earl of Minto, the Viceroy and Governor-General of India in a glittering ceremony at Gujhandi. - - - - -

1906-East Indian Railway -ER-Howrah Terminus rebuilt and inaugurated, the largest railway station in India. . In 1905 a new station building, the North Wing of the present station, was constructed with six platforms- - - - -

1906-Indian Railways-IR-Indian Standard Time (IST) comes into force for timekeeping in British India (except for Calcutta and some other regions). - - - - -

1906-Indian Railways-IR-The 'General Rules' are framed, governing operation of railways. - - - - -



INDIAN RAILWAYS TIMELINE

1906-Oudh & Rohilkund Rly-NE-Kasganj-Kathgodam section opens to passenger rail traffic. - - - - -

1906-Kalka-Shimla Railway-NR-Kalka-Shimla Rly. taken over by the state. on jan 1,1906 .it was managed by NWR Lahore till 1926- - - - -

1906-Martin & co-NR-shahdara-saharan-pur delhi was constructed 2ft 6 inch light railway connecting delhi with united province- - - - -

1906-Madras Railway-SR-Madras Rly. builds Morappur-Dharmapuri MG line for famine relief. - - - - -
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1906-MSMR-SR-Gundaroad-Nagalopuram-5052 km opened on 01.12.1906- - - - -

1906-south indian Railway-SR-Pamban-Rameswaram -11.33 km opened on 01.09.1906- - - - -

1906-South Indian Railway -SR-Azhikkal-Konhangad-55.56.km opened on 21.08.1906- - - - -

1906-South Indian Railway -SR-Kanhangad-Kasaragode-22.88 km opened on 01.10.1906 & upto Kumbala(12.26km) on 17.11.1906- - - - -

1906-BB & CI Railway-WR-BB&CI Rly. starts a Weekend Special from Bombay to Surat, the forerunner of the Flying Rane. - - - - -

1906-BB & CI Railway-WR-Rajputana-Malwa Rly. taken over by state and made part of BB&CI Rly. -
- - - - -

1907-Important Events- - - - -

1907-Matheran light railway-CR-22 March: Matheran Light Railway opens, with 4 articulated 0-6-0T locomotives- - - - -

1907-Indian Railways-IR-The government purchases all major lines and re-leases them to private operators, with the exception of Rohilkhund & Kumaon Rly. and Bengal & North-Western Rly. - - - - -
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1907-Indian Railways-IR-The Sir James Mackay Committee suggests further enhancements to financial and administrative procedures.- - - - -

1907-Martin & co-NR-NG- Shahdara-Saharanpur Light Rly. (Martin & Co.). Check dates- - - - -

1907-Patiala State Monorail-NR-Sirhind-Morinda section of the Patiala State Monorail is opened, powered by oxen/horses and army mules from 1907 until 1927. - - - - -

1907-Bengal Nagpur Railway-SE-Purulia-Ranchi Branch(117KM) was opened for traffic in feb 1907.- - - - -

1907-Bengal Nagpur Railway-SE-Extension of Adra line to Gomoh, connection to a point of East Indian Railways main line was completed.- - - - -



INDIAN RAILWAYS TIMELINE

1907-Madras Railway-SR-Madras Railway trunk route extended from Calicut to Mangalore & MRC contract was over on 31.12.2007. Calicut-Mangalore 221 km was opened in stretches between 1.10.1901 to 3.7.1907- - - - -

1907-MSMR-SR-Rayapuram -Beach-1.63 km opened on 15.03.1907 & Basinbribge-korukkupet-1.71 km also opened on 15.03.1907- - - - -

1907-Sangli state Railway -SW-miraj junction-sangli-7.89km opened on 01.04.1907.it had only this line- - - - -

1907-South Indian Railway -SR-Kunbla-Mangalore-33.65 km opened on 03.07.1907- - - - -

1907-kanpurtram-Tram-June: Kanpur's electric tram system begins operation. - - - - -

1907-bombay tram-Tram-May 7: Electric trams begin operating in Bombay. - - - - -

1907-Nagda Mathura Railway -WC-Nagda Mathura Railway was built by BB& CI with Govt & Jaipur darbar fund & opened between 15.7.1907 to 15.6.1909- - - - -

1907-Cutch state railway-WR-Anjar-Bhuj NG- - - - -

1907-Indian Railways-IR-By now, toilets are standard in most lower class carriages, except for short suburban lines.- - - - -

1907-Indian Railways-IR-Railway Mail Service (RMS) is established. - - - - -

1907-Jaipur state railway-NW-Jaipur - Sawai Madhopur MG line opened by the Jaipur State Rly- - - - -

1908-Important Events- - - - -

1908-dholpur state railway-CR-Sabalgarh-Birpur- - - - -

1908-Scindia state railway-CR-Gwalior-Sheopur kalan ,Gwalior-Bhind & gwalior-shivpuri was constructed in 1908- - - - -

1908-Indian Railways-IR-India's first internal combustion locomotive, a petrol-driven MG loco, is delivered to the Assam Oil Co. by McEwan Pratt & Co. of Wickford, Essex. - - - - -

1908-Indian Railways-IR-Inward-opening doors are introduced on passenger coaches. - - - - -

1908-Eastern Bengal Rly-NF-Kaunia-Dharlla MG line of East Bengal Railway extended to Amingaon, where a ferry across the Brahmaputra connected to the rail system of the Assam Bengal Railway through Guwahati- - - - -

1908-Patiala State Monorail-NR-Patiala State Monorail obtains the four famed Orenstein and Koppel monorail locomotives for some of its lines.- - - - -

1908-PR-PR-Karachi's horse-drawn trams are replaced by petrol trams. - - - - -

1908-PR-PR-The spur from the north-west territories into Afghanistan, the only railway line in Afghanistan at this time, is dismantled. - - - - -



INDIAN RAILWAYS TIMELINE

1908-Bengal Nagpur Railway-SEC-Gondia-Nagbhir-Nagpur NG line was opened at a colourful ceremony on 9th November 1908- - - - -

1908-Bengal Nagpur Railway-SE-The Head Office Building of B N R was constructed at a cost of Rs.7, 01,995/- .BNR house _GM residence-The house formally occupied by Sir Lawrence Peel and Wajid Ali Shah, in later periods housed Agents of Bengal Nagpur Railway and the General Managers of South Eastern Railway. It is known as 'BNR House' and presents a spectacular view from the riverfront. The design of this house is derived from that of the 'Metcalfe Hall' completed in 1844- - - - -

1908-MSMR-SR-Bezwada-Masulipatam-79.61 km opened on 04.02.1908- - - - -

1908-south indian Railway-SR-Rameswaram road-Dhanushkadi jetty-17.12 km opened on 10.12.1908- - - - -

1908-calcutta tram way-Tram-Calcutta tram network extended to Sibpur via G.T. Road. - - - - -

1908-BB & CI Railway-WR-BB&CI Railway constructs a line from Nagda to Mathura for Nagda-Mathura railway- - - - -

1908-BB & CI Railway-WR-Morak to Kotah City- - - - -

1908-Bengal Nagpur Railway-SE-the rail line connecting the first integrated steel plant in India at Jamshedpur was established.- - - - -

1908-MSMR-SR-Madras Railway company contract was over on dec 31,1907 .All line owned by Madras railways was purchased by state & were given to SMR for management .A new company combining Madras Railway & SMR was formed & named as Madras & southern Maharatta Railway- - - - -

1908-South indian railway-SR-after Expiry of contract Of Madras railway on dec 31,1907 ,its line were purchased by state & Jolarpet-Mangalore including Coimbtor-Metapalyam branch was given to SIR for operation- - - - -

1908- Nilgiri Rly-SR-Metapalyam -coonoor section was handed over to SIR from jan 1,1908 for operation along with jolarpet-Mangalore line- - - - -

1908- Nilgiri Rly- -The NMR, which ran between Mettupalayam and Coonoor, was extended to Ooty on October 15, 1908. While the Mettupalayam- Coonoor track was completed in 1898 at a cost of Rs 38 lakh, the Coonoor-Ooty line was finished at a cost of Rs 32 lakh in 1908- - - - -

1908- Nilgiri Rly-SR-Extension to Ootacamund was completed by Govt on 15.10. 1908 & given to SIR along with Metapalyam-coonoor section.coonoor remained terminus for eight years- - - - -

1909-Important Events- - - - -

1909-Great Indian Peninsula Rly-CR-The Harbour Line opens from Kurla to Reay Road as the terminus (double track). - - - - -

1909-Scindia state railway-CR-NG lines: Gwalior Light Rly. : Birpur - Sheopur (Jun. 15) - - - - -

1909-Oudh & Rohilkund Rly-EC -Katihar-Banmakhi-Murliganj- - - - -

1909-Indian Railways-IR-India's first electric locos (two of them) are delivered to the Mysore Gold Fields by Bagnalls (Stafford) with overhead electrical equipment by Siemens. Also among the earliest electric vehicles, electrically operated rail trolleys (" White's patented rail motor trolleys") are brought into use (by EIR's Carriage & Wagon workshops, by the Oudh and Rohilkhund Rly., by the Eastern Bengal State Rly., etc.)- - - - -

1909-Bengal Nagpur Railway-SEC-Another branch (27 miles) from Nainpur to Mandla was completed in 1909- - - - -

1909-Bengal Nagpur Railway-SE-23-ton BG bogie hopper wagons brought into use by Bengal Nagpur Rly. for transporting iron to the Tata Iron and Steel Works. - - - - -

1909-Dronachellam-Karnool Rly-SR-Dronachellam-Karnool Rly(at dronachellam)-0.14 km opened on -01.01.1909- - - - -

1909-MSMR-SR-Masulipatam-Masulitam port(tidallock)-3.75 km opened on 01.01.1909 (Bezwada-Masulitam port(tidallock) total km 83.36).Nagalapuram-Ramgad-4.57 km opened on 24.05.1909- - - - -

1909-south indian railway-SR-South India Rly.'s contract is renewed despite widespread support for appropriation by the state among local interests. - - - - -

1909-BB & CI Railway-WR-Gangapur City to Hindaun City to Mathura jn- - - - -

1909-BB & CI Railway-WR-Kotacity - Kotah Junction -Sawai Madhopur & Sawaimadhopur-Gangapur city opened- - - - -

1909-BB & CI Railway-WR-Syke's Lock and Block system of interlocking introduced on the BB&CI Rly. and other railways. - - - - -

1909-Morvi Rly-WR-A petrol-driven 0-4-9 loco is supplied to Morvi Railway and Tramways by Nasmyth Wilson. A couple of Thornycroft petrol-driven parcel delivery vehicles are also in use by the EIR.- - - - -

1909-North western Rly-NR-Saharanpur marshalling yard under construction by the North Western State Rly. and the Oudh and Rohilkhund Rly- - - - -

1909-Kalka-Shimla Railway-NR-KSR line extended to goodshed on 27 jun 1909- - - - -

1909-Jodhpur Bikaner Rly-NW-JBr developed alteranate route to delhi connecting Degana to Hissar -Rewari on RMR.Degana-Sujangarh(sep 16,1909)-Ratangarh(feb2,1910)-churu(may 22,1910),churu-Hisar (july 8,1911)- - - - -

1910-Important Events- - - - -

1910-Eastern Bengal Rly-NF- 1900-10 The Eastern Bengal Railway developed Rangiya as a junction, while constructing the Golakgang-Amingaon branch line along with the Rangiya -Rangapara section, between 1900 - 1910.- - - - -



INDIAN RAILWAYS TIMELINE

1910-MSMR-SR-Ramgad-Yeshvootngar-10.93 km opened on 01.10.1910- - - - -

1910-Bengal Nagpur Railway-SEC-Nagbhir – Rajoli (30 miles) was opened on 01.12.1910 while the extension to Chanda was completed on 01.04.1913.- - - - -

1911-Important Events- - - - -

1911-Barsi Light Railway-CR-NG lines: Barsi Light Railway extended until Latur; . (later part of BB&CI); Dehri-on-Sone - Rohtas (Dehri-Rohtas Light Rly.); Bukhtiarpur-Bihar Rly. (Martin & Co.). - - - - -

1911-Great Indian Peninsula Rly-CR-Bhusawal Station second platform constructed (The existing DN platform)- - - - -

1911-Dehri-rohtas railway-ER-Dehri on sone-Rohitas NG- - - - -

1911-Martin & co-ER- NG-Bakhtiarpur-Bihar- - - - -

1911-Martin & co-ER- NG-Dehri-Rohtas extended to Rohtas Fort. In Nepal, the Raxaul-Amlekhganj line is opened (Martin & Co.). - - - - -

1911-Bahawalpur state Rly-NE-Kanpur - Chachran line opened by princely state of Bahawalpur (now in Pakistan, closed in the 1980s). - - - - -

1911-Bengal Nagpur Railway-SE-A 40 mile branch line from Tatanagar to Gurumahisarani where plenty of iron ores were available was opened for traffic.- - - - -

1911-Champaner-Shivrajpuri Light Rly-WR-chamapaner-shivrajpuri-pani-49 km opened between 1911-16 (later part of BB&CI) was owned by Gujrat railway company formed in 1911.- - - - -

1912-Important Events- - - - -

1912-Great Indian Peninsula Rly-CR-Cabin interlocking completed for the entire length of the Bombay-Delhi route (GIPR). - - - - -

1912-Great Indian Peninsula Rly-CR-June 1: Punjab Mail (GIPR) makes its inaugural run. - - - - -

1912-Mysore State Rly-SW-Work begins on Mysore-Arsikere link. - - - - -

1912-BB & CI Railway-WR-Kosamba to Zankhvav (41.36)- - - - -

1912-Jodhpur Bikaner Rly-NW-JBR constructed 2 lines Mairpurkhas-jhudo & mirpurkhas-khadra for sind light railway & managed it for them .by 1912 ,JBR was managing 224 miles of lines not owned it- - - - -

1913-Important Events- - - - -

1913-Great Indian Peninsula Rly-CR-In the Mumbai area, suburban terminals are opened at Kurla, Kalyan, Thane, and one at the BB&CI station at Bandra for GIPR trains.- - - - -

1913-North western Rly-PR-NG lines: Kalabagh-Bannu (Trans-Indus Rly.; later NWR). - - - - -



INDIAN RAILWAYS TIMELINE

1913- -SE-Ranchi-Lohardaga extension for 69 km was completed in 1913- - - - -

1913-Bengal Nagpur Railway-SE-Mohuda-Chandrapura (9 miles) Branch was opened for traffic. - - - -
- -

1913-Bengal Nagpur Railway-ECO-Extension to Salur on Vizianagaram-Parvatipuram section was opened- - - - -

1913-Bengal Nagpur Railway-SEC-Nagpur-Chidwara extension & Nagbhir-Chandafort was opened for traffic in 1913. With this, the biggest network of narrow gauge line in Indian Sub-continent was completed. Its length was extended 610 miles. This Satpura line project was initiated by Sir T.R.Wynne. - - - - -

1913-Bengal Nagpur Railway-ECO-Vizianagaram-Parvatipuram (49 miles) section was opened- - - - -

1913-MSMR-SR-Madras Rly. extends MG line from Dharmapuri to Hosur. Line decommissioned in 1941- - - - -

1913-Mysore State Rly-SW-Bowringpet-Kolar 2'6" line (part of the Kolar District Rly.) opened by the Mysore State Railways. - - - - -

1913-BB & CI Railway-WR-Bayana to Agra- - - - -

1913-BB & CI Railway-WR-NG lines: BB&CI lines to Godhra, Nadiad; - - - - -

1913-BB & CI Railway-WR-Dabhoi to Jarod (38.37)- - - - -

1913-Hoogly Katwa Railways-ER-The Bhagalpur Badli Railway was constructing another branch, from Bhagalpur to Mandar Hill.

Construction of a line from Katwa to Bandel by the Hooghly Katwa Railway and a line from Barharwa to Katwa by the Barharwa Azimganj Katwa Railway were in progress, as also a chord line from Ondal to Sainthia. The Bandel-Barharwa loop was opened in 1913.- - - - -

1913-Dacca State Rly-BR-Singhjani (Jamalpur) to Bahadurabad, where a steamer ferry crosses the- - - - -
- - - -

1913-McLeod's Light Railway-BR-Jessore-jhenidah 60 km opened in 1913- - - - -

1913-Jodhpur Bikaner Rly-NW-Phalodi-Jodhpur was connected in 1913-1914- - - - -

1914-Important Events- - - - -

1914-Central province railway-CR-Murtizapur – Achalpur/ Yavatmal narrow gauge opened - - - - -

1914-Central province railway-CR-Dhond-Baramati NG- - - - -

1914-Central province railway-CR-Murtazapur-yavatmal NG- - - - -

1914-Great Indian Peninsula Rly-CR-Murtazapur- Achalpur-yavatmal NG opened- - - - -



INDIAN RAILWAYS TIMELINE

1914-Great Indian Peninsula Rly-CR-Double line between Ravli Cabin and Mahim on Harbour Branch. - - - - -

1914-Eastern Bengal Rly-ER-Dum Dum - Chitpore Goods line was connected in 1914- - - - -

1914-Martin & co-ER- NG-Baraset- Bashirhat- - - - -

1914-Martin & co-ER- NG-Arrah-sasaram- - - - -

1914-Indian Railways-IR-NG lines: Dholpur-Bari line extended to Tantpur; Dhond-Baramati (Central Provinces Rly.; later GIPR); Murtazapur-Achalpur/Yavatmal; Arrah-Sasaram, Baraset-Basirhat (Martin & Co.); Larkana - Jacobabad and Jacobabad-Kashmore (NWR, now in Pakistan after conversion to BG). - - - - -

1914-Indian Railways-IR-RBS standards for rails adopted (90lb/yd for BG, 60lb/yd for MG). - - - - -

1914-Ceylon Government Railway-SR-Ceylon Government Railway extends the line from Polgahawela to Talaimannar at the northern tip of Ceylon (now Sri Lanka), to enable connecting services with SIR trains with a ferry crossing across the Palk Strait. Steamer services from Dhanushkodi (India) to Talaimannar (Ceylon) start on March 1. - - - - -

1914-south indian Railway-SR-Dhanushkodijetty-Dhalushkodi point-0.11 km opened on 01.12.1914- - - - -

1914-BB & CI Railway-WR-Bilimora to Waghai (21.47 Km)- - - - -

1914-BB & CI Railway-WR-Bharuch to Jambusar (47.33)- - - - -

1914-BB & CI Railway-WR-Vaso to Petlad (24.27)- - - - -

1914-Southern Railway-SR-Mandapam to Pamban- - - - -

1915-Important Events- - - - -

1915-Great Indian Peninsula Rly-CR-Currey Road - Thane line is quadrupled. - - - - -

1915-DHR-DHR-Two new branches of the Darjeeling Himalayan Railway opened to traffic. The Kalimpong Road (now Gelkhola) branch followed the Teesta valley (hence known as the Teesta Valley Line) and the Kishanganj branch (built in the preceding year, 1914) ran west - southwest of Siliguri. - - - - -

1915-Eastern Bengal Rly-ER-Calcutta-Santahar MG line of East Bengal State Rly. opens. - - - - -

1915-McLeod's Light Railway-ER-Burdwan-Katwa line opened. - - - - -

1915-Indian Railways-IR-First ever diesel locomotive in India, a 2'6" gauge unit from Avonside (Bristol) is supplied to the India Office for use on a tea plantation (in Assam??). - - - - -

1915-East indian Railway-ER-Asansol-The second one was setup in the year 1915 to meet the recreational demands of the Indian. The Institute became functional in the year 1917.Later on the eve of independence the Institute came to be known as 'Subhash Institute' after the great

freedom fighter of India. In its initial days the institute also organised cultural and sports events. This institute started cinema shows in 1925 with the help of Arora Studio- - - -

1915-PR-PR-Mandra - Bhaun and Sialkot - Narowal lines opened (both now in Pakistan; the former was closed in the 1990s). - - - -

1915-East Indian Railway-ER-Lower Ganges Bridge (Hardinge Bridge) opened on the trunk route to Siliguri on the EIR. - - - -

1915-south indian Railway-SR-Nidannangalan-Mannargudi-13.53 km opened on 15.02.1915- - - -

1915-south indian Railway-SR-podanurn-pollachi-39.40 km opened on 15.10.1915- - - -

1915-Bangalore-Chikkaballapur Light Railway-SW-Yaswantpur-Chikaballaur NG opened in 1915 by BCLR- - - -

1915-Bangalore-Chikkaballapur Light Railway-SW-NG lines: Yeshwantpur-Devanahalli-Chikkaballapur section of what would become the Bangalore Chikaballapur Light Rly. opens (2'6"); Ellichpur-Yeotmal (Central Provinces Rly.; later GIPR); Burdwan-Katwa (McLeod's). - - - -

1915-BB & CI Railway-WR-Bilimora to Rankuwa (20.30),Jarad-Samlaya(8.56) &Pij-Vaso(5.26) opened in 1915- - - -

1916-Important Events- - - - -

1916-Great Indian Peninsula Rly-CR-Parsik tunnel (1.3km) opened to traffic. - - - -

1916-Hyderabad Godavari Valley Rly-SC-Kacheguda Station is architecturally the most beautiful station in South Central Railway. Constructed in the year 1916 by the Nizam of the erstwhile Hyderabad State- - - -

1916-MSMR-SR-Guntur-Tenali-25.23 k m opened on 18.03.1916- - - -

1916-KOLAR DISTRICT RAILWAY-SW-Bowringpet-Kolar 2'6" line extended to Chintamani / Chikkaballapur (forming the Kolar District Rly.) by the Mysore State Railway. - - - -

1916-BB & CI Railway-WR-NG lines: BB&CI lines to Pani mines. - - - -

1916-BDR railway-SE-Bankura-Damodar-Rainagar 97 km long opened in 1916-17- - - -

1917-Important Events- - - - -

1917-Central province railway-CR-NG lines: Pulgaon-Arvi (Central Provinces Rly., later GIPR); Khanai-Hindubagh (Zhob Valley Rly.; later NWR); Bankura-Damodar, Kalighat-Falta, and Ahmadpur-Katwa (McLeod's).- - - -

1917-Central province railway-CR-Pulgaon –Arvi- - - -

1917-Great Indian Peninsula Rly-CR-Thane-Kalyan line is quadrupled. - - - -

1917-McLeod's Light Railway-ER-Ahmadpur-Katwa line opened. - - - -



INDIAN RAILWAYS TIMELINE

1917-Nushki Extension Rly-PR-Nushki Extension Rly. towards Iran opened till Dalbandin, from Spezand on the Sibi-Quetta line. - - - - -

1917-Bengal Nagpur Railway-SE-1916-17 Bankura-Damodar River Railway in narrow gauge was built by Bengal Nagpur Railway.- - - - -

1917-south indian Railway-SR-Salem jn.-Salem town (B.G)-3.62 KM OPENED ON 01.01.1917- - - - -

1917-Mysore State Rly-SW-Yeshwantpur-Yelahanka MG line is made mixed gauge to allow NG 2'6" traffic- - - - -

1917-BB & CI Railway-WR-Unai to Kalamba (14.21) ,Masor road-Jambusar(11.76) & Bodeli-chotaudepur(36.15) opened- - - - -

1918-Important Events- - - - -

1918-Bengal Nagpur Railway-SE-Burnpur, India's second largest Iron & Steel Plant was established.- - - - -

1918-Mysore State Rly-SR-Mysore-Arsikere-165.68 km opened on 03.01.1918 BY MYSORE DARBAR- - - - -

1918-south indian Railway-SR-Quilin- Trivendrum- Chakai-58.76 km opened on 01.01.1918- - - - -

1918-Bangalore-Chikkaballapur Light Railway-SW-Bangalore-Chikkaballapur Light Railway (2'6") opens the Bangalore-Yeshwantpur section. - - - - -

1918-Nushki Extension Rly-PR-Nushki Extension Rly. is completed until Zahidan (Duzdap) in Iran- - - - -

1919-Important Events- - - - -

1919-Central province railway-CR-NG lines: Pachora-Jamner (Central Provinces Rly.; later GIPR). - - - - -

1919-Great Indian Peninsula Rly-CR-Bhusawal loco shed set up by GIPR; at the time the largest loco shed in Asia and the third largest in the world. - - - - -

1919-Indian Railways-IR-Wagon pooling comes into wide use among the various regional railways. - - - - -

1919-DHR-NF-Batasia Loop constructed on the DHR. - - - - -

1919-Bengal Nagpur Railway-SE-Kandra-Gamharia Chord line was opened - - - - -

1919-south indian Railway-SR-Tirutturaipundi-Agastiyampalli-36.92 km opened on 15.05.1919- - - - -

1919-MYsore State Rly-SW-Oct. 1: Mysore Darbar takes over Nanjangud-Mysore-Bangalore and Birur Shimoga lines.- - - - -

1919-BB & CI Railway-WR-Samlaya to Timba (53.46)- - - - -

1919-Indian Railways-IR-1914-1919 World War I places heavy strain on the railways. Railway production is diverted to meet the needs of British forces outside India. At the end of the war Indian railways are in a total state of dilapidation and disrepair. All services are downgraded or restricted. - - - - -

1919-McLeod's Light Railway-ER- A narrow gauge line between Burdwan and Katwa was opened in December 1915, and between Ahmedpur and Katwa in September 1917. The Howrah Burdwan chord line was opened in 1917. In 19..... the Nalhati Azimganj line was taken over by the government and later handed over to the EIR, with its gauge altered to BG. - - - - -

1919-BB & CI Railway-WR-BMC made it obligatory for railway to electrify track upto Kalyan and Virar- - - - -

1920-Important Events- - - - - -

1920-McLeod's Light Railway-ER-Kalighat-Falta line of McLeod's Light Railways opened between 1917-20- - - - -

1920-Great Indian Peninsula Rly-CR-Electric lighting of signals is introduced between Dadar and Currey Road. A 2' gauge diesel loco is delivered to Bengal by Baugleys of Burton-on-Trent. (1921?) - - - - -

1920-Great Indian Peninsula Rly-CR-Bhusawal Division formed under G.I.P. Railway- - - - -

1920-Indian Railways-IR-Superheating makes its appearance in India. - - - - -

1920-Indian Railways-IR-Total trackage at 37,000 miles (about 15% privately-held). The East India Railway Committee (chaired by Sir William Acworth, hence also known as the Acworth Committee) points out the need for unified management of the entire railway system. On the recommendations of this committee, the government takes over the actual management of all railways, and also separates railway finances from the general governmental finances (the latter step led to the practice, followed to this day, of presenting the Railway Budget separately from the General Budget every year). - - - - -

1920-Indian Railways-IR-1920's -Telephones are brought into use for train control purposes in some suburban sections. - - - - -

1920-Indian Railways-IR-Vacuum braking comes into wide use. - - - - -

1920-Tiruchchirappalli-Erode -SR-Shoranur-ernakulkm-55.64 km opened on 16.07.1920- - - - -

1920-bombay tram-Tram-Sep.: Double-decker electric trams are introduced in Bombay. - - - - -

1920-BB & CI Railway-WR-The most important bridge work executed in 1920s was the rebuilding of the bridges across the Bassien Creeks, 30 miles north from Colaba, Bombay.- - - - -

1920-BB & CI Railway-WR-Dungarda to Waghai (3.25)- - - - - -

1920-BB & CI Railway-WR-Track-circuiting introduced on WR suburban lines. - - - - -



INDIAN RAILWAYS TIMELINE

1920-Mayurbhanj Railway-ECO-Baripada-Bangriposi-38km - extention is done in 1920- - - - -

1920-Mewar Darbar-NW-Udaipur- Chittoregarh line mergde with BB& CI- - - - -

1921-Important Events- - - - -

1921-Indian Railways-IR-Ackworth committee submits its report on structure ,status & function of railway board on 22nd aug 1921.report has 30 recommendations including separate rly budget- - - - -

1921-Indian Railways-IR-The Railway Board is reorganized with a Chief Commissioner of Railways having overriding powers on technical matters. - - - - -

1921-Indian Railways-IR-Total trackage stands at 61,220 route km. - - - - -

1921-Indian Railways-SE-The Peninsular Locomotive Company is founded at Jamshedpur for the purpose of building locomotives; this would have been the third loco manufacturing plant in India after Ajmer and Jampur, but unfortunately it failed even before it manufactured a single loco.- - - - -

1921-Mysore State Rly-SW-Chickjajur-Chitradurg 33.64 km opened on 5.1.1921 by SMR- - - - -

1921-Nanjangud - Chamarajanagar railway-SW-Nanjangud - Chamarajanagar railway line construction begins but stops because of financial difficulties. - - - - -

1921-BB & CI Railway-WR-Miyagam to Malsar (38.09) & choranda to Karol(18.67 km) opened- - - - -

1922-Important Events- - - - -

1922-Great Indian Peninsula Rly-CR-Bhusawal – Badnera section doubling of track completed - - - - -

1922-Bengal Nagpur Railway-ECO-BNR Hotel at Puri was established- - - - -

1922-Martin & co-ER- NG-Fatuah-Islampur- - - - -

1922-Indian Railways-IR-An electric loco with overhead power collection is delivered to the Naysmyth Patent Press Co. at Calcutta, by British Electric Vehicles. - - - - -

1922-Indian Railways-IR-Locomotive Standards Committee publishes a paper with details of proposed standardization of locomotive classes. - - - - -

1922-Indian Railways-IR-Retrenchment Committee under Lord Inchcape recommends drastic cuts in working expenses and other measures designed to produce a fixed annual profit for the state. - - - - -

1922-PR-PR-NG lines: Larkana-Jacobabad (NWR)- - - - -

1922-Bengal Nagpur Railway-SE-Tatanagar-Gurumahisani line was extended upto Badampahar.- - - - -

1922-BB & CI Railway-WR-Petlad to Bhadrans (21.32)- - - - -



INDIAN RAILWAYS TIMELINE

1922-Jamnagar & Dwarka Rly-WR-Jamnagar-Kuranga MG line opened by the Jamnagar & Dwarka Rly., and the Kuranga-Okha MG line by the Okhamandal Rly. - - - - -

1922-Okhamandal railway-WR-Jamnagar-Khambaliya-Gorinja-Okha MG section opened. - - - - -

1923-Important Events- - - - -

1923-Great Indian Peninsula Rly-CR-Bhusawal Marshalling yard opened - - - - -

1923-Barsi light railway-CR-Two diesel locos delivered to Barsi Light Railway by Ruten Proctor of Lincoln. - - - - -

1923-Indian Railways-IR-Total trackage at 60,540 route-km. - - - - -

1923-south indian Railway-SR-Tirunelveli-Tirechundur-61.44 km opened on 24.02.1923- - - - -

1923-BB & CI Railway-WR-Chhuchhapura to Tankhala (38.00)- - - - -

1923-Hesla-Chandil Rly-SE-this a small 9-mile long branch from Mohuda to Chandrapura was opened for traffic in 1913. Development of South Karanpura coalfields further necessitated an outlet to the south and with this object a survey for a line from Barkakana to Chandil was carried out in 1922-23. This was then in the title of 'Hesla-Chandil Railway'- - - - -

1924-Important Events- - - - -

1924-Great Indian Peninsula Rly-CR-Kurla-Chembur line open for passenger traffic- - - - -

1924-East Coast Railway-ECO -In 1924 (Rv line)the project was reviewed and it was recognised that harbour works around Visakhapatnam should be carried on simultaneously with the construction of the Railway from Parvatipuram to Raipur- - - - -

1924-Mayurbhanj Railway-ECO -Rupsa-Barapada NG line extended to Talband. - - - - -

1924-Eastern Bengal Rly-ER- Shantipur branch opened in 1924.- - - - -

1924-Indian Railways-IR-Railway finances separated from general finances in the general government budget after the first Railway 'Convention'. Railway board expanded to have a Financial Commissioner, a member in charge of ways, works, stores and projects, and a member in charge of administration, staff, and traffic.- - - - -

1924-Indian Railways-IR-Uniform system of loco classification codes based on an initial letter for the gauge comes into use. - - - - -

1924-Jodhpur Bikaner Rly-NW-Jodhpur Bikaner Rly. split into Jodhpur State Rly. and Bikaner State Rly- - - - -

1924-North western Rly-NW-Bikaner-This division was established in 1924 and it serves the states of Rajasthan, Punjab and Haryana- - - - -

1924-Bengal Nagpur Railway-SE-To feed iron ore and magnese ores to Burnpur Steel Plant Amda, (New Khurswan) -Dangoaposi line on BNR's main line built.- - - - -



INDIAN RAILWAYS TIMELINE

1924-Kathiawar State Railway-WR-Rajkot-Morvi 2'6" line of Morvi Rly. converted to MG by Kathiwar state Railway. - - - - -

1924-Jodhpur Railway-NW-1889-1924-in 1889 JBR was formed & it bifurcated on Nov 1,1924 & Jodhpur railway rebirth took place.only 9 miles were added during 1915-1924 in 10 years- - - - -

1924-Bikaner railway-NW-Bikaner state railway came in existence after bifurcation of JBR on 1st Nov 1924- - - - -

1924-Jodhpur Bikaner Rly-NW-JBR was managing 643 miles of jodhpur section of JBR,568 miles of Bikaner section of JBR & 224 miles of British section(jodhpur-Hydrabad railway)- - - - -

1924-Jodhpur Bikaner Rly-NW-By a mutual agreement ,on nov 1,1924 JBR parted in Jodhpur & Bikaner state railway- - - - -

1925-Important Events- - - - -

1925-Great Indian Peninsula Rly-CR-February 3: First electric railway operates on Harbour branch of the GIPR from Victoria Terminus to Kurla (16 km), using 1500V DC overhead traction. The section is designated as a suburban section. EMUs from Cammell Laird and Uerdingenwagonfabrik are used. In the same year electrification of VT-Bandra is also completed and EMU services begin there as well, with an elevated platform at Sandhurst Road. The GIPR suburban line is later electrified up to Kalyan. 12ft wide stock was used- - - - -

1925-Great Indian Peninsula Rly-CR-VT-Kurla section is also completely track-circuited. - - - - -

1925-Great Indian Peninsula Rly-CR-Great Indian Peninsular Railway taken over by the state on June 30- - - - -

1925-East Indian Railway -ER-East Indian Railway Company taken over by the state on January 1; . - - - - -

1925-East Indian Railway -ER-After the Government of India took over the management of EIR in 1925 it, along with GIP railway were first to be organized into divisions. Initially there were six divisions in EIR — Howrah, Asansol and Dinapore known as the lower divisions and Allahabad Lucknow and Moradabad known as the upper divisions. - - - - -

1925-East Indian Railway -ER-Asansol Division was established in 1925- - - - -

1925-Indian Railways-IR-First Railway Budget. - - - - -

1925-Indian Railways-IR-Locomotive Standards Committee adopts several IRS loco classes as standards. - - - - -

1925-Indian Railways-IR-Feb. 3: The EF/1 (later WCG-1) "crocodile" loco is introduced- - - - -

1925-Oudh & Rohilkund Rly-NE-Oudh and Rohilkund Rly. amalgamated with EIR. - - - - -

1925-Khyber Railway-PR-Khyber Railway opened from Peshawar Cantt. to Landi Kotal. - - - - -

1925-Bengal Nagpur Railway-SE-Dongoaposi to Gua(via Barajamda) extention completed- - - - -

1926-Important Events- - - - -

1926-Barsi light railway-CR-Barsi road -Latur NG (yr to be verified !911?)- - - - -

1926-Great Indian Peninsula Rly-CR-Ex-GIPR suburban line is electrified up to Kalyan. Main line electrified up to Poona and Igatpuri over the Bore and Thal Ghats (1500 V DC). - - - - -

1926-Indian Railways-IR-Order placed with Vulcan Foundry for the new classes of locos (XA, XB, XC, etc.). - - - - -

1926-Eastern Bengal Rly-NF-East Bengal State Rly.'s line to Siliguri is converted to BG. - - - - -

1926-East Indian Railway -NR-Lucknow's Charbagh Station built. Oudh & Rohilkhand Railway amalgated in EIR in 1925- - - - -

1926-Khyber Railway-PR-Khyber Railway's last section from Landi Kotal to Landi Khana, 2km short of the frontier with Afghanistan, is opened- - - - -

1926-Bengal Nagpur Railway-SE-Barajamda to Barbil & Rourkela -Birmitrapur opened- - - - -

1926-Mysore State Rly-SR-Aug. 27: Nanjangud-Chamarajanagar section 35.87 km opened, completing the link from Mysore. - - - - -

1926-south indian Railway-SR-Mayiladuturai-Thanjavur-28.94 km opened on 25.11.1926- - - - -

1926-BB & CI Railway-WR-Kalamba to Dungarda (3.40)- - - - -

1926-Delhi-Umbala-Kalka rly-NR-line was purchased by govt in april 1 ,1926 & management transferred to NWR .After partition it became part of newly formed eastern punjab rly- - - - -

1926-Kalka-Shimla Railway-NR-management of KSR was transferred to Delhi divn of NWR- - - - -

1926-Kangra Valley Rly-NR-KVR was constructed by NWR with limited guarantee from punjab govt.constn started on May 2,1926 .first sod was cut by governor of punjab- - - - -

1927-Important Events- - - - -

1927-Great Indian Peninsula Rly-CR-8-coach EMU rakes are introduced on the main line in Mumbai and 4-coach rakes on the Harbour line. - - - - -

1927-Great Indian Peninsula Rly-CR-Khandwa Station Building electrified - - - - -

1927-Barsi Light Railway-CR-NG lines: line from Barsi Road Jn. to Pandharpur is extended to Miraj; - - - - -

1927-Patiala State Monorail-IR-Patiala State Monorail stops operations. - - - - -

1927-Bengal Nagpur Railway-SE-72 mile Barkakhana-Chandil section was opened for traffic.- - - - -

1927-MSMR-SR-Hotgi-sholapur-14.89 km opened on 15.05.1927 (Gadag-sholapur total km 293.43)- - - - -



INDIAN RAILWAYS TIMELINE

1927-**Nilambur Branch-SR-Shoranur-Angadipuram** 27.99 km opened on 03.02.1927- - - - -

1927-**Nilambur Branch-SR-Anadipurcm-Vaniuyambalam**-27.46 km opened on 03.08.1927- - - - -

1927-**Nilambur Branch-SR-Vanivyambalam-Nilambur road**-11.14km opened on 20.10.1927- - - - -

1927-**south indian Railway-SR-Panban-Rameswaram road**-10.91 km opened on 15.10.1927- - - - -

1927-**south indian Railway-SR-Villupuram-vriddhachlom**-54.06 km opened on 01.12.1927- - - - -

1927-**south indian Railway-SR-Bikshandarkoin-Sriangan**-4.43 km opened on 12.12.1927- - - - -

1927-**south indian Railway-SR-Sriralgan-Golden rock**-9.09 km opened on 22.08.1927- - - - -

1927-**south indian Railway-SR-Virudunnagar-Tenkasi** -120.59 km opened on 30.06.1927- - - - -

1927-**BB & CI Railway-WR-Churchgate hq of BB & CI** was completed- - - - -

1927-**BB & CI Railway-WR-The BB&CI suburban lines** extended to Borivili and Virar. In the Bombay area tracks in some places are doubled and even tripled or quadrupled (e.g., between Bandra and Borivili). - - - - -

1927-**CIC Railway-ER-The Central India Coalfields Railway (CIC)** opened the line from Gomoh to Barkakana in 1927 and from Barkakana and Daltonganj in 1929. Later, these lines were amalgamated with EIR- - - - -

1928-**Important Events**- - - - -

1928-**Great Indian Peninsula Rly-CR-First automatic colour-light signals** in India, on GIPR's lines between Bombay VT and Byculla. - - - - -

1928-**Eastern Bengal Rly-ER-Baruipur - Lakhikantapur** section was opened in 1928.- - - - -

1928-**BB & CI Railway-IR-Sep. 1: The Frontier Mail** is flagged off from Colaba Terminus, with Peshawar as its destination. - - - - -

1928-**East Indian Railway -NR-Kanpur Central and Lucknow** stations inaugurated. - - - - -

1928-**Bahawalpur state Rly-PR-Bahawalnagar - Fort Abbas** line opened by princely state of Bahawalpur (now in Pakistan, closed in the 1990s). - - - - -

1928-**MSMR-SR-Work** begun on Madras suburban line. - - - - -

1928-**MSMR-SR-Yeshvantnagar-Sametalli**-18.89 km opened on 03.03.1928 (Hospet-Sametalli total km 109.37)- - - - -

1928-**MSMR-SR-Gudivada Bhimavaram -Gudivada**-65.34 km opened on 17.09.1928- - - - -

1928-**south indian Railway-SR-Golden Rock workshops** near Trichy set up by the South Indian Railway. - - - - -

1928-**south indian Railway-SR-Lalgudi-Biashandarkoil**-10.64 km opened on 10.03.1928- - - - -



INDIAN RAILWAYS TIMELINE

1928-south indian Railway-SR-Cuddaore jn.-Vriddhachalam -56.92 km opened on 21.06.1928- - - - -

1928-south indian Railway-SR-Tingul-pollochi-120.97 km opened on 19.11.1928- - - - -

1928-south indian Railway-SR-Madurai -botinayakanur -89.48 km opened on 20.11.1928- - - - -

1928-Southern Railway-SR-Dindigul to Pollachi- - - - -

1928-BB & CI Railway-WR-5.1.1928-The first electric train on this section was introduced in 1928 between Colaba and Andheri- - - - -

1928-BB & CI Railway-WR-Two suburban tracks of the Bombay-Borivli section are electrified, but the two mainline tracks are left for steam traction. The first batch of electric EMUs for Bombay arrive (made by British Thompson Houston / Cammell Laird). - - - - -

1928-Kangra Valley Rly-NR-Pathankot-Nagrota 110 km was built in 1.12.1928 & Nagrota-jogindernager in 1.4.1929- - - - -

1928- Nilgiri Rly-SR-1928-30-1n 1928 ,Nilgiri Rly, Number of bridges(br 34) were collapsed in severe calamity.these were restored but devastation repeated in 1930 also.2 more tunnels(4 and5) were constructed - - - - -

1928-Jodhpur Railway-NW-PARVATsar-makrana connected on aug 1,1928- - - - -

1929-Important Events- - - - -

1929-Great Indian Peninsula Rly-CR-Automatic colour-light signalling extended to the Byculla-Kurla section. - - - - -

1929-Great Indian Peninsula Rly-CR-Bombay's Victoria Terminus undergoes some reconstruction work so that it gets 14 platforms. - - - - -

1929-Great Indian Peninsula Rly-CR- Mumbai-Poona electrified.Chola Power House near Thakurli built by the GIPR for supplying power for the newly electrified Kalyan-Igatpuri-Pune section. - - - - -

1929-Great Indian Peninsula Rly-CR-Kalyan-Igatpuri-Pune section is now completely electrified, and the quadruple line between Bombay and Kalyan is also electrified. - - - - -

1929-Great Indian Peninsula Rly-CR-The Kurla car shed is opened. - - - - -

1929-Indian Railways-IR-Punjab Limited Express begins to run between Mumbai and Lahore, leaving Mumbai on Thursdays- - - - -

1929-Indian Railways-IR-Railway Board reorganized with separate members in charge of traffic and labour matters. - - - - -

1929-Indian Railways-IR-The Grand Trunk Express begins running between Peshawar and Mangalore. - - - - -



INDIAN RAILWAYS TIMELINE

1929-Indian Railways-IR-1924-1929 Railways build more than 1,000 miles of tracks each year. General period of prosperity for the railways--generous provisions are made for passenger amenities (waiting rooms, etc.)- - - - -

1929-Kangra Valley Rly-NR-NG lines: 1926-29 Kangra Valley Rly is constructed by North western railway(NWR). It was managed by eastern Punjab Railway- - - - -

1929-Hyderabad Godavari Valley Rly-SC-Kazipet-Balharshah link completed, connecting Delhi and Madras directly- - - - -

1929-MSMR-SR-Nidavaolu-Narasapur-75.52 km opened on 03.02.1929- - - - -

1929-Mysore State Rly-SR-Shimogi-Shimogi-Town-2.16km opened on 31.01.1929- - - - -

1929-Nilambur Branch-SR-Salam-Mettur Dam Branch -37.32km opened on 15.04.1929- - - - -

1929-south indian Railway-SR-Tiruchirappali jn. -putukoppai-52.69 km opened on 17.04.1929- - - - -

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1929-south indian Railway-SR-Vriddhachalam-Lalgudi-94.90 km opened on 01.02.1929- - - - -

1929-BB & CI Railway-WR-Zankhvav to Umerpada (20.60) ,Jambusar-Kavi(26.07) & NG line to Piplod opened- - - - -

1929-Burma Railways-BR-Burma Railways taken over by the state. - - - - -

1929-Indian Railways-IR-A 2' gauge diesel loco from Maffei is supplied to C K Andrew and Co. (Probably used on a plantation?) - - - - -

1929-East Indian Railway -ER-1879 – 1929 was the era of lateral spreading through branch lines and loops- - - - -

1929-Sind light Rly-NW-sind light rly was purchased by GOI on ist jan 1929 & became part of jodhpur-hydrabad railway-british section- - - - -

1930-Important Events- - - - -

1930-Great Indian Peninsula Rly-CR-June 1: The Deccan Queen begins running, hauled by a WCP-1 (No. 20024, old number EA/1 4006) and with 7 coaches, on the GIPR's newly electrified route to Poona (Pune). - - - - -

1930-Great Indian Peninsula Rly-CR-Through electric services begin on the Kalyan - Pune section. - - - - -

1930-Indian Railways-IR-1930's -Power signalling introduced; upper-quadrant semaphore signals introduced. - - - - -

1930-Indian Railways-IR-central standard office under chief controller of standardisation set up to standardise equipments used on various railwith Hq at shimla -later transferred to Lucknow as RDSO- - - - -



INDIAN RAILWAYS TIMELINE

1930-Indian Railways-IR-Axle boxes with roller bearings come into use. - - - - -

1930-Indian Railways-IR-The route of the Grand Trunk Exp. is changed to Delhi - Madras. - - - - -

1930-Indian Railways-IR-The Times (London) nominates the Frontier Mail "the most famous express train in the British empire". - - - - -

1930-NWR-IR-Two BG diesel shunters from William Beardmore in use on the North Western Railway. - - - - -

1930-North western Rly-NW-NWR procures two 420hp diesel-electric shunters from William Beardmore. - - - - -

1930-Hyderabad Godavari Valley Rly-SC-Hyderabad Godavari Valley Rly. merged into Nizam's State Rly. - - - - -

1930-Nizam's State Railway-SC-takes over Hyderabad-Godavari valley railway in 1930- - - - -

1930-Bengal Nagpur Railway-ECO-Parlakmedi-Gunupur section was opened in two portions in 1929 and 1931 by PLR- - - - -

1930-Bengal Nagpur Railway-SE-Shalimar Goods Shed on the bank of River Hooghly was in operational.- - - - -

1930-Bengal Nagpur Railway-SEC-During 1928-30-...54 mile long Anuppur – Chirimiri section was opened- - - - -

1930-MSMR-SR-Guntur -Mecheda-128.47 km opened on 15.01.1930- - - - -

1930-Mysore State Rly-SR-Shimoga-Town -Ragihosahalli-28.36 km opened on 12.04.1930- - - - -

1930-south indian Railway-SR-Putukottai-Manamadurai jn.-96.38 km opened on 01.07.1930- - - - -

1930-Tiruchchirappalli-Erode -SR-Throughgoods line near tiruchirappo-47.67 km opened on 01.04.1930- - - - -

1930-BB & CI Railway-WR-Samni to Dahej (39.28)- - - - -

1930-BB & CI Railway-WR-18th dec 1930 ,mumbai central station was opened .it was biggest stn of india at that time- - - - -

1930-Jamnagar & Dwarka Rly-WR-1930's -Experiments with railcars on the Jamnagar & Dwarka Rly. - - - - -

1931-Important Events- - - - -

1931-Central province railway-CR-NG lines: Darwha-Pusad (Central Provinces Rly; later GIPR). - - - - -

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1931-Great Indian Peninsula Rly-CR-Bhusawal Station Building electrified- - - - -



INDIAN RAILWAYS TIMELINE

1931-East Coast Railway-ECO -Construction of Raipur - Vizianagaram line was vigorous in 1929 and 1930. The line was completed in December 1931. During this period Visakhapatnam Port was also developed along with reclamation of a big chunk of land. 20th December, 1931, marked the completion of the project with the opening of the last leg-76 mile long Titlagarh - Theruvali section- - - - -

1931-Indian Railways-IR-More than 700 stations have interlocking by now. - - - - -

1931-Indian Railways-IR-Total trackage in India at about 43,000 miles. Hardly any new construction until after World War II. - - - - -

1931-Jodhpur Railway-NW-Samdari - Raniwara section opens as the first phase of a rail connection between Jodhpur-Bikaner and Gujarat(later section extended to Bhildi & Mehsana). Phalodi - Jodhpur section opens. - - - - -

1931-MSMR-SR-Madras MG suburban railway line completed. ((April 2?) May 11: Tambaram-Beach has electric traction). The first MG EMU service- - - - -

1931-MSMR-SR-washermentpet-Basin road-1.80 km opened on 16.02.1931- - - - -

1931-Mysore State Rly-SR-Ragihosahalli-Arasalu-12.33 km opened on 25.05.1931- - - - -

1931-south indian Railway-SR-Salem town -chillasalen-81.98 km opened on 03.02.1931- - - - -

1931-south indian Railway-SR-Chinnoselam jn.-Vridhachalam-51.64 km opened on 17.08.1931- - - - -

1931-south indian Railway-SR-Through goods line near tiruchchirappalli 2.56 km opened on 01.04.1931- - - - -

1931-south indian Railway-SR-Chakai-Trivandrunm central-5.51 km opened on 04.11.1931 (from shencottai-trivandrunm central total km 157.14)- - - - -

1931-MSMR-SR-The YCG-1 DC MG locos are introduced in the Madras area- - - - -

1931-Parlakimedi Light Rly-ECO-From 1924-25, for five consecutive years, the net profit exceeded five per cent. This induced the Raja to make further extensions of his line to Gunupur, 31 miles west of Parlakimedi. Parlakimedi-Gunupur section was opened in two portions in 1929 and 1931.Line worked by BNR- - - - -

1932-Important Events- - - - -

1932-central Chord railway-ER-In 1932, the Calcutta Chord Railway constructed the link from Dum Dum to Dankuni over the Willingdon Bridge- - - - -

1932-Nushki Extension Rly-PR-Nok Kundi - Zahidan section of Nushki Extension Rly. is closed. - - - - -

1932-MSMR-SR-MSMR's workshops at Perambur split into the Carriage and Wagon Workshops and the Locomotive Workshops. - - - - -



INDIAN RAILWAYS TIMELINE

1932-south indian Railway-SR-Pollachi -palghat -54.83 km opened on 01.04.1932- - - - -

1932-Indian Railways-SR-Olavakkot(PGT) to Palght (PGTN) converted to Mixed Gauge.- - - - -

1932-Gwalior Light Railways-WR-NG lines: Agar-Ujjain (Gwalior Light Rlys.) - - - - -

1932-Mewar Darbar-NW-Mewar state railway opened mavli-kankroli-khambkighat in 1932- - - - -

1933-Important Events- - - - -

1933-KanpurTram-Tram-May 16: Kanpur trams stop operating. - - - - -

1933-Eastern Bengal Rly-NF-Kaunia-Dharlla MG lines north of the Brahmaputra are extended to Rangapara- - - - -

1933-NorthEast Frontier Rly-NF-The portion of the section from Rangiya - Rangapara North - Tezpur was constructed by the British between 1894 to 1933- - - - -

1933-Bengal Nagpur Railway-SE-The development of Vizag Port by Bengal Nagpur Railway was completed.- - - - -

1933-Bengal Nagpur Railway-SE-The Visakhapatnam Port was officially declared open by His Excellency Lord Willington, the then Viceroy and Governor General of India.- - - - -

1934-Important Events- - - - -

1934-MSMR-SR-Shoranur-Cochin line converted to BG. - - - - -

1934-Mysore State Rly-SR-Arasalu-anandapuram-15.43 km opened on 30.04.1934- - - - -

1935-Important Events- - - - -

1935-Indian Railways- - - - -

1935-North western Rly-NW-NWR procures two 1200hp diesel-electric locos from Armstrong-Whitworth with the intention of using them for a new Bombay-Karachi route. They were deployed on the Karachi-Lahore mail route, but then were withdrawn soon afterwards, having manifested many problems as they were not designed for Indian conditions. - - - - -

1935-Jodhpur Railway-PR-Jhudo-pithoro section for british govt opened on jun1 ,1935- - - - -

1936-Important Events- - - - -

1936-Bhavnagar Tramways -WR-NG lines: Bhavnagar-Talaja section of Bhavnagar Tramways. - - - - -

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1936-Great Indian Peninsula Rly-CR-Air-conditioning introduced in some (first-class) passenger coaches. Matunga workshops manufacture 5 air-conditioned coaches, the first such to be made locally. - - - - -

1936-Indian Railways-IR-Indian Railway Committee under Sir Ralph Wedgwood constituted to look into the position of the state-owned railways and how to improve their finances - - - - -



INDIAN RAILWAYS TIMELINE

1936-Jodhpur Railway-NW-Jodhpur Rly. acquires two Drewry railcars, one for the Maharaja and the other an inspection car. - - - - -

1936-Jodhpur Railway-NW-Mavli-Marwar MG line opened. - - - - -

1936-south indian Railway-SR-Agastiyampolli-Point calinere-8.67 km opened on 20.01.1936- - - - -

1936-BB & CI Railway-WR-BBCI obtains one diesel shunter from Armstrong Whitworth. - - - - -

1936-BB & CI Railway-WR-17.8.1936-Borivli-Virar electrification complete. The two mainline tracks on the Bombay-Borivli section are also electrified. - - - - -

1936-Mewar Darbar-NW-MARWAR JN TO KHAMBLIGHAT opened jointly by mewar state rly & jodhpur railway- - - - -

1937-Important Events- - - - -

1937-Indian Railways-IR-The infamous Bihta accident, in which the excessive oscillations of an XB class loco caused the derailment of the Punjab-Howrah mail, killing 154 persons. - - - - -

1937-Indian Railways-IR-The post of Minister for Transport and Communications is created; the Minister was a civil servant, and could decide on matters dealt with by the Railway Board. Railway board placed under ministry- - - - -

1937-Indian Railways-IR-Wedgwood Committee makes recommendations for public relations, advertising, etc. which until then had been neglected. Also recommends faster and more reliable passenger services and expansion of freight activities, for the railways to compete with road transport. - - - - -

1937-Indian Railways-IR-1929-1937 Railways (like everything else!) hit by the 1929 Wall Street Crash and the ensuing global depression; severe economy measures undertaken like banning of recruitment.- - - - -

1937-BB & CI Railway-WR-May 1: The Flying Queen (predecessor of Flying Ranee) is introduced between Bombay and Surat, hauled by an H class 4-6-0 and making her run in 4 hours. - - - - -

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1937-Burma Railways-BR-Burma Railways was part of Indian Railways till its separation in 1937- - - - -

1937-Nepal Jaynagar-Janakpur Rly-EC-NG lines: In Nepal, the Nepal Jaynagar-Janakpur Rly. opens. - - - - -

1938-Important Events- - - - -

1938-East Coast Railway-ECO -The foundation stone for extension of the hotel building at Puri was laid on 3rd March 1938 and the extensions were completed on 11th September 1938 by an enterprising railway engineer- - - - -

1938-Mysore State Rly-SR-Anandapuram-Sagara-26.28 km opened on 11.03.1938- - - - -



INDIAN RAILWAYS TIMELINE

1938-MSMR-SW-All lines of the MSMR in Mysore state which were managed by SMR are taken over by the Mysore Darbar. - - - - -

1938-Bhavnagar Tramways -WR-NG lines: Bhavnagar Tramways line extended from Talaja to Mahura. - - - - -

1938- Nilgiri Rly-SR-Company separate account was maintained from 1908-1938 .It was a profit making company till 1929-30 .- - - - -

1939-Important Events- - - - -

1939-Great Indian Peninsula Rly-IR-The power systems of the Chola Power House and the Tata Hydroelectric plant are combined for supplying traction power to Bombay-area suburban trains as well as for long-distance trains across the ghats. - - - - -

1939-Indian Railways-IR-World War II. Railways under strain again. Locomotives, wagons, and track material are taken from India to the middle East; 28 branch lines were completely cannibalized for this. Railway workshops are used to manufacture shells and other military equipment. The entire railway system is in poor shape by the end of the war. - - - - -

1939-Assam Bengal Railway-NF-1939-40 Guwahati-Tinsukia was relaid with 60 pound rails- - - - -

1939-Bikaner railway-NW-A light railcar built at Bikaner is used on the minor lines around there. - - - - -

1939-Nizam's State Railway-SC-Diesel railcars from Ganz are tried out on the Nizam's State Railways. - - - - -

1939-Mettupalayam Branch-SR-Vellalore road-Nanjundapuram-1.59 km opened on 01.10.1939- - - - -

1940-Important Events- - - - -

1940-Indian Railways-IR-All-steel BG coaches manufactured for the first time in India. - - - - -

1940-Indian Railways-IR-1940's -Neale's Ball Token Instruments come into use. - - - - -

1940-Indian Railways-IR-1940's -Large numbers of American and Canadian locos are imported (AWD, CWD, along with AWC, AWE, and MAWD classes). - - - - -

1940-Jodhpur Railway-NW-Jodhpur-Phalodi section extended to Pokharan on 27 July 1940- - - - -

1940-Mysore State Rly-SR-Sagar-Talguppa-15.300 km opened on 10.11.1940 (Shimoga-Talguppa total km -99.86)- - - - -

1940-Jamnagar & Dwarka Rly-wr-The Jamnagar and Dwarka Railway procures a single MG diesel loco for its Saurashtra Passenger service, from Brookville. - - - - -

1941-Important Events- - - - -



INDIAN RAILWAYS TIMELINE

1941-Indian Railways-IR-The 'Following Trains' system of train working is introduced as an emergency measure in some areas out of necessity because of wartime requirements. - - - - -

1941-Bengal Doars Rly-NF-jan 1941 BDR amalgated in EBR- - - - -

1941-south indian Railway-SR-Nanjundapuram Block station -Coimbatore jn.-3.77 km opened on 10.07.1941- - - - -

1941-Southern Railway-SR-Hosur-Dharmapuri NG line decommissioned. - - - - -

1942-Important Events- - - - -

1942-Assam Bengal Railway-NF-1.1.1942 management transferred to govt of india & amalgated with state managed Eastern Bengal railway and designated as Bengal Assam railway- - - - -

1942-Assam Railway -NF-Assam Railway was formed on 01.01.1942 . EBR and ABR were merged to form the Bengal and Assam Railway (B & A Rly.) with head quarter in 3 Koilaghat Street, Calcutta, presently the Old Koilaghat Office of Eastern Railway- - - - -

1942-Bengal Assam railway-NF-1.1.1942 formed by amalgation of ABR & EBR .Badly affected in world war 2 during 1942-45 & then again in partisan in 1947- - - - -

1942-sind peshin state RLY-PR-July 11: A flash flood washes out portions of the tracks on the Chappar Rift of the Sind Peshin State Railway (now in Pakistan), and through running never resumes on this line. - - - - -

1942-South Indian Railway -SR-Short link Near Shoranur-0.81km opened on 12.11.1942- - - - -

1942-Indian Railways-IR-Most of the remaining large railway companies are taken over by the state. - - - - -

1942-Nushki Extension Rly-PR-Nok Kundi - Zahidan section of the Nushki Extension Rly. is re-opened. - - - - -

1942-Kangra Valley Rly-NR-Nagrota-Jogindernagar was dismantelled in 1942 as pway material was sent to England for war & again opened in 15.4.1954 by Lal Bahadur Shastri MR.- - - - -

1943-Important Events- - - - -

1943-Bengal &NorthWestern-NE-Bengal and North-Western Railway is taken over by the state, after being merged with the Rohilkund and Kumaon Rly., the Mashrak-Thane Extension Rly., the Lucknow-Bareilly Rly., and the Tirhut Rly. The new railway is known as the Oudh and Tirhut Rly- - - - -

1943-calcutta tram way-Tram-The opening of the Howrah bridge in February allows the Calcutta routes of trams to be connected to the Howrah routes; total system is at 67km. - - - - -

1943-Jodhpur Railway-NW-By 1943, all lines of sind light railway were purchased by Govt & made part of Jodhpur -hyderabad Railway (British section)- - - - -

1944-Important Events- - - - -



INDIAN RAILWAYS TIMELINE

1944-Eastern Railway-IR-Regrouping was first conceived in 1904 and by 1944 all company-managed railways were taken over by the state. After World War II, railways were divided into three territorial divisions, namely Western, Eastern and Southern. Eastern division consisted of East Indian Railway, Oudh & Rohilkund Railway, Bengal & North Western Railway, Rohilkund & Kumaon Railway, Assam Bengal Railway, Bengal Nagpur railway and East Bengal Railway.-----

1944-Bengal Nagpur Railway-SE-The management of Bengal Nagpur Railway was taken by Government of India on 1st oct 1944.Raipur-Dhamtari Branch was the first Narrow Gauge line of Bengal Nagpur Railway.-----

1944-MSMR-SR-April: MSMR merged with the lines worked by the SIR company, and taken over by the state-----

1944- Nilgiri Rly-SR-SIR contract was terminated on march 31,1944 & working Including Nilgiri Rly was taken over by Govt-----

1945-Important Events-----

1945-Indian Railways-IR-Indian Railway Standards renamed Indian Government Railway Standards. Locomotive classification codes updated to include diesels and electrics.-----

1945-Indian Railways-IR-Tata Engineering and Locomotive Co. (TELCO) formed as a company. -----

1945-Indian Railways-IR-1944-45 Fifteen diesel locos from GE supplied by USATC and deployed on WR, among the first diesel locos to be successfully used in many locations in India. Most of these were classified as WDS-1. -----

1945-NWR-PR-Apr. 1: Jacobabad-Kashmore line taken over by state (now in Pakistan). -----

1945-BB & CI Railway-WR-Bandra station has the country's first all-electric interlocking. -----

1946-Important Events-----

1946-East Indian Railway-EC - Dhanbad Div. The Division was initially created as a transportation sub-division of Asansol Division in 1946. A full-fledged independent division became functional in 1963. -----

1946-Indian Railways-IR-16 prototypes of the new WP class Pacifics ordered. -----

1946-monorail-WR-A Skelton system monorail (locomotive with rubber tires guided by a rail, and wagons carried on the rail with outrigger wheels for stability) is installed for the 18km section from Bhanvad to Khambalia in Gujarat, powered by a modified diesel loco. -----

1947-Important Events-----

1947-Indian Railways-IR-During 1853-1947 ,india imported 14400 locomotive from Britain & 3000 from other countries -----

1947-Indian Railways-IR-Independence/Partition. Two big systems, Bengal Assam Railway and North Western Railway are no longer in India (these included the workshops of Saidpur and Mogulpura, respectively). Some 2955 route-km of NWR became the East Punjab Railway in India, leaving 8070km in the then West Pakistan. Part of the Jodhpur Railway also went to West Pakistan. Much of the Bengal Assam Railway went to the then East Pakistan (now Bangladesh). Exchanging assets and staff dislocates all normal work, as does the large-scale movement of people between India and Pakistan. - - - - -

1947-Indian Railways-IR-railways had only 388 km of electrified track in india at the time of independence- - - - -

1947-Eastern Railway-ER-the B & A Rly. was split up between India and Pakistan. The truncated B & A Rly had interchange points at Ranaghat and Bongaon with the newly created Pakistan Eastern Railway (PER). This part of B & A Rly. was constituted into a separate division of the present ER called Sealdah division and Calcutta station later renamed as Sealdah station.- - - - -

1947-Indian Railways-IR-TELCO starts production of boilers. - - - - -

1947-Indian Railways-IR-There are 42 separate railway systems, including 32 lines owned by the former Indian princely states. - - - - -

1947-Indian Railways-IR-Traffic from and to Jammu & Kashmir which used to be through Lahore (via Rawalpindi and Jammu) now had to go directly to Delhi. - - - - -

1947-Indian Railways-IR-Traffic patterns change drastically. Instead of Karachi to northern India, now all traffic is from Bombay. - - - - -

1947-Indian Railways-IR-Baldwin supplies the first batch of prototypes of the WP class locos (classified WP/P). - - - - -

1947-Assam Railway-NF-Assam Railway is cut off from the rest of the Indian system on account of partition of india- - - - -

1947-Assam Rail link project-NF-Sardar Karnail singh was selected in Nov 1947 to head the project & was given blank cheque by govt in matter of finance & picking project team- - - - -

1947-Coochbehar state Rly-NF-CBSR became part of Assam railway in 1947- - - - -

1947-east punjab railway-NR-EPR was formed with balance 2955 km of old NWR transferred to Pakistan railway- - - - -

1947-PR-PR-Apr. 1: Mandra-Bhaun line taken over by state (now in Pakistan). - - - - -

1947-BB & CI Railway-WR-Dec. 19: 56 EMU coaches ordered for Bombay suburban system from Metropolitan Cammell. - - - - -

1947-Eastern Railway-ER-EIR in its attempt to share the joy also faced the post independence trauma of separation. On the other hand, it got appended by the truncated Sealdah division of B & A Railway having interchange points with East Pakistan (presently Bangladesh) at Bongaon and



INDIAN RAILWAYS TIMELINE

Ranaghat. Kanchrapara Workshop, Loco sheds at Calcutta and Chitpur and Stores depot at Halisahar became part of EIR. - - - - -

1948-Important Events- - - - -

1948-Indian Railways-IR-Calcutta time is discontinued and Indian Standard Time (introduced in 1906) is observed everywhere in the country. - - - - -

1948-DHR-NF- In 1948 the Darjeeling - Himalayan Railway was also taken over by the Government of India and merged with Assam Railways- - - - -

1948-Jodhpur Bikaner Rly-PR-Hyderabad lines of the Jodhpur-Bikaner Rly. west of Jodhpur transferred to Pakistan Western Rly. on Aug. 1. 1948- - - - -

1948-Saurashtra Rly-WR-Bhavnagar State Rly., Kathiawar State Rly., Jamnagar & Dwarka Rly., Gondal Rly., and Morvi Rly. all merged into Saurashtra Rly. - - - - -

1948-Indian Railways-IR-100 WG class 2-8-2 locos ordered from North British, the start of this very successful class in India. - - - - -

1948-Eastern Railway-ER-an exclusively third class express train named 'Janta Express' on 1st October 1948 which initially ran between Patna and Delhi but was extended upto Howrah in 1949. this was the first Janta Express train of the country- - - - -

1948-Assam Rail link project-NF-To establish an all India rail route, the construction of the Assam Rail Link between Kishanganj and Fakiragram, 142 miles long project was started on a war footing on 26th January, 1948 and completed and opened in December 1949 within a record time. The first passenger train run on January 26, 1950.- - - - -

1948-Indian Railways-IR-Indian railway decided for wider passenger coach 11'8" instead of 10 ft wide.- - - - -

1948-Jodhpur Railway-NW-Rail line of JR in Pakistan were taken over by NWR on July 31, 1948 which means that for one year after independence, Jodhpur Railway continue to work in Pakistan maintaining a vital link for refugee to migrate from one country to other.- - - - -

1948-Indian Railways-IR-doubling of Itarsi-Bhopal & Lucknow- Bareilly planned- - - - -

1949-Important Events- - - - -

1949-CLW-CLW-CLW established in West Bengal at Mihijam later known as Chitranjan- - - - -

1949-Indian Railways-IR-Railway Board adopts all-steel construction for coaches as the new standard. An initial agreement is signed with the Swiss Car and Elevator Co. of Schlieren-Zurich, Switzerland, which eventually led to the establishment of the Integral Coach Factory at Perambur. - - - - -

1949-Indian Railways-IR-In 1948-49, there were 21 railways including 13 class I (9 operated by govt), 4 class II & 4 class III- - - - -



INDIAN RAILWAYS TIMELINE

1949-Indian Railways-IR-Several diesel locos with mechanical transmissions obtained to work services in arid areas of Saurashtra (supplied by Fowler). - - - - -

1949-Indian Railways-IR-YP prototypes in trial runs. - - - - -

1949-Jodhpur Bikaner Rly-NW-Jodhpur-Bikaner Rly. taken over by the government of the state of Rajasthan. - - - - -

1949-BB & CI Railway-WR-The Gaekwar's Baroda State Railway is merged into the BB & CI Rly. - - - - -
-

1949-Indian Railways-IR-first pay commission put severe strain on Railway finance as budget deficit rose to Rs 5.2 cr- - - - -

1949-Indian Railways-IR-world war II,partition of India ,civil disturbance in Punjab ,Agression in kasmir & police action in Hyderabad confronted railways problems of unprecedented Nature- - - - -

1950-Important Events- - - - -

1950-Indian Railways-IR- - - - -

1950-Great Indian Peninsula Rly-CR-Kurla-Mankhurd section of CR Harbour electrified.- - - - -

1950-Indian Railways-IR-Several Janata Express ("People's Express") trains are introduced, with only third-class(present 2nd class) accommodation. - - - - -

1950-Indian Railways-IR-Railway coaches production (10 a month) begins at Hindustan Aeronautics Ltd., Bangalore. These are all-metal coaches made with indigenous components. - - - - -
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1950-Assam Rail link project-NF-Assam Rail Link finished, re-connecting Assam Railways with the rest of the Indian system wholly through Indian territory: 229 km meter-gauge line built within 2 years. Link opened to passenger traffic on Jan 26, 1950: Republic Day. For this link, the Kishanganj branch of the Darjeeling Himalayan Railway was taken over and converted to MG and connected to the NER network at Barsoi. The Teesta Valley Line was taken over for MG (until Sivok), but the rest of it was devastated by floods and closed. The link spanned the Teesta, Torsha, and Sankosh rivers. - - - - -

1950-Assam Rail link project-NF-1948-50-kishanganj-naxalbari 31.7.1948,naxalbadi-newbagrakot-26.1.1950,madarihat-hashimara-25.12.1949,alipurdwar-fakiragram-26.1.1950 are date of opening of ARL section- - - - -

1950-Assam Rail link project-NF-The Assam Rail Link project also saw the first use of pre-stressed reinforced concrete in railway construction in India. - - - - -

1950-BB & CI Railway-WR-Nov. 1: Flying Ranee introduced (resurrection of the Flying Queen from 1938). - - - - -

1950-CLW-CLW-production of steam engine at CLW started- - - - -



INDIAN RAILWAYS TIMELINE

1950-Indian Railways-IR-Central advisory committee of railway approves the regrouping of Railways into 6 zonal system.It envisaged complete central control on national rail transport from april 1 ,1950- - - -

1950-Parlakimedi Light Rly-ECO-This line(Parlakhmedi-Gunupur)became an integral part of the BNR system and was taken over by the Government of India with effect from 1st February 1950- - -

1950-Jodhpur Railway-NW-april 1,1950 JR was transferred to govt of Rajsthan & amalgated in NR from april 14,1952- - - -

1950-Great Indian Peninsula Rly-IR-partial doubling of Delhi-Mathura & Budhni-Barkheda section of GIP railway .Baroda-ADI & Annand-Barejadi doubling sanctioned on BB&CI- - - -

1951-Important Events- - - - -

1951-Central Railway-CR-New batch of 30 EMUs from Metropolitan Cammell arrive at Bombay for CR. - - - -

1951-Great Indian Peninsula Rly-CR-One track between Kurla and Mankhurd is opened for suburban steam service, although the section was electrified the previous year. - - - -

1951-Great Indian Peninsula Rly-CR-Widening of the route and re-spacing of the double lines (from 3.65m to 4.72m) on the Bhere and Thull (Thal) ghat sections completed for running wider stock. This work was started in 1945 &completed in 1951 at a cost of Rs 2 cr- - - -

1951-Indian Railways-IR-Southern ,western & central railway were formed by regrouping of various railway in the area- - - -

1951-Indian Railways-IR-The post of Chief Commissioner of Railways is abolished; the Railway Board now adopts the practice of making the seniormost member Chairman of the board. The Chairman did not have overriding powers as the Chief Commissioner did; but the Chairman and Financial Commissioner could together override the rest of the Board. - - - -

1951- Southern Railway-SR-Zonal grouping of IR begun. SR is created on April 14, CR and WR on Nov. 5 Southern Railway is the first Railway Zone to be created in independent India. It was created on April 14, 1951 by merging three state railways namely Madras and Southern Mahratta Railway, the South Indian Railway, and the Mysore State Railwa. Its original headquarters was in Tiruchirappalli and was registered as a company in London only in 1890- - - -

1951-calcutta tram way-Tram-The government of West Bengal enters into an agreement with the Calcutta Tramways Co. to take over many of its administrative functions, and to reserve the right to purchase the entire system in the future with 2 years' notice. - - - -

1951-western railway-WR-On 5th November 1951, Western Railway with its HQ at Bombay came into existence after merging of BB & CI Railway with the other State Railways.- - - -

1951-Indian Railways-IR-(1951-1953) New Metro-Cammell EMU units for Bombay suburban trains have air brakes with the Westinghouse twin pipe system.- - - -



INDIAN RAILWAYS TIMELINE

1951-Indian Railways-IR-About 388 km of trackage is electrified (Bombay and Madras suburban lines) out of a total of about 55,000 km. - - - - -

1951- Nilgiri Rly-SR-Nilgiri Railway became part of Southern Railway wef april 14 ,1951- - - - -

1952-Important Events- - - - -

1952-Central Railway-CR-Kurla-Mankhurd suburban trains switch to electric traction. - - - - -

1952-Indian Railways-IR-TELCO begins production of YG locomotives. - - - - -

1952-Southern Railway-SR-Dec. 24: Construction of Ernakulam-Quilon MG line begins. - - - - -

1952-Southern Railway-SR-Aranthangi-Karaikkudi-26miles(50 km)opened on Mar'52- - - - -

1952-Western Railway-WR-Kandla-Deesa MG line completed connecting the rail network to the Kandla port. - - - - -

1952-Eastern Railway-ER-(NR, ER, and NER zones created on April 14.) Eastern Railway was formed on 14th April, 1952 by integration of the East Indian Railway consisting of Sealdah, Howrah, Asansol and Danapur Divisions and the entire Bengal – Nagpur Railway.Lko ,Moradabad & Allahabad divn of EIR were taken away & grouped with NR- - - - -

1952-Indian Railways-IR-SR,WR &NER were having district system ,central & northern railway had divisional system,EIR portion of ER has divisional system where as BNR part had district system- - - - -

1952-Indian Railways-IR-Department seeking to ensure uniformity in all imperial narrow gauge systems. - - - - -

1952-Indian Railways-IR-Fans and lights mandated for all compartments in all classes of passenger accommodation, although this is not implemented for many years. - - - - -

1952-Indian Railways-IR-NR ,ER,NER were formed .railway staff college at vadodara was also set up(31 jan 1952)- - - - -

1952-North eastern Rly-NE-NER was formed on 14 apr 1952 by amalgating assam railway ,oudh tirthut rly &fatehgarh district of BB & CI (achnera-kanpur)- - - - -

1952-Northern Railway-NR-Mukerian-Pathankot line (25.8 miles) on NR opened to traffic. - - - - -

1952-Bengal Nagpur Railway-SE-BNR maintained its identity till 14 apr 1952 before it was merged in Eastern Railway- - - - -

1952-Central Railway-cr-Airbarke were used first time in EMU on 28th april 1952- - - - -

1953-Important Events- - - - -

1953-Eastern Railway-ER-Howrah-Bandel-Burdwan electrification work commences (3kV DC). - - - - -

1953-Southern Railway-SR-Irugar-Comvatore Diversion (B.G)-15.02 KM opened in jan 53- - - - -



INDIAN RAILWAYS TIMELINE

1953-Western Railway-WR-Bandra-Andheri mainline tracks electrified on 15 april 1953. - - - - -

1953-Western Railway-WR-Nadiad to Pij (6.84)- - - - -

1953-Indian Railways-IR-ICF was established in Madras for production of coaches- - - - -

1954-Important Events- - - - -

1954-Indian Railways-CR-Following SNCF's success with 25kV AC traction in France, IR begins to study the possibility of AC traction and ways of avoiding ill-effects of locomotive loads on the public electricity grids. - - - - -

1954-Central Railway-CR-Khandwa-Hingoli MG section is sanctioned for connecting north south MG system- - - - -

1954-Indian Railways-IR-(Oct.) Railway Board reorganized, with the Chairman made responsible for all technical and policy matters with the status of a Secretary to the Government of India. One more member was added to the Board. - - - - -

1954-Indian Railways-IR-Sleeping accommodation is introduced in 3rd class coaches. - - - - -

1954-Northern railway-PR-Through service resumes between Amritsar and Lahore. Zafarabad-Sultanpur section dismantled during the war is restored. - - - - -

1954-Indian Railways-IR-The EM/1 (later WCM-1) class of 3000V DC locos is introduced. - - - - -

1954-Eastern Railway-ER-3000 v DC in Howrah-Bardwan & Tarkeswar-sherampalli - - - - -

1954-Western Railway-WR-First main line diesel engine produced by North British Locomotive co) introduced on Palanpur-kandla MG line in 1954 .These DY class loco were names as YDM-1- - - - -

1955-Important Events- - - - -

1955-East Coast Railway -ECO -East Coast Railway is merged in BNR- - - - -

1955-Eastern Railway-ER-August 1: South-Eastern Railway carved out of ER. - - - - -

1955-Martin & co-ER- NG-Baraset-Basirhat section of Martin's Light Railways is closed- - - - -

1955-McLeod's Light Railway-ER-Kalighat-Falta line of McLeod's Light Railways CLOSED- - - - -

1955-Indian Railways-IR-First-class abolished, and 2nd, Inter, and 3rd classes are renamed 1st, 2nd, and 3rd classes, respectively. - - - - -

1955-ICF-ICF-Integral Coach Factory set up at Perambur, with the help of Swiss Car and Elevator Manufacturing Co. (Switzerland).First coach was produced on 2nd oct 1955- - - - -

1955-Indian Railways-IR-Indian Railway institute for advance track tecnology started at pune (later renamed as IRICEN)- - - - -



INDIAN RAILWAYS TIMELINE

1955-South eastern railway-SE-Eastern Railway split to form a new South-Eastern Railway. New Eastern Railway comprises the portion of the old East Indian Railway up to Moghalsarai. South-Eastern comprises the old Bengal-Nagpur Railway. - - - - -

1955-Indian Railways-IR-Fiat supplies a dozen MG railcars (YRD1, coupled in pairs). - - - - -

1955-Indian Railways-IR-June 16: 18 EMU shells, underframes, and bogies ordered from Metropolitan Cammell for CR's suburban services.- - - - -

1955-Indian Railways-IR-WL class locos supplied by Vulcan Foundry. - - - - -

1955-Indian Railways-IR-YDM-1, ZDM-1, and NDM-1 diesel locos are brought into use. - - - - -

1955-South eastern railway-SE-The BengalNagpur Railway was separated from the combined East Zone on 1.8.1955 & Named as South eastern Railway- - - - -

1955-South eastern railway-SE -August 1: South-Eastern Railway carved out of ER. - - - - -

1955-South eastern railway-SE - the portion of BNR stretching from Howrah to Visakhapatnam in the South, Howrah to Nagpur in the Central area and upto Katni in the North Central Region were seperated from Eastern Railway and formed as "South Eastern Railway" with effect from 1st August 1955- - - - -

1955-Western Railway-WR-Andheri-Borivili section electrified. - - - - -

1955-South eastern railway-SE-1st Aug 1955 ,south eastern railway with old BNR jurisdiction was again created- - - - -

1956-Important Events- - - - -

1956-DLW-DLW-foundation stone of DLW was laid in Banaras- - - - -

1956-Central Railway-CR-Suburban Train Overcrowding Enquiry Commission presents its report with suggestions on improvements to Bombay suburban services. - - - - -

1956-Indian Railways-IR-Divisional system of administration set up or planned for the various regional railways. - - - - -

1956-Indian Railways-IR-Passenger fares standardized at 30 paise, 16 paise, 9 paise and 5 paise per mile for 1st, 2nd, Inter, and 3rd class, respectively. (Platform tickets are 2 annas each.) - - - - -

1956-Indian Railways-IR-Railway Board expanded with posts of five Additional Members, of the status of General Managers, who were to deal with the extra work arising from the Second Five-Year Plan. - - - - -

1956-Indian Railways-IR-Suri transmission developed at RDSO by MM Suri. This is hailed all over the world & revolutionised diesel traction.- - - - -

1956-Indian Railways-IR-The EM/2 (later WCM-2) class of 3000V DC locos is introduced. - - - - -



INDIAN RAILWAYS TIMELINE

1956-Indian Railways-IR-The first fully air-conditioned train is introduced between Howrah and Delhi (predecessor of the Poorva Exp.). Another fully air-conditioned train (the first that is vestibuled) is introduced later between Delhi and Bombay Central. A "buffet-cum-cinema" car is introduced in the Janata Exp. between Kanpur and Jha Jha. Third-class passengers are permitted to use the dining car earlier reserved for higher classes of travel. - - - - -

1956-ICF-ICF-The first seven coaches (third-class seating coaches) assembled from imported shells and other components roll out from ICF in February. On August 14, the first all-indigenous steel-bodied integral design coach rolls out from ICF. - - - - -

1956-Indian Railways-IR-New Italian-made EMU introduced for the Madras Beach - Tambaram suburban line. - - - - -

1956-Southern Railway-SC- The Grand Trunk Express derails at Mahboobnagar in Andhra Pradesh and kills 112. - - - - -

1956-South eastern railway-SE-The Visakhapatnam Port was managed by Bengal Nagpur Railway till October 1956.- - - - -

1956-Southern Railway-SR- Madras-Tuticorin express plunges into river when when bridge at Ariyalur (Tamil Nadu) is washed away in floods; 156 are killed. Railway Minister Lal Bahadur Shastri resigns accepting moral responsibility.- - - - -

1956-Southern Railway-SR-ERNAKULAM to KOTAYAM(MG)- - - - -

1956-Southern Railway-SR-Ollavakkot(Palghat) Division was formed in August 1956- - - - -

1956-Southern Railway-SR-a) Ernakulam-Kottayam -59.91 km opened on 17.10.56- - - - -

1956-South western Railway-SW-Hubli –divn of SWR started functioning from 31.10.1956- - - - -

1956-Western Railway-WR-Gandhidham-Kandla MG line opened to traffic. - - - - -

1956-Western Railway-WR-Sep. 1: India's first Route-Relay Interlocking set up at Churchgate - Marine Lines (WR). - - - - -

1956-Western Railway-WR-Bhavnagar division was formally inaugurated on 15.8.1956. - - - - -

1956-Western Railway-WR-BARODA DIVISION" came into existence in the year 1956- - - - -

1956-Western Railway-WR-Ratlam Division of Western Railway came into existence on 15th August 1956 - - - - -

1956-Western Railway-WR-Originally railway system of entire saurastra region was under Gondal region with three district having hq at Jamnagar ,Junagarh & Gondal .consequent upon divisionalisation,two division were formed on 1.8.1956 with Rajkot & Bhavanager as their hq- - - - -

1956-Indian Railways-IR-SNCF delegation proposes 25kV AC traction for IR. - - - - -

1957-Important Events- - - - -



INDIAN RAILWAYS TIMELINE

1957-Central Railway-CR-Bhusawal Yard remodeling work started - - - - -

1957-Eastern Railway-ER-Prime Minister Jawaharlal Nehru inaugurated the first electric train from Howrah to Sheoraphuli (DC traction)- - - - -

1957-Eastern Railway-ER-Dec. 14: Electrification of main line from Howrah proceeds to Bandel. - - - - -
- -

1957-Indian Railways-IR-All-India numbering scheme introduced for locomotives. - - - - -

1957-Indian Railways-IR-Following a decision to adopt 25kV AC traction, SNCF are chosen as technical consultants for the electrification projects. An organization called the Main Line Electrification Project -- which later became the Railway Electrification Project and still later the Central Organization for Railway Electrification -- is established. Burdwan-Mughalsarai via the Grand Chord is electrified, the first 25kV AC traction section. Tatanagar-Rourkela on the Howrah-Bombay route is chosen as the next route to be electrified at 25kV AC. - - - - -

1957-Indian Railways-IR-Indian Railways Institute of Signal Engineering and Telecommunications established at Secunderabad. - - - - -

1957-Indian Railways-IR-Research, Designs, and Standards Organization (RDSO) of IR formed. - - - - -
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1957-Indian Railways-IR-The EM/3 (later WCM-3) class of 3000V DC locos is introduced. - - - - -

1957-Indian Railways-IR-Trial runs of BG diesel locos (WDM-1). - - - - -

1957-Indian Railways-IR-Railway Protection Force is constituted. - - - - -

1957-Southern Railway-SC-Aug. 23: Gudur-Renigunta BG section opened to traffic. - - - - -

1957-Eastern Railway-ER-Nov. 30: Electrification of Sheoraphulli--Tarakeshwar branch of Eastern Railway completed (142 km, on the 3000 V DC system). - - - - -

1957-Important Events- - - - -

1957-Western Railway-WR-9 jun 1957 new building of churchgate station is inaugurated by sri jagjivan ram MR.Building completed in 7 months- - - - -

1958-Eastern Railway-ER-Electrification of Howrah--Burdwan Main Line section complete(3000 v DC to 25 kv ac). - - - - -

1958-Indian Railways-IR-Karnail Singh Fuel Committee recommends a mix of 50% electric traction, 25% diesel, and 25% steam until 1975. - - - - -

1958-Indian Railways-IR-A coach washing machine is procured for the EMU carshed at Bombay Central. - - - - -

1958-Indian Railways-IR-The ubiquitous F/1 class steam locos are withdrawn from service. - - - - -



INDIAN RAILWAYS TIMELINE

1958-Indian Railways-IR-WCM-2 and WCM-3 locos are converted to run on 1500V DC instead of 3000V DC as ER electrification is changed to 25kV AC FROM 300DC . - - - - -

1958-Indian Railways-IR-WDM-1 class BG diesel locos (100 of them) are imported from Alco (US), and most were homed at Chakradharpur, for use around Tatanagar, Rourkela, Burnpur. - - - - -

1958-NorthEast Frontier Rly-NF-Construction of Saraighat Bridge, the first rail-cum-road bridge over river Brahmaputra was started on January1958- - - - -

1958-South eastern railway-SE-Bhillai-Dallijahara line was opened for traffic.- - - - -

1958-Southern Railway-SR-Jan.: Ernakulam-Quilon MG section opened. - - - - -

1958-Southern Railway-SR-b) Kottayam-Quilon-95.47 km opened on 06.01.58- - - - -

1958-Southern Railway-SR-Arakkonam-Chitteri-7.69 km opened on 15.08.58- - - - -

1958-Southern Railway-SR-Signal and Telecom Workshops established at Podanur. - - - - -

1958-Eastern Railway-ER-1954-58Electrification of suburban tracks around Calcutta (Sealdah-North, Sealdah-South sections) covering 347 km completed with the 25 kV AC system. Several DC sections converted to AC in the Madras and Calcutta areas. The Igatpuri-Bhusaval section is partially electrified (Igatpuri to Nandgaon). Total electrified route km about 2,400. - - - - -

1958-NorthEast Frontier Rly-NF-January 15: North-Eastern Railway splits to form a new Northeast Frontier Railway. - - - - -

1958-Western Railway-WR-Samdari-Raniwara section extended to Bhildi .bhildi-Raniwara opened on oct 1,1958 openng a alternate route from jodhpur to ahmadabad.- - - - -

1959-Important Events- - - - -

1959-Eastern Railway-ER-Rajendra Pul (bridge) across the Ganga at Mokameh opened on 1st may 1959 by PM (8 month ahead of schedule); this connects the MG North-Eastern Railway to the BG network of Eastern Railway with access to the Calcutta Port. River Brahmaputra is bridged at Pandu. - - - - -

1959-Indian Railways-IR-post of Member Mechanical was created in railway Board- - - - -

1959-Indian Railways-IR-The Permanent Way Training School is set up (later to become IRICEN) on 21st March1959. - - - - -

1959-Indian Railways-IR-First steam loco designed and built entirely by CLW (WT class, "Chittaranjan" was the first one). - - - - -

1959-Indian Railways-IR-WAM-1 locos from Kraus-Maffei, Alsthom, Krupp, Brugeoise et Nivelles, and SFAC are brought into service. (Aug. 1: First WAM-1, "Jagjivan Ram" is commissioned.)- - - - -

1959-Indian Railways-IR-Fans and lights finally become standard fixtures in all passenger coaches, including Third Class. - - - - -



INDIAN RAILWAYS TIMELINE

1959-South eastern railway-SE-Bhilai Steel Plant was built and inaugurated by Dr.Rajendra Prasad, President of India. The steel plant was situated between Durg and Raipur on S.E.Railway's main stream.- - - - -

1959-South eastern railway-SE-December 15: The first scheduled train runs using 25kV AC traction -- Kendposi-Rajkharswan on SER. [?? Some sources say this section was energized on Aug 11, 1960.] - - - - -

1959-Western Railway-WR-1958-59 Godhra - Piplod section Doubling completed- - - - -

1960-Important Events- - - - -

1960-Eastern Railway-ER-Sealdah Division, Asansol-Gomoh-Gaya is electrified at about this time (dates uncertain). - - - - -

1960-Indian Railways-IR-In the early 1960's, IR begins replacing copper wiring and electrical equipment with aluminium. - - - - -

1960-NorthEast Frontier Rly-NF-foundation stone for Brahmaputra bridge at saraighat was laid at on 10th jan 1960 by prime minister jawahar Lal Nehru- - - - -

1960-South eastern railway-SE-First 25 KV section of Indian railway Rajkharswan -Dangoaposi (75 km)section opened on 11.8.1960.- - - - -

1960-Central Railway-SC-The Khandwa-Hingoli section is completed on 1 nov 1960 for goods traffic, which for the first time links the MG networks in northern and southern India, going across the Tapti and Purna rivers and the Satpura and Melghat ranges. The section is open only for goods traffic at first (on November 1). - - - - -

1960-South eastern railway-SE-Ranchi-Kotshila was converted into BG- - - - -

1960-South eastern railway-SE-Also in the early 1960's, vestibuling of long-distance coaches became widespread.- - - - -

1960-South eastern railway-SE-The Dandakaranya-Bolangir-Kiriburu Railway Project was set up under a General manager for constn of Bimalagarh-Kiriburu 62km ,Sambalpur _Titlagarh 182 km & Bailadilla mines at kirandul-Kottavalssa 447 km. - - - - -

1960-South eastern railway-SE-Bondamunda to Barsuan(via Bimalgarh) line completed- - - - -

1960-Southern Railway-SR-Some time in the 1960's, the Salem-Bangalore MG line is opened on the alignment of the former Hosur-Dharmapuri NG line which was decommissioned in 1941. - - - - -

1960-Southern Railway-SR-Vepagulta-Puttur-6.95 km opened on 17.01.60- - - - -

1960-Western Railway-WR-Surat ot Utran doubling completed- - - - -

1960-Western Railway-WR-1959-60 Piplod -Dahod - Ratlam section Doubling completed- - - - -

1961-Important Events- - - - -



INDIAN RAILWAYS TIMELINE

1961-Central Railway-CR-Khandwa-Hingoli MG section is opened connecting MG of southern & Northern MG system - - - - -

1961-Indian Railways-IR-introduction of 2 tier sitting cum sleeper coach was approved - - - - -

1961-CLW-CLW-CLW starts producing 1500 V DC electric locos. The first one is "Lokmanya" (a WCM-5), commissioned on October 14. - - - - -

1961-DLW-DLW-Diesel Loco Works (DLW), Varanasi, is set up - - - - -

1961-Indian Railways-IR-Jamalpur Workshops begin producing rail cranes and electric arc furnaces. - - - - -

1961-Indian Railways-IR-Kunzru Committee investigating level-crossing accidents and other mishaps issues many recommendations for improving safety. - - - - -

1961-Southern Railway-SR-Vinnamangalam-Tripattur-20.99 km opened on 17.03.61- - - - -

1962-Important Events- - - - -

1962-Central Railway-CR-Bhusawal Central Railway Zonal Training School setup - - - - -

1962-East Coast Railway-ECO -constitute the existing South Eastern Railway and Waltair division was formed as part of the South Eastern Railway in October 1962 with Palasa-Visakhapatnam(M.L.) single line line, Raipur-Vizianagaram (RV) single line and Bolangir-Titlagarh(single line). - - - - -

1962-Eastern Railway-ER-Electrification reaches Mughalsarai from Gaya at about this time (dates uncertain). - - - - -

1962-Eastern Railway-ER-Jamalpur workshops begin producing 'Jamalpur jacks' - - - - -

1962-DLW-DLW-First MG diesels from DLW. First Diesel-hydraulic shunters from TELCO. - - - - -

1962-Indian Railways-IR-Golden Rock workshops begin manufacturing wagons. - - - - -

1962-Indian Railways-IR-ICF begins production of self-propelled units (EMUs) - initially only trailer coaches. - - - - -

1962-Indian Railways-IR-Initial order of WDM-2 locos reaches India (supplied by Alco). - - - - -

1962-NorthEast Frontier Rly-NF-Rangaparanorth-lakhimpur line was opened in June 1962- - - - -

1962-NorthEast Frontier Rly-NF-Siliguri connected to New Jalpaiguri. - - - - -

1962-South eastern railway-SE-Foundation stone of Cuttack-Paradip line was laid by the then Prime Minister, Late Jawarlal Nehru.- - - - -

1962-Southern Railway-SR-Mukundarayapuram-Latteri-24.83 km opened on 30.09.62- - - - -

1962-Southern Railway-SR-Chitteri-Mukundardarccpuram-36.07 km opened on 30.09.62- - - - -



INDIAN RAILWAYS TIMELINE

1962-DelhiTram-Tram-Delhi trams stop operating. - - - - -

1962-Western Railway-WR-1960-62 Ratlam - Nagda section Doubling completed- - - - -

1962-NorthEast Frontier Rly-NF-The line beyond Rangapara North upto Murkongselek was constructed after the Chinese war of 1962.- - - - -

1962-NorthEast Frontier Rly-NF-Saraighat Bridge across the Brahmaputra near Amingaon is completed, connecting the two parts of the MG network in Assam to the north and south of the river. - - - - -

1962-Eastern Railway-ER-Bukhtiarapur-Bihar line of Martin's Light Railway taken over by IR and under conversion to BG. - - - - -

1963-CLW-CLW-Mar. 12: CLW also builds its first WP class loco. - - - - -

1963-Central Railway-CR-Bhusawal Yard first remodeling completed - - - - -

1963-Central Railway-CR-All 8-car rakes in Mumbai converted to 9-car rakes, the standard formation for a long time thereafter. - - - - -

1963-East Coast Railway-ECO - Sambalpur - Titlagarh built in 1963 by DBK.- - - - -

1963-South eastern railway-ECO -April: Sambalpur-Titlagarh and Bimalgarh-Kiriburu lines opened, facilitating movement of ore from mines at Kiriburu. - - - - -

1963-Indian Railways-IR-Early experiments carried out to test the feasibility of 140km/h and 160km/h running for passenger trains. - - - - -

1963-CLW-CLW-CLW starts producing 25 kV AC electric locos.Nov. 16: The first one is "Bidhan" (a WAG-1), the first entirely India-built electric loco. - - - - -

1963-DLW-DLW-December: Alco personnel at DLW to train local staff. - - - - -

1963-ICF-ICF-ICF begins producing MG coaches and EMU production is enhanced to include motor coaches- - - - -

1963-Indian Railways-IR-Sahai Committee investigates the benefits of electrification and concludes that with the prices of diesel and electricity at that time, the break-even point where electrification was worthwhile was at 6.9 million tonne km per route km a year. - - - - -

1963-South eastern railway-SE-Bimalgarh-KiriburuThis line was constructed under the famous Dandakaranya - Balangir - Kiriburu Railway project and was opened for traffic on 1st April, 1963- - - - -

1963-South eastern railway-SE-Bondamunda to kiriburu opened- - - - -

1963-Southern Railway-SR-a) Virudunagr-Aruppukotti-22.66 km opened on 01.09.63- - - - -

1963-Southern Railway-SR-Arakkonan-Ponpad-19.80 km opened on 19.02.63- - - - -

1964-Important Events- - - - -



INDIAN RAILWAYS TIMELINE

1964-CLW-CLW- CLW starts manufacturing traction motors (MG-1580 model). - - - - -

1964-Central Railway-CR-Diva-Panvel line opened. - - - - -

1964-Central Railway-CR-Kalyan-Kasara/Karjat section switches to using 6-car rakes from 4-car rakes. - - - - -

1964-Indian Railways-IR-Railway Board gets a post of Additional Member for vigilance. - - - - -

1964-DLW-DLW-Jan.: Diesel Locomotive Works starts production of WDM-2 locos, about 40 every year at first. The first 12 are assembled from kits supplied by Alco, and thereafter production is with mostly indigenous components. The first one from DLW is "Lal Bahadur Shastri", commissioned in January. - - - - -

1964-South eastern railway-SE-15 narrow gauge diesel ZDM-2 imported from Germany & based in Motibag shed for Satpura lines- - - - -

1964-Indian Railways-IR-Taj Express from New Delhi to Agra is introduced to allow tourists to visit Agra and return to New Delhi the same day. Running at 105km/h it brought down the travel time on this route to 2h 35m. It is hauled by a WP locomotive. - - - - -

1964-South eastern railway-SE-For the transportation of bulk raw materials for Bokaro Steel Plant, Durg-Bokaro section was opened for traffic.- - - - -

1964-Southern Railway-SR-All 107 span of Pamban bridge linking Rameswaram to Mainland was washed away by tidal wave on dec23 ,1964 .however traffic was restored in9 week by replacing old bridge by New one & Rameshwaram was again connected- - - - -

1964-Southern Railway-SR-Dec 23: Boat Mail at Dhanushkodi is washed away by large waves in a cyclone and 150 or more passengers are drowned. The official death count was about 128, but the number of unreserved passengers could not be determined. - - - - -

1964-southern Railway-SR-Punalur-Quilon-45.52 km opened on 01.06.1964- - - - -

1964-Southern Railway-SR-b) arruppukottai-manamadurai -43.89 km opened on 02.05.64- - - - -

1964-Southern Railway-SR-Ponpodi-Vepagunta-16.16 km opened on 26.08.64- - - - -

1964-Southern Railway-SR-Latteri-vinnamaanga-52.20 km opened on 11.09.64 &Tiruvottiyur-Gummicondi-38.27 km opened on 10.64- - - - -

1964-bombay tram -Tram-March 31: Bombay trams stop operating. - - - - -

1964-Eastern Railway-ER-Dhanbad Division was formed in 1964, Mughulsarai Division in 1975 and Malda Division in 1984 as part of ER.- - - - -

1964-Eastern Railway-ER-A new line from Garhwa Road to Chopan and Chunar, with a branch to Singrauli was constructed by Northern Railway and handed over to ER. These sections became part of Dhanbad Division- - - - -

1964-Central Railway-KR-Diva-panvel line opened in OCT,1964. - - - - -

1965-Important Events- - - - -

1965-Eastern Railway-ER-Asansol-Bareilly Passenger is the first long-distance train on ER hauled by an AC loco. - - - - -

1965-Indian Railways-IR-Fast freight services ("Super Express") are introduced on several routes, especially those linking the four major metropolitan centres, and other important cities such as Ahmedabad and Bangalore. - - - - -

1965-Indian Railways-IR-inter class coaches(called second class as distinct from third class)were introduced in 1965 with cushioned two tier sleeping arrangements, non ac,with superior sound and heat insulation etc.However, passenger reaction was lukewarm as the fare was more than the third class 3 tier sleeper- - - - -

1965-Indian Railways-IR-Howrah-Madras mail is the first one dieselized on SER (has a WDM-1). - - - - -

1965-Indian Railways-IR-The Southern Express (21 Dn/22 Up) train is introduced between New Delhi and Madras. - - - - -

1965-NorthEast Frontier Rly-NF-The section upto North Lakhimpur was opened in 1965- - - - -

1965-Southern Railway-SR-Pudi Renigunta-9.56 km opened on 15.04.65 & Morroppur-Bommid-22.74 km opened on 10.65- - - - -

1965-Southern Railway-SR-Madras-Tambaram-Villupuram is converted from 1.5kV DC traction to 25kV AC traction, as is the Madras Beach - Tambaram suburban section. The mainline tracks between Madras and Tambaram are also electrified (25kV AC). - - - - -

1965-Western Railway-WR-1964-65 Ujjain - Maksi section Doubling completed- - - - -

1966-Important Events- - - - -

1966-Central Railway-KR-in Apr,1966 , Panvel-Apta line is opened & no activity for next 2 decades.- - - - -

1966-Central Railway-CR-Deccan Queen gets a new ICF rake of anti-telescopic coaches. - - - - -

1966-Central Railway-CR-Panvel-Apta line opened. - - - - -

1966-South eastern railway-ECO -May: Kirandul-Kottavalasa line completed, allowing ore from the Bailadilla iron mines (and Bachel) near Kirandul to be brought to the east coast and connecting to the main rail network near Waltair. This is the highest broad-gauge line in the world and sees some of the heaviest freight loads of IR. - - - - -

1966-South Eastern railway-ECO -Talcher-cuttack-paradeep--It is a part of Sambalpur - Talcher link (174.112 kms). The construction of a new port at paradeep was completed in 1966 - - - - -

1966-Eastern Railway-ER-Ahmadpur-Katwa and Burdwan-Katwa lines of McLeod's Light Railways transferred to ER.- - - - -



INDIAN RAILWAYS TIMELINE

1966-Indian Railways-IR-(Late 1960s) Long-welded rail (LWR) is introduced in many areas. - - - - -

1966-NorthEast Frontier Rly-NF-The importance of Rangiya as a railway junction increased with the construction of the Rangapara-Murkongselek railway line in 1966- - - - -

1966-South Central Railway -SC-Oct. 2: South-Central Railway formed from portions of Southern Railway (Vijayawada, Guntakal, Hubli divisions) , South Central Railway was formed on 2nd October, 1966 as the 9th zone of the Indian Railways- - - - -

1966-Southern Railway-SR-Brindavan Exp. is dieselized. Flying Raneer is now the fastest medium-haul train (Bombay Central - Surat). - - - - -

1966-Southern Railway-SR-Puttur-Pudi-13.69 km opened on 06.02.66- - - - -

1966-Western Railway-WR-First containerized freight services started, between Bombay and Ahmedabad. - - - - -

1967-Important Events- - - - -

1967-Central Railway-CR-CR runs its first superfast goods train from Wadi Bunder to Itarsi (the "Freight Chief"). - - - - -

1967-Eastern Railway-ER-August: Conversion of Howrah-Burdwan main line and Tarakeswar branch near Calcutta from 3000V DC to 25kV AC finished. - - - - -

1967-Indian Railways-IR-use of PSC sleeper started on Indian Railway- - - - -

1967-Indian Railways-IR-In December 1967 a container service was introduced between Carnac Bunder and New Delhi with road.- - - - -

1967-Indian Railways-IR-Ajanta Exp. (Kacheguda - Manmad), the fastest MG train in India with an average speed of 42.5 km/h. - - - - -

1967-Indian Railways-IR-Bombay-Delhi containerized freight services introduced. - - - - -

1967-CLW-CLW-CLW begins work on production of diesel locos, starting with the WDS-4 class shunters. - - - - -

1967-DLW-DLW-First diesel loco with Indian equipment rolls out of DLW. WDS-5 shunters from Alco are introduced. - - - - -

1967-Indian Railways-IR-Second-class sleeper coaches for select trains (GT Exp., Frontier Mail, Howrah-Madras Mail, Bombay-Madras Exp., Delhi-Lucknow Mail, etc.). - - - - -

1967-Northern Railway-NR-Pokharan-Jaisalmer line 106 km constructed within a year of sanction .first material train ran on 15th aug 1967.- - - - -

1967-PR-PR-Pakistan Rlys. transfers the permanent way assets from Mirjawa to Zahidan, on the former Nushki Extension Rly., to Iranian Rlys. - - - - -



INDIAN RAILWAYS TIMELINE

1967-South eastern railway-SE-Bankura-Damodar River line of McLeod's Light Railways transferred to SER. - - - - -

1967-South eastern railway-SE-Bokaro Steel Plant was set up with Soviet Collaboration.- - - - -

1967-South eastern railway-SE-South Eastern Railway took over Bankura Domodar River line.- - - - -
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1967-Southern Railway-SR-a) Salem-Dhermapuri-67.40 km opened on 01.06.67 b.Bommiti-Danishpet-19.38 km opened on 11.04.67 c.Danishpet-Thinnappatti-6.99 km opened on 11.04.67 d.Thinnappatti-Salem-16.72 km opened on 06.11.67- - - - -

1967-calcutta tram way-Tram-Jul. 19: Calcutta Tramways Co. is taken over by the government of West Bengal. (Assets vested with government in 1976.) - - - - -

1967-Western Railway-WR-Diesel Loco Shed created at Ratlam. - - - - -

1968-CLW-CLW-Jan. 6: CLW's first diesel-hydraulic (WDS-4) shunter. - - - - -

1968-Central Railway-CR-Dadar Terminus inaugurated. (First train out is the Dadar-Nagpur Exp. hauled by a WCM4; other trains using this station are Poona Passenger and Poona Exp.) - - - - -

1968-Central Railway-CR-Punjab Mail dieselized between Igatpuri and Jhansi. - - - - -

1968-Central Railway-CR-Signaling arrangements from "Semaphore Two aspect Lower Quadrant" (TALQ) to "Multi Aspect Colour Light Signalling" (MACLS) for Igatpuri – Bhusawal section commissioned (July) Bhusawal Electric loco shed came into existence - - - - -

1968-South Eastern railway-ECO -Cuttack-Paradip line was inaugurated(to be verified 1973?)- - - - -

1968-Indian Railways-IR-The White paper presented in March 1968 on condition of Railway- - - - -

1968-ICF-ICF-ICF begins production of DC EMUs. - - - - -

1968-Indian Railways-IR-A,C. Deluxe Express services will be introduced also between Madras and Howrah, Howrah and Bombay V.T. (via Nagpur) and Bombay V.T. and Madras.- - - - -

1968-Indian Railways-IR-Private goods consolidating agents are permitted to operate, thus allowing all manner of goods to be transported by standardized containers. - - - - -

1968-Indian Railways-IR-State of signalling: 2 route-relay interlocking systems in use, and 4 panel interlocking systems. - - - - -

1968-Northern Railway-NC-Allahabad / Kanpur - Mughalsarai section gets electric traction (AC). - - - - -

1968-Northern Railway-NR-Saharanpur- shahdara NG was converted in Broad Gauge- - - - -

1968-Northern Railway-NW-Pokharan-Jaisalmer link built in the aftermath of the '65 hostilities with Pakistan. - - - - -

1968-Western Railway-NW-Lakheri-Bayana section is doubled. - - - - -



INDIAN RAILWAYS TIMELINE

1968-South eastern railway-SE-Panskura-Durgachak section was opened for traffic.-----

1968-Southern Railway-SR-Mavelipalayam-sankoridurg-5.02 km opened on 03.68 ,salem-DcDonald's Cnoultry-20.68 km opened on 03.68 ,Cauver-erode-6.06 km opened on 12.68 ,Sankaridurg-Canuvery-16.74 km opened on 12.68.-----

1968-Western Railway-WR-Charni Road to Grant Road DOUBLING-----

1968-DLW-DLW-Nov.: First indigenous MG diesel loco (YDM-4 "Hubli") from DLW.-----

1969-CLW-CLW-The very successful WDS-4B shunters are introduced by CLW.-----

1969-Central Railway-CR-Igatpuri - Bhusawal section electrified with 25KV AC Traction-----

1969-Eastern Railway-ER-March 3: Howrah -- New Delhi Rajdhani Express begins running, covering the 1441 km distance in 17 hrs 20 min (was previously 24 hours). Max. speed of 120 km/h with technical halts at Kanpur, Mughalsarai, and Gomoh.-----

1969-Indian Railways-IR-Rajdhani Express had its maiden run from Howrah on 3rd March, 1969 as a bi-weekly train between Howrah and New Delhi-----

1969-Indian Railways-IR-Total of about 3,500 route km electrified. Howrah-Kharagpur section electrification is complete, as is the Igatpuri-Bhusawal section.-----

1969-Indian Railways-IR-Golconda Exp. introduced between Vijayawada and Secunderabad as the fastest steam-hauled train in the country. Average speed is 58 km/h.-----

1969-Indian Railways-IR-Bombay-Madras Exp. (11 Dn / 12 Up) is dieselized between Poona and Madras.-----

1969-Central Railway-KR-Railway Minister Panampilly Govinda Menon makes the first proposal for a 'West Coast Railway' -- the idea for what eventually became the Konkan Railway -- although this is not acted upon.-----

1969-North eastern Rly-NE-Divisional system introduced for NER. Lucknow Division of North Eastern Railway was created on 1st May 1969.Samstipur divn is also started-----

1969-Western Railway-NW-Sep.: Jhund-Kandla BG line 233 km at a cost of 16.03 cr opened, providing a BG connection to now expanded major port of Kandla.-----

1969-Southern Railway-SR-Salem-Bangalore MG section completed. b) Dharmapur-Yesvantpur-158.58 km opened on 14.01.69c)Yesvantpur-bangalore -5.33 km opened on 14.01.69-----

1969-Southern Railway-SR-Mcdonalds chouti-Mavelipalaiyan-12.43 km opened on 17.01.69-----

1969-Southern Railway-SR-Golden Rock Workshop begins operation overhauling diesel locos.-----

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1969-Southern Railway-SR-Madras - Tambaram suburban section gets a Centralized Traffic Control center at Egmore.-----

1969-metro railway-SR-Metropolitan Transport Project division set up to look into the problem of urban transit in Calcutta. - - - - -

1969-NorthEast Frontier Rly-NF-Katihar division was established on May Day, 1969- - - - -

1969-Eastern Railway-ER-Rajdhani Express had its maiden run from Howrah on 3rd March, 1969 as a bi-weekly train between Howrah and New Delhi. Eastern Railway thus had the distinction of running the most prestigious train of the country for the first time. Presently this train runs on all seven days a week—6 days via Dhanbad and one day via Patna- - - - -

1970-Important Events- - - - -

1970-Indian Railways-IR-CLW produces its first WAM-4 locos. - - - - -

1970-South eastern railway-SE-1 Up / 2 Dn Bombay-Howrah Mail via Nagpur is dieselized; it is hauled by an electric loco between Howrah and Rourkela and between Igatpuri and Bombay. - - - - -

1970-CLW-CLW-June 30: The last WG is manufactured by CLW (WG 10560 Antim Sitara).- - - - -

1970-Northern Railway-NR-Shahdara-Saharanpur line of Martin's Light Railways closed. - - - - -

1970-PR-PR-Across the border, Pakistan's first electric services begin on June 25 (Lahore-Khanewal, 268km). - - - - -

1970-calcutta tram way-Tram-Oct. : One line of the Howrah network of the Calcutta trams is closed. - - - - -

1970-Indian Railways-IR-First corporate plan for 15 yr (1970-1985) was drawn- - - - -

1971-Important Events- - - - -

1971-CLW-CLW-CLW begins production of TAO-659 traction motors. - - - - -

1971-CLW-CLW-WCG-2 and WCAM-1 design prototypes are tested. - - - - -

1971-Eastern Railway-ER-Farakka railway bridge (one of the longest prestressed concrete bridges) is opened and the Assam Mail is routed through it, reducing its running time by five hours. - - - - -

1971-Indian Railways-IR-Gauge Conversion policy is Formulated for Indian Railways in 1971- - - - -

1971-Indian Railways-IR-Suri and Nayar begin production of diesel locos. - - - - -

1971-Indian Railways-IR-The Permanent Way Training School becomes the IR Institute for Advanced Track Technology. - - - - -

1971-Northern Railway-NR-Pathankot - Jammu Tawi section opened (construction of parts of this began in 1965 after the war with Pakistan). - - - - -

1971-South eastern railway-SE-Jan 1: Howrah-Amta, Howrah-Sheokhala sections of Martin's Light Railway closed. - - - - -



INDIAN RAILWAYS TIMELINE

1971-Southern Railway-SR-Gummidipundi-Gudur 89.98 km opened on 12.71- - - - -

1971-Calcutta tram way-Tram-Dec. : Second line of the Howrah network of the Calcutta trams is closed. - - - - -

1971-Indian Railways-IR-7 oct 1971-foundation stone of national rail Museum was laid by president sri VV Giri- - - - -

1972-Important Events- - - - -

1972-CLW-CLW-Feb. 5: CLW's last steam loco, YG 3573. Further steam loco production stopped- - - - -

1972-Central Railway-CR-Bhusawal Electric Loco shed started functioning - - - - -

1972-Eastern Railway-ER-Liluah workshops stop manufacturing coaches. - - - - -

1972-Indian Railways-IR-Railway Board gets a post of Additional Member for electrical engineering. - - - - -

1972-Kolmetro-Metro-29 dec-Calcutta Metro construction work begins . Project was sanctioned in June 1972- - - - -

1972-PR-PR-Petrol trams in Karachi (Pakistan) cease to operate. - - - - -

1972-South Central Railway -SC-Rail Nilayam, Secunderabad, the Land Mark Building housing Zonal Head quarters Office of South Central Railway was inaugurated with ground floor to third floor in the year 1968 and fully completed in the year 1972- - - - -

1972-Southern Railway-SR-A)Malgalore -Perambur-24.00 km opened on oct 72- - - - -

1972-Western Railway-WR-May 17: The Bombay Rajdhani begins service, hauled by a WDM2. The trip takes 19 hours and 5 minutes. - - - - -

1972-Western Railway-WR-1971-72 IR extends some operations for the military into Pakistan, during the India-Pakistan war, from the Barmer area of Rajasthan, using the Munabao - Khokraphar MG route. - - - - -

1972-Northern Railway-NR-Electrification from Howrah reaches Tundla (near Agra).- - - - -

1972-Northern Railway-NR-Jammu was connected with Pathankot- - - - -

1973-Important Events- - - - -

1973-Kangra Valley Rly-NR-Jawanwala shahr to Guler was dismantled in 11.4.73 & again opened in 29.12.76 slight altered alignment because of PONG dam in area- - - - -

1973-North Eastern Railway-EC-Second JJ Exp. was introduced between Delhi and Samastipur on 31st oct flagged by LN Mishra- - - - -

1973-South eastern railway-ECO -Cuttack-Paradip line was inaugurated ,Cuttack-Paradip line was opened for traffic.- - - - -

1973-CLW-CLW-CLW stop production of steam loco .last loco in Antim Sitara(WG-10560 manufactured in 1970)- - - - -

1973-Southern Railway-SR-Jan. 26: Jayanti Janata Express introduced between New Delhi and Ernakulam/Mangalore, the first "classless" (all coaches second-class) train. Halt at JJ. Halts - Agra Cant, Jhansi, Bhopal, Itarsi, Nagpur, Balharshah, Dornakal, Vijayawada, Gudur, Renigunta, Jollarpetai, Salem, Erode, Podanur, Olavakkot (now Palakkad), Shoranur (bifurcation) , Trichur, Alwaye, Ernakulam (terminus), Calicut, Cannanore, Kasaragod, Mangalore (terminus .train had library & public address system .- - - - -

1973-Southern Railway-SR-Dosampatti-Moripp 15.27 km opened on 01.73- - - - -

1973-calcutta tram way-Tram-Dec. : Third line of the Howrah network of the Calcutta trams is closed. Total trackage now at 62km.- - - - -

1974-Important Events- - - - -

1974-CLW-CLW-CLW begins work on production of dual-power WCAM-1 locos. - - - - -

1974-Indian Railways-IR-May 3: A total strike by railway workers including the All India Railwaymen's Federation (led by its president at the time, George Fernandes, later Union Minister for Railways) paralyzes IR completely; tens of thousands are jailed (some sources say 28,000, others put the number as high as 70,000). This event was among the factors that led to the imposition of a state of emergency in India by then Prime Minister Indira Gandhi in June 1975. - - - - -

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1974-Indian Railways-IR-Third-class accommodation abolished . - - - - -

1974-RITES-PSU-RITES formed for research and consultancy services. - - - - -

1974-Indian Railways-IR-(Mid-1970s) IRS standards for rails are laid down (52kg/m for BG, 75lb/yd for MG). - - - - -

1974-North eastern Rly-NE-Barauni - Samastipur - Muzaffarpur BG line. - - - - -

1974-NorthEast Frontier Rly-NF-15.8.1947 to the opening of Farraka Barrage, Maniharighat-Katihar branch line played a significant role in providing rail linkage between North Bihar, North Bengal and Assam with Calcutta through a "Ferry Service" between Maniharighat and Sahebganj.- - - - -

1974-South Central Railway -SC-II Godavari Rail Cum Road Bridge was commissioned by his Excellency the President of India, Shri Fakhruddin Ali Ahmed on 20-11-1974- - - - -

1974-South Central Railway -SC-The Wagon Workshop, Guntupalli was inaugurated in the year 1974.- - - - -

1974-Southern Railway-SR-Madukkaria-Kangikee 28.38 km opened on 11.74,Tirupettur-Dasampett 31.64 km opened on 02.74,Podanur-Madukkara-9.66 km opened on 11.74,Kanjacod-Palgna-13.64 km opened on 11.74- - - - -

1975-Important Events- - - - -

1975-CLW-CLW-Jan. 30: First dual-system electric loco (WCAM-1 class) from CLW, "Vallabh", is commissioned. - - - - -

1975-Indian Railways-IR-Railway Board gets a post of Additional Member for health.- - - - -

1975-Northern Railway-NR-Charbagh Workshop of NR takes on diesel loco maintenance. - - - - -

1975-Southern Railway-SR-Nov.: Ernakulam-Quilon MG line converted to BG. Alwaya-Ernakulam 19.00 km opened on 04.75- - - - -

1975-Western Railway-WR-June: Bombay's Churchgate station is the first to be provided with a special 50Hz AC supply unit to keep its station clocks accurately set; the clocks' error dropped to about 1 second in 8 days. - - - - -

1975-Western Railway-WR-Gandhinagar--Amadabad 33.40 km is opened via khodiyar- - - - -

1975-South Central Railway -SC-The first Plassur Quick Relaying System (PQRS) for mechanized laying of track was introduced in the year 1975- - - - -

1975-DLW-DLW-February: The first of the widely used WDS-6 class shunters from DLW. - - - - -

1975-DLW-DLW-First export order for IR -- DLW sends some YDM4 units to Tanzania. - - - - -

1975-Eastern Railway-ER-Moughalsarai divn formed- - - - -

1976-Important Events- - - - -

1976-IRCON-PSU-IRCON formed as a separate organization from RITES, for railway construction projects overseas. - - - - -

1976-South Central Railway -SC- Hyderabad–New Delhi Andhra Pradesh (Super fast) Express was introduced on 03-10-1976- - - - -

1976-Eastern Railway-ER-Aug. 5: Entire Howrah-Delhi trunk route is electrified. - - - - -

1976-DLW-DLW-Jan. : IR wins its first export contract, for the supply of 15 YDM locomotives (to be built in DLW, Varanasi) to Tanzania. - - - - -

1976-Indian Railways-IR-Smoking is banned in Mumbai suburban trains. - - - - -

1976-Indian Railways-IR-The Samjhauta Express begins running between India and Pakistan. Freight trains also begin running between the two countries. The rail link agreement for these trains is valid for 3 years (and later periodically renewed). - - - - -

1976-South Central Railway -SC-First Route Relay Inter locking (RRI) system of South Central Railway was commissioned in January 1976 at Vijayawada Station- - - - -

1976-South eastern railway-SE-S E R introduced EMU train services between Panskura & Haldia.- - - - -



INDIAN RAILWAYS TIMELINE

1976-Southern Railway-SR-Hassan-Sakleshpur -42.00 km opened on May 76 .Erode-Uttukuli-37.85 km opened on 12.76- - - - -

1976-Southern Railway-SR-Sep. 13: Trivandrum-Ernakulam BG converted line opened to traffic. - - - - -

1976-Southern Railway-SR-Tamilnadu Express introduced. - - - - -

1976-calcutta tram way-Tram-Nov. 8 : All assets of the Calcutta Tramway Co. are now vested with the government of West Bengal. - - - - -

1976-Eastern Railway-ER-(August) Electrification reaches New Delhi, making the New Dehli - Howrah route the first trunk route to be completely electrified (AC traction).- - - - -

1977-Important Events- - - - -

1977-Indian Railways-IR-Delhi-Howrah line electrified & opened- - - - -

1977-Indian Railways-IR-(Late 1970s) Concrete sleepers come into use in mass scale. - - - - -

1977-DLW-DLW-DLW manufactures prototype of high-speed bogie rated for 170km/h service. - - - - -

1977-Indian Railways-IR-Feb. 1: National Rail Museum opened at New Delhi. - - - - -

1977-DLW-DLW-March: DLW's 1000th locomotive. - - - - -

1977-South Central Railway -SC-Guntakal division of SR made part of SCR, and Solapur division of SCR made part of CR (Oct. 2: Pune - Shahabad is transferred from SCR to CR; Shahabad - Wadi is transferred in 1978. Daund and Kurduwadi sheds now under CR.)- - - - -

1977-South eastern railway-SE-Jhakupura-Daitari line was opened for traffic.- - - - -

1977-Southern Railway-SR-Mangalore-Subrahmanya road-92.00 km opened on Feb 77- - - - -

1977-Southern Railway-SR-Uttukull-Kugur-46.22 km opened on Aug 77- - - - -

1977-Indian Railways-IR-First train at a glance was published by Indian Railway- - - - -

1978-Important Events- - - - -

1978-Central Railway-CR-March 1: Shahabad - Wadi transferred from SCR to CR. - - - - -

1978-Indian Railways-IR-many classless superfast like Gitanjali,Himgir express were introduced .2nd class was provided with cushion seats- - - - -

1978-Indian Railways-IR-Raj Committee revisits the issue of the economics of electrification; since electricity costs had risen faster than diesel prices, the break-even point for electrification to be viable was now at 30 million gross tonne km per route km a year. - - - - -

1978-Indian Railways-IR-Two prototype extra-long coaches with 78 berths in three tier sleeper arrangements were tried out in 1978- - - - -



INDIAN RAILWAYS TIMELINE

1978-Indian Railways-IR-Jan. 1: The eight posts of Additional Members of the Railway Board are abolished. The number of Advisors to the Board rises to 16. - - - - -

1978-WAP-WAP-Plans drawn up for Wheel and Axle Plant. - - - - -

1978-South Central Railway -SC-Secunderabad Division was bifurcated in February, 1978 into two Divisions Secunderabad and Hyderabad to facilitate effective operational and administrative control. On 1st April, 2003,- - - - -

1978-Martin & co-ER-NG_Arrah-sasaram light railway closed in 1978. it was operated by martin burn- - - - -

1978-Central Railway-CR-12 apr-Bombay -pune double decker singharh express started- - - - -

1978-North eastern Rly-NE-21 oct 1978 , sonpur division was created on NER .- - - - -

1978-East indian railway-ER-Moughal sarai division is created in 1978- - - - -

1979-Important Events- - - - -

1979-CORE-CORE-CORE (Central Organization for Railway Electrification) formed. - - - - -

1979-NF RAILWAY-NF-GM con NF Rly unit established .- - - - -

1979-Indian Railways-IR-AC 2-tier coaches are introduced - - - - -

1979-South eastern railway-SE-Direct EMU service between Howrah and Haldia started.- - - - -

1979-Southern Railway-SR-Mysore Rail Museum started- - - - -

1979-Southern Railway-SR-Trivandrum Division was formed in 1979. Shoranur - Cochin Harbor Terminus section was handed over to Trivandrum Division.- - - - -

1979-Southern Railway-SR-Madras-Gummidipundi (April 13) and Madras-Thiruvelllore sections (Nov. 23) electrified providing a second electrified corridor for SR. Madras Beach - Korukkupet - Madras Central is also electrified (Aug. 9). - - - - -

1979-Southern Railway-SR-d)Subrahmanya road -sakleshpur-55.00 km opened on Dec.79- - - - -

1979-Southern Railway-SR-a) Trivandrum-Nagercoil-71.05 km opened on 16.04.79- - - - -

1979-Southern Railway-SR-c) Nagar coil -Kanniyakumari-15.51km opened on 16.04.79- - - - -

1979-South Central Railway -SC-The first ever Microwave Lab on Indian Railways was commissioned in Secunderabad in South Central Railway in October 1979- - - - -

1979-Southern Railway-SR-May 20: Mangalore - Hassan MG line opened to traffic. - - - - -

1980-Important Events- - - - -

1980-CLW-CLW-Oct. 1: First WAP-1 locomotive commissioned (variant of the WAM-4R); used for the Rajdhani service. - - - - -



INDIAN RAILWAYS TIMELINE

1980-CORE-CORE-Bombay - Nagpur - Howrah trunk route is electrified some time in the 1980s. ---

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1980-CORE-CORE-National Energy Policy defined, which recommends increasing the pace of railway electrification and a goal is set for 1000 route km to be electrified every year. -----

1980-Central Railway-CR-Third Ghat line opened on the north-east of Mumbai. -----

1980-South Central Railway-SC-The Electric Loco Shed, Vijayawada was inaugurated in the year April, 1980 with a capacity to maintain 100 Electric Locomotives- ----

1980-South Central Railway-SC- Sanchalan Bhavan, the Head Quarters Building of Secunderabad Division of South Central Railway was Inaugurated on 10-11-1980 by Hon'ble Dy. Railway Minister Shri P.Mallikarjan- ----

1980-South Central Railway-SC-The first electrified route from Vijayawada to Gudur on South Central Railway system was inaugurated on 15 th December, 1980- ----

1980-South eastern railway-SE-Kirandul-Jagadapur line was energized.-----

1980-Southern Railway-SR-Jolarpetti-Mulanur-34.29 km opened on 12.80- ----

1980-Western Railway-WR-Viramgam - Hapa MG section converted to BG. -----

1980-DLW-DLW-First WDM-2 with AC-DC transmission. -----

1981-Important Events-----

1981-Central Railway-CR-Bhusawal Chord Line constructed to avoid Bhusawal Yard especially for MSEB siding- ----

1981-Indian Railways-IR-June 6: Possibly the worst accident in IR's history: 7 coaches of a passenger train fall off a bridge into the Bagmati river near Samastipur. There has never been a satisfactory explanation for the cause of the disaster, with divers reasons such as a sudden storm, or extreme braking on sighting oxen on the track, being offered for the accident. 212 bodies were recovered from the river, but it is almost certain that there were many more persons who perished in this disaster. Unofficial death toll at over 800. -----

1981-Western Railway-NWR-first superfast on MG -Pink city express started on 17 oct 1981- ----

1981-Indian Railways-IR-The first ISO container is hauled by IR, to the new Inland Container Depot at Bangalore. -----

1981-Southern Railway-SR-b)Nagercoil-tiruneveli-73.29 km opened on 02.04.81- ----

1981-Southern Railway-SR-Mullurvarai-Watak 8.27 km opened on 03.81- ----

1981-Southern Railway-SR-Pudukad-Irinjalekuoo-10.41 km opened on 11.81- ----

1981-Southern Railway-SR-Mulanur-Kuppam-12.08 km opened on 06.81- ----

1981-Western Railway-WR-Sachin to Surat Doubling- ----



INDIAN RAILWAYS TIMELINE

1981-Western Railway-WR-Vishwamitri to Goya Gate (3.41)- - - - -

1981-Western Railway-WR-1979-81 Nagda - Ujjain section (except ASL to NKI) Doubling completed- - - - -

1981-South Central Railway-SC-The first Tie Tamping Machine in South Central Railway was introduced- - - - -

1981-North eastern Rly-NE-Gauge conversion of Gorakhpur-siwan-chhapara completed- - - - -

1981-DCW-DCW-Diesel Component Works, Patiala, is set up. - - - - -

1981-Indian Railways-IR-IR contracts with BARC to develop energy-efficient EMUs for for Mumbai, leading to the development of chopper-controlled EMUs. - - - - -

1981-Southern Railway-SR-July 27: Bangalore division of SR created. - - - - -

1982-Important Events- - - - -

1982-South eastern railway-ECO -The Koraput _damnjhodi line was planned as a siding for connecting Nalco Alumina plant in Damanjodi Orissa- - - - -

1982-Northern Railway-NR-Delhi Rail Parikrama Electrical Rail sewa(circular or Ring Railway) started during 1st asian Games- - - - -

1982-Indian Railways-IR-Oct. - The Taj Express gets diesel locomotives (WDM-2). - - - - -

1982-South eastern railway-SE-Jagadarpur-Koraput section was energized.- - - - -

1982-North eastern Rly-NE-Lucknow-Muzaffarpur BG line. - - - - -

1982-Southern Railway-SR-Sep. 3: Thiruvellore - Arakkonam section electrified. - - - - -

1983-Important Events- - - - -

1983-Indian Railways-IR-Feb. 10: 'Great Indian Rover', a tourist train for Buddhist sites, with a specially built rake, launched. - - - - -

1983-Southern Railway-SR-Baiyappanahalli-Yelahanka-16.08 km opened on Jan.83,Kalluru-Guuty-29.50 km opened on Jan.83,Tharmavaram-Kalluru-61.10 km opened on Jan 83 ,Yelahanka-Dharmavaram-162.04 km opened on Jan.83- - - - -

1983-South Central Railway-SC-The additionally laid broad gauge Railway line between Gooty and Dharmavaram was opened - - - - -

1983-DLW-DLW-DLW gets export order for 15 YDM-4 locos to Vietnam. - - - - -

1983-Southern Railway-SR-Guntakal-Bangalore BG conversion. - - - - -

1983-Eastern Railway-ER-Howrah Rajdhani is hauled by a WAP-1 loco. - - - - -



INDIAN RAILWAYS TIMELINE

1983-Indian Railways-IR-IR begins studies on telecom, IT, and freight information management upgrades. - - - - -

1983-Southern Railway-SR-SR eliminates steam on all of its regular (non-tourist) lines. - - - - -

1984-Important Events- - - - -

1984-CLW-CLW-Jan. 22: CLW's first loco of the WAG-5B class, at first denoted WAM-4B, is commissioned. - - - - -

1984-Central Railway-CR-MUTP-I completed, with several improvements to the Mumbai suburban train services. - - - - -

1984-Indian Railways-IR-Railway Reform Committee suggests creation of 4 new zones to cope with growing freight traffic. - - - - -

1984-Indian Railways-IR-The Mumbai Rajdhani becomes the first long-distance train with air brakes. - - - - -

1984-Kolmetro-Metro-Oct. 24: First phase of Calcutta Metro from Esplanade to Bhowanipur (now the Netaji Bhawan station) done, inaugural run of metro. - - - - -

1984-Southern Railway-SR-Palghat-Shoranor-44.20 km opened on 08.84 & Shornur-Always-44.67 km opened on 22.11.84- - - - -

1984-Western Railway-WR-Electrification from Baroda to New Delhi was subsequently taken up during the year 1984- - - - -

1984-NorthEast Frontier Rly-NF-The broad gauge line between New Bongaigaon to Guwahati via Saraighat bridge was commissioned in the year 1984. The Saraighat bridge across the mighty Brahmaputra was constructed by the Indian Railways as rail - cum - road bridge in the year 1960 with double metre gauge lines on the lower deck. This was converted into BG/MG gauntleted track in 1984 to provide a BG line through to Guwahati.- - - - -

1984-Southern Railway-SR-Aug. 11: Electric trains begin running between Madras and Katpadi. - - - - -

1984-ER-Malda divn formed- - - - -

1984-Eastern Railway-ER-Dehri-Rohtas Light Railway closed. - - - - -

1984-North eastern Rly-NE-katihar- Luknow gauge conversion completed- - - - -

1977-Central Railway-KR-Apta-Roha was sanctioned by sri Madhu Dandvate (MR)- - - - -

1984-Konkan Railway-KR-Engineering survey begun for Mangalore-Madgaon line in Oct 1984. - - - - -

1984-WEstern Railway-WR-Hapa-Okha MG section converted to BG. - - - - -

1984-DLW-DLW-May: DLW's 2000th locomotive produced. - - - - -



INDIAN RAILWAYS TIMELINE

1984-DLW-DLW-May: First shipment of 15 YDM-4 locos to Vietnam from DLW. - - - - -

1984-NorthEast Frontier Rly-NF-New railway line from Guwahati to New Bongaigaon opened. - - - - -

1984-Eastern Railway-ER-Prinsep Ghat - Dum Dum Jn. section of Calcutta Circular Railway commissioned. - - - - -

1984-Western Railway-WR-Viramgam –hapa section was converted on into broad gauge on 17.6.1980 & hapa-okha section on 24. 4 1984 - - - - -

1984-WAP-WAP-Wheel and Axle Plant, Yelahanka, begins production. - - - - -

1985-Important Events- - - - -

1985-Indian Railways-IR-first computerised reservation counter is opened in New delhi on 15th nov 1985- - - - -

1985-Indian Railways-IR-Railway Convention Committee meets. - - - - -

1985-Southern Railway-SR-Bisan Bridge -veysarpod quadrupling-1.39 km opened on 12.85- - - - -

1985-calcutta tram way-Tram-Apr. 17 : Maniktala - Ultadanga section of Calcutta Tramways built. - - - - -

1985-South Central Railway-SC-The Carriage Repair Shop/Tirupati with a capacity to overhaul 100 BG coaches was commissioned - - - - -

1985-Northern Railway-NR-Charbagh Workshop of NR takes on electric loco maintenance. - - - - -

1985-Konkan Railway-KR-Scope of engineering survey work for Mangalore-Madgaon is extended to cover the entire west coast section from Mangalore to Roha, for the proposed Konkan Railway. - - - - -

1985-Southern Railway-SR-SR becomes the first zone to eliminate BG steam operations. - - - - -

1986-Important Events- - - - -

1986-Central Railway-CR-Apta-Roha line opened. It took 20 yr to extend it from Apta to Roha- - - - -

1986-East Coast Railway-ECO -Jakhapur - Daitari (33kms) opened for traffic- - - - -

1986-Indian Railways-IR-12-car rakes used in trial runs for suburban EMU services on WR. - - - - -

1986-Indian Railways-IR-Computerized ticketing and reservation introduced, at New Delhi (pilot project begun in 1985). - - - - -

1986-Indian Railways-IR-IRCOT (IR's telecom division) founded- - - - -

1986-Indian Railways-IR-The Taj Express gets electric locomotives. - - - - -

1986-Southern Railway-SR-Shoranur-Alwaya-24.33 km opened on 01.86- - - - -



INDIAN RAILWAYS TIMELINE

1986-calcutta tram way-Tram-Dec. 31 : Behala line of Calcutta Tramways extended to Joka. - - - - -

1986-Northern Railway-NR-The computerized passenger reservation system was first introduced here, on February 19,1986- - - - -

1986-Eastern Railway-ER-Futwah-Islampur section of Martin's Light Railways closed. - - - - -

1986-Eastern Railway-ER-Howrah Rajdhani becomes air-braked (the train is hauled by a single WAP-1). - - - - -

1987-Important Events- - - - -

1987-South eastern railway-ECO -Koraput -Damanjodi line & its extention to Rayagada is approved by the Board as New line- - - - -

1987-CLW-CLW-January 4: First WAP-3 loco , 'Jawahar', commissioned. - - - - -

1987-CORE-CORE-Electrification stands at 7275 route-km. - - - - -

1987-Central Railway-CR-Automatic signalling based on axle counters introduced by CR on Palwal-Mathura section. - - - - -

1987-Southern Railway-SR-Villivakkam-Avadiquccrupling-16.64 km opened on 09.87- - - - -

1987-Western Railway-WR-Bombay-Delhi WR route is fully electrified. (CR route electrified in 1988.) - - - - -

1987-South Central Railway-SC-The additionally laid broad gauge Railway line between Bibinagar-Nadikude was opened for traffic in three phases ie., in the year 1987; Nov. 1988 and April 1989- - - - -

1987-Southern Railway-SR-April 14: Madras-Avadi EMU services begin. - - - - -

1987-Southern Railway-SR-July 25: First solid-state interlocking (SSI) system in operation at Srirangam. - - - - -

1987-Southern Railway-SR-July: Early standalone computerized reservation system begins operations at Chennai. - - - - -

1987-WEstern Railway-WR-June: An early system for computerized reservations begins operating at Mumbai VT for a few trains (pre-CONCERT). - - - - -

1987-Eastern Railway-ER-October: Early standalone computerized reservation system begins operations at Kolkata. - - - - -

1987-RCF-RCF-Railway Coach Factory, Kapurthala, is set up. - - - - -

1987-DLW-DLW-The rarely seen WDM-7 locos introduced (June). On NG, NDM-5 locos introduced. - - - - -

1987-NorthEast Frontier Rly-NF-Work begins on the Narnarayan Setu road and rail bridge over the Brahmaputra at Jogighopa. (Foundation stone laid in 1983.) - - - - -



INDIAN RAILWAYS TIMELINE

1987-NorthEast Frontier Rly-NF-2nd Brahmaputra bridge (kaliabhomora bridge) near Tejpur was completed (raod bridge constructed by railway)- - - -

1988-Important Events- - - - -

1988-CLW-CLW-CLW begins production of Hitachi-designed traction motors HS-15250A for WAG-5 and WAP-4 locos. - - - - -

1988-CORE-CORE-Feb. 1: Bombay-Delhi CR route is electrified. (WR route electrified in 1987.) - - - -
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1988-CORE-CORE-Madras - New Delhi route is electrified. - - - - -

1988-Central Railway-CR-Ruthiyai-Bina section transferred from WR to CR & added in Bhopal divn. - - - - -

1988-Central Railway-CR-The first Shatabdi Express is introduced between New Delhi and Jhansi (later extended to Bhopal), and becomes the fastest train in the country. - - - - -

1988-Indian Railways-IR-indian railways is running 3000 mail/express train out of total 7000 passenger trains daily- - - - -

1988-Indian Railways-IR-August: Pilot project for the NTES train status enquiry system begun. - - - -
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1988-CONCOR-PSU-Container Corporation of India (CONCOR) created. - - - - -

1988-North eastern Rly-NE-MURADBAD-KASHIPUR-RAMNAGAR GC is completed- - - - -

1988-South eastern railway-SE-SER introduces the 'Locotrol' system to operate several (usually up to 5) locos (then WDM-2's) in MU mode to haul heavy freight trains on the Kirandul-Kottavalasa line. - - - - -

1988-South eastern railway-SE-WAG5HB locos from BHEL, WAG6A from ABB, and WAG6B, WAG6C from Hitachi brought into service, mostly for the heavy freight routes of SER. - - - - -

1988-Southern Railway-SR-Kaur-Dindigul B.G-73.97 km opened on 06.08.88- - - - -

1988-Western Railway-WR-On Dahod-Ratlam section - New Tunnel, at PCN was built in the year 1988- - - - -

1988-Northern Railway-NR-Ambala is one of the prestigious divisions of Northern Railway, which was created on 01 July 1987 by transferring 639 of Route Km of Delhi division and 348 Route Km. of Ferozepur Division enabling it to function as a full fledged Division w.e.f. 15th August, 1988- - - -
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1988-South Central Railway-SC- First Digital Electronic Exchange was inaugurated on South Central Railway in July 1988 at Rail Nilayam/SC- - - - -

1988-Southern Railway-SR- July 8: Bangalore-Trivandrum Island Express derails and plunges into Ashtamudi lake near Kollam, Kerala, killing 107. It is said that a freak tornado was the cause. - - - - -



INDIAN RAILWAYS TIMELINE

1988-Southern Railway-SR-Aug. 6: Karur-Dindigul BG line opened. - - - - -

1988-RCF-RCF-March 31: First (ICF-designed) coaches produced by the newly set-up Railway Coach Factory (RCF), Kapurthala - - - - -

1988-calcutta tram way-Tram-1985-1988 Further closings of the Calcutta trams - High Court branch and the line over the Howrah Bridge to Howrah Station are shut down; there is now not trackage west of BBD Bag (Dalhousie Square). Behala line on the Diamond Harbour Road is extended to Joka (15km) and a new line built to Ultadanga (originally intended to reach the airport). - - - - -

1989-Important Events- - - - -

1989-Indian Railways-IR-Railway Board published passenger Handbook in 1989 for information of General Public- - - - -

1989-Central Railway-CR-Rail Spring Karkhana set up at Cithouli(gwalior)for production of coil springs for IR. - - - - -

1989-Central Railway-CR-The Indrayani & Pragati Express between Bombay and Pune is introduced . - - - - -

1989-Indian Railways-IR-Aug. 29, 1989: The IRFCA electronic mailing list for IR railfans is born. :-) - - - - -

1989-Indian Railways-IR-Railways Act, 1989, updates the legal framework for railways in India after nearly a century, replacing the Railways Act of 1890. - - - - -

1989-Indian Railways-iR-Railway claim tribunal established under RCT act 1987 have started functioning from 8 nov 1989 with 17 benches at diif locations- - - - -

1989-Indian Railways-IR-Systematic renumbering of train services using 'universal' numbers (new 4-digit scheme).- - - - -

1989-south central railway-SC-July: Early standalone computerized reservation system begins operations at Secunderabad. - - - - -

1989-South eastern railway-SE-Inauguration of Shalimar-Haldia Intercity Exp.by MR- - - - -

1989-Southern Railway-SR-Ernakulam & alleppey (B.G)-57.12 KM OPENED ON 15.10.89- - - - -

1989-South Central Railway-SC-South Central Railway introduced Computerised Passenger Reservation System (PRS) at Secunderabad Railway Station- - - - -

1989-Northern Railway-NR-The second Shatabdi Express is introduced between New Delhi and Kanpur (later extended to Lucknow). - - - - -

1986-Konkan Railway-KR-Apta-Roha line opened. It took 20 yr to extend it from Apta to Roha- - - - -

1988-Konkan Railway-KR-Southern Railway did the survey & report was submitted to ministry of railways in 1988- - - - -



INDIAN RAILWAYS TIMELINE

1989-Konkan Railway-KR-Work begins on the Konkan Railway. KRCL is created as joint venture between MOR ,Maharastra,Goa & Karnataka- - - - -

1990-Important Events- - - - -

1990-CORE-CORE-Bhusaval-Itarsi section has electric services -- Bombay-Delhi CR route is fully electrified. - - - - -

1990-Central Railway-CORE-Bhusawal Badnera Section electrified with 25KV AC Traction Bhusawal Badnera section switched over from TALQ to MACLS - - - - -

1990-Central Railway-CR-Victoria Terminus gets a double-discharge platform. - - - - -

1990-East Coast Railway-ECO -Sambalpur division was formed in April'90by taking sections partly from Chakadharpur division and partly from WAT division. On 15.8.1998, 154 Kilometres of the newly constructed Sambalpur - Talcher line were added to Sambalpur division giving it a total route Km of 705.164 Kilometres- - - - -

1990-Indian Railways-IR-Bombay Rajdhani gets an air-braked rake. - - - - -

1990-Indian Railways-IR-Computerized reservations (PRS) introduced at Secunderabad, Chennai, Mumbai, and Kolkata in addition to New Delhi (this was the early version before the CONCERT system was developed to interconnect these). - - - - -

1990-Indian Railways-IR-First Self-Printing Ticket Machine (SPTM) introduced, at New Delhi. - - - - -

1990-Indian Railways-IR-a status paper on Indian railways was published with specific reference to social cost of lossmaking Branch lines & suburban area .It was suggested that suburban line has to stand on its own feet- - - - -

1990-Konkan Railway-KR-on July 19,1990 Konkan Railway was incorporated as public ltd co under compant act 1956. founadation stone was laid on sept 15 ,1990 at Roha.- - - - -

1990-Konkan Railway-KR-Work progresses on Mangalore-Udupi section of KR.- - - - -

1990-North eastern Rly-NE-bhatni-varanasi gc completed- - - - -

1990-Southern Railway-SR-Tanvaram-chengalpotu-30.70 km opened on -01.07.90- - - - -

1990-South Central Railway-SC-The Ballast Cleaning Machine in South Central Railway was introduced in the year- - - - -

1991-Important Events- - - - -

1991-Southern Railway-CR-31 march 1991 Delhi- Chennai electrified - - - - -

1991-Central Railway-CR-All platforms at Victoria Terminus converted to the double-discharge kind. - - - - -

1991-Central Railway-CR-Kurla Terminus opened. - - - - -



INDIAN RAILWAYS TIMELINE

1991-Indian Railways-IR-July 16: The hospital train, 'Lifeline Express' (Jeevan Rekha), begins operation. - - - - -

1991-Indian Railways-IR-Some codes with 4 or fewer letters in their names are changed to coincide with the station names. - - - - -

1991-Konkan Railway-KR-Work begins on Udupi-Roha section of KR. - - - - -

1991-Western Railway-NW-Gauge conversion begins on Sawai Madhopur - Jaipur - Phulera, Chhapra - Aunrihar, and Bhildi - - - - -

1991-RCF-RCF-RCF begins production of air-braked coaches and coaches with roof-mounted AC units. - - - - -

1991-Southern Railway-SR-MRTS Chennai started- - - - -

1991-Western Railway-WR-Mahesana - Viramgam sections. - - - - -

1991-Western Railway-WR-Chittorgarh-Neemach opened completing kota-Chittorgarh-Neemach project- - - - -

1991-north east frontier rly-NF-Lalabazar-bhairavi project completed on opening of Jamira-Bhairabi-16 km- - - - -

1992-Important Events- - - - -

1992-CLW-CLW-March 29: First of the WAG-7 class locos, 'Shantidan', from CLW commissioned. - - - - -

1992-Central Railway-CORE-Bhusawal Khandwa Section electrified with 25KV AC Traction Bhusawal Khandwa section switched over from TALQ to MACLS Thus Delhi- mumbai via central railway electrification completed- - - - -

1992-Central Railway-CR-ECIL supplies the first chopper control equipment to CR for use with Mumbai EMUs. - - - - -

1992-Central Railway-CR-Mumbai suburban services extended to Vashi. - - - - -

1992-Eastern Railway-ER-Liluah workshops begin producing DMUs. - - - - -

1992-Indian Railways-IR-Project unigauge adopted & mass scale gauge conversion was sanctioned in SR, SCR &WR- - - - -

1992-Indian Railways-IR-Gauge conversion of Salempur - Barhaz Bazar, Manmad - Aurangabad, Bikaner - Merta Road. - - - - -

1992-Indian Railways-NW-Palace on Wheels changed to a broad-gauge train. - - - - -

1992-Indian Railways-IR-RDSO/ICF develop high-capacity (250kVA) power cars for Rajdhanis. RDSO develops bidirectional BG railbus design. - - - - -

1992-DLW-DLW-August: DLW's 3000th locomotive produced. - - - - -



INDIAN RAILWAYS TIMELINE

- 1992-North eastern Rly-NE-salempur-berhambaj & katra-mankapur gc completed- - - - -
- 1992-Southern Railway-SR-Alleppey-Kayankulam B.G-43.00 KM OPENED ON 21.11.92- - - - -
- 1992-Southern Railway-SR-Bangalore -Mysore-138.25 km opened on 09.09.92- - - - -
- 1992-Southern Railway-SR-March: Bangalore - Jolarpettai section electrified. - - - - -
- 1992-Southern Railway-SR-Nov. 20: Alleppey-Kayankulam BG line opened.- - - - -
- 1992-Western Railway-Wr-bandra terminus was opened on 1st July 1992- - - - -
- 1992-WEstern Railway-WR-May 8: Churchgate-Virar Ladies' Special is the first IR train reserved exclusively for women. - - - - -
- 1992-Southern Railway-SR-Dindigul to Madurai (- MG to BG -)- - - - -
- 1992-WEstern Railway-WR-nadiad-kapadwanj-44.64 km line was converted from ng to BG in 65 days & opened on 4th dec 1992-18.37 cr .it started on 1st oct ,completed on 4th dec & opened fpr pass traffic on 18 jan 1993- - - - -
- 1992-Indian Railways-IR-Gauge conversions of Bangalore-Mysore, Lalgah-Nagaur, Dindigul-Madurai (Parallel BG), Lalgah-Kolayat, Nadiad-Kapadwanj, Mankapur-Katra, Fazilka-Kotkapura, Sawaimadhopur-Jaipur, Lucknow-Harauni, Banalore-Yelahanka, Parbhani-Parli Vaijnath, Purulia-Kotshila, Madurai-Virudunagar, Guntur-Narsaraopet completed- - - - -
- 1993-Important Events- - - - -
- 1993-CLW-CLW-CLW stops the production of diesel shunters. - - - - -
- 1993-Central Railway-CR-Bhusawal – Bhadli Automatic Block Signaling commissioned Bhusawal Steam loco shed closed, last steam loco withdrawn from service on 16th December - - - - -
- 1993-Central Railway-CR-Mumbai suburban services extended to Nerul and Belapur. - - - - -
- 1993-Central Railway-CR-The formerly pre-eminent steam loco shed at Bhusawal is shut down and the last steam loco homed at Bhusawal is withdrawn on Dec. 16. - - - - -
- 1993-ICF-ICF-ICF begins production of MEMUs and 700hp DMUs. - - - - -
- 1993-Eastern Railway-ER-The New complex of Howrah station having a 100 bed Yatri Niwas was opened in 1993 to add four platforms for trains to and from SE Railway.- - - - -
- 1993-Indian Railways-IR-AC 3-tier coaches introduced. - - - - -
- 1993-Indian Railways-IR-Railway Capital Fund established. - - - - -
- 1993-Indian Railways-IR-Sleeper Class introduced on IR, separate from Second Class. - - - - -
- 1993-Indian Railways-IR-The first 'chopper' EMU rake is introduced in Mumbai. - - - - -



INDIAN RAILWAYS TIMELINE

1993-South Central Railway-SC-Secunderabad-Mahboobnagar MG section is converted to BG, removing an important link in the MG system towards the north from Secunderabad. - - - - -

1993-South eastern railway-SE-Work begins on installing 2*25kV "dual" system of AC traction on the Bina-Katni-Annappur-Bishrampur/Chirimiri sections of ER and SER. - - - - -

1993-Southern Railway-SR-Dindigui-Madurai Parallel B.G-64.32 KM OPENED ON 14.04.93 ,Tirunelveli-Milavittal parallel B.G -51.00 km opened on 21.10.93 ,Dindigul-Madurai B.G -65.35 KM OPENED ON 14.04.93 ,Maduari-Maniyachchy-127.25 km opened on 21.10.93 ,Milavittal-Tuticuorin -7.00 km opened on 21.10.93- - - - -

1993-Southern Railway-SR-April 16: Bangalore-Mysore BG line opened. - - - - -

1993-Southern Railway-SR-Madurai to Tuticorin (- MG to BG -)- - - - -

1993- Nilgiri Rly-SR-On 11 nov 1993 ,500 m track washed away in major land slide & service could be restored only on 12.2.94 after constructing 3 bridges & 10000 cum of Ew in addition to clearance of 20000 slipped boulder and earth.- - - - -

1993-Indian Railways- -GC of Delhi-Rewari, Bellary-Rayadurg, Harauni-Unnao, Burhwal-Mahmudabad, Bangalore-Tumkur,, Aurangabad-Jalna, Nagaur-Merta Road, Virudunagar-Tuticorin,Bolaram-Secunderabad-Falaknuma completed- - - - -

1994-Important Events- - - - -

1994-CLW-CLW-August 27: CLW's first WAP-4 loco, 'Ashok', commissioned. CLW stops production of diesel-hydraulic locos. - - - - -

1994-Central Railway-CR- Dec. 1: The freak incident in which a combination of a loco fire and human error caused the rake of the Indrayani Express, full of passengers, to roll away on its own from Thakurwadi to Karjat, saved from becoming a fatal accident only when it slowed down when the incline changed. - - - - -

1994-DLW-DLW-August 22: First WDM-2C loco commissioned. - - - - -

1994-Eastern Railway-ER-July 11: First MEMU service, Asansol - Burdwan. - - - - -

1994-Indian Railways-IR-December: Telephone-based phone inquiry (IVRS) introduced. - - - - -

1994-Indian Railways-IR-Five ZDM-5 locomotives and 6 NG 8-coach rakes are transferred from India to Nepal for operation on the Jaynagar (Bihar) to Janakpur Dham (Nepal) line, from SER's Nagpur division. - - - - -

1994-North eastern Rly-NE-VARANASI-ALLAHABAD GC COMPLETED- - - - -

1994-South Central Railway-SC- May 3: 35 killed as Narayanadri Exp. rams into a tractor near Nalgonda, AP.- - - - -

1994-South Central Railway-SC-Manmad-Aurangabad MG line converted to BG. - - - - -



INDIAN RAILWAYS TIMELINE

1994-South eastern railway-SE- Nov: Coaches of the Bombay-Howrah Mail catch fire, several killed (number?). Kerosene fuel, LPG cylinders, and stoves were found to have been carried on to the coach by passengers. - - - - -

1994-southern Railway-SR-Mandapam-Pamban-5.02 km opened on 01.01.1994- - - - -

1994-Southern Railway-SR-Trichur-Guruvayor B.G -24.00 km opened on 09.01.94,Chikjajur - Chitradurg-Rayadurj-134.00 km opened on April 94,Birur-Shimoga town -63.00 km opened on Sep'94,Pattabiram-Tiruvallur third line -17.60 km opened on 10.04.94,Yelahanka-chikballapur & Kolar-Bangarapet-61.90 km opened on SEP 1994- - - - -

1994-Tiruchchirappalli-Erode -SR-Idpalli ernakkulem Extension-sep 1994- - - - -

1994-Southern Railway-SR-August 31: Chikjajur-Chitradurg-Rayadurg line converted to BG. - - - - -

1994-WEstern Railway-WR-Dec.: Ajmer-Delhi MG line converted to BG. - - - - -

1994-Western Railway-WR-Royal Orient train introduced by WR and Gujarat- - - - -

1994-South Central Railway-SC-The first Solid State Interlocking (also know as electronic Inter locking system) was commissioned at KAVALI station of South central Railway - - - - -

1994-South Central Railway-SC-Secunderabad-Mahboobnagar gauge conversion breaks one of the important north-south MG freight connections. - - - - -

1994-South Central Railway-SC-September: CONCERT system of computerized reservations deployed at Secunderabad. - - - - -

1994-WEstern Railway-WR-Feb.: Jaipur - Sawai Madhopur MG line converted to BG. - - - - -

1994-NorthEast Frontier Rly-NF-Gauge conversion of Mau - Shahganj (?), Chaparmukh - Haibargaon. - - - - -

1995-Important Events- - - - -

1995-CLW-CLW-Eleven WAP-5 locos imported from ABB (AdTranz), the first locos with 3-phase AC technology in India. - - - - -

1995-Central Railway-CR-Bhusawal route Relay Interlocking system commissioned (JAN) - - - - -

1995-Central Railway-CR-Mumbai's Harbour line is extended to Khandeshwar. - - - - -

1995-Central Railway-CR-Pune division of CR created with one AEN section. Finally started proper functioning only in 2003 - - - - -

1995-Central Railway-CR-Diva - Veer DMU services inaugurated. - - - - -

1995-DLW-DLW-July 18: The first WDG-2 loco is commissioned. - - - - -

1995-Indian Railways-IR-Gauge conversion of Hissar-Rewari, Rewari-Jaipur, Phulera-Marwar, Jodhpur-Jaisalmer, Chikjajur-Hubli, Hubli-Londa, Londa-Miraj, Hospet-Hubli, Donakonda-Giddalur, Muzaffarpur-Raxaul, Birpur-Shimoga, Parbhani-Purna, Arjuni-Wadsa, Purulia-Kotshila- - - - -



INDIAN RAILWAYS TIMELINE

1995-Indian Railways-IR-January 16: First regularly scheduled services on trains hauled by locos using the 2*25kV 'dual' system of traction (Bina-Katni on CR). - - - - -

1995-Indian Railways-IR- Aug. 20: 302 killed as Delhi-bound Purushottam Express rams into the stationary Kalindi Express at Firozabad, UP. Some sources claim the death toll was 400+. This is India's second worst railway disaster going by the death toll (the 1981 accident in which a train fell into a river in Bihar being the worst).- - - - -

1995-Indian Railways-IR-June 1: 73 killed in two separate accidents (West Bengal, Orissa). - - - - -

1995-Indian Railways-IR- May 14: 52 killed as Madras-Kanyakumari Exp. collides with goods train near Salem. - - - - -

1995-Indian Railways-IR-IR begins a big push to convert passenger coaches from 24V electricals to 110V systems. - - - - -

1995-Indian Railways-IR-IR launches 'Exhibition-on-Wheels', a special train with various IR-related material forming a travelling exhibition. - - - - -

1995-Indian Railways-IR-IR signs agreement with Linke Hoffman Busch (LHB, now part of Alstom) for supply of, and technology transfer for, passenger coaches. - - - - -

1995-Kolmetro-Metro-Sep. 27: End-to-end through service on the Calcutta Metro begins (Tollygunge to Dum Dum) with 16 of the planned 17 stations. - - - - -

1995-North eastern Rly-NE-MUZZAFARPUR-RAXAUL GC COMPLETED- - - - -

1995-South eastern railway-ECO-Koraput-Rayagada is opened on 31.10.1995 by Prime minister- - - - -

1995-South Central Railway-SC-Gauge conversion of Purna-Nanded / Manmad-Mudkhed MG section breaks the MG network's north-south connection. (Mudkhed-Secunderabad is left as an isolated MG line.)- - - - -

1995-Southern Railway-SR-Chennai Beach-Tambaram-29.14km opened on 02.04.95,Bangalore-Hubli 469.00 km opened on March 95,Kayankulam-Quilol Doubling-40.84 km opened on 20.12.95- - - - -

1995-Southern Railway-SR-Miraj-Bangalore line converted to BG. - - - - -

1995-WEstern Railway-WR-Khodiyar-Mehsana MG section converted to BG. - - - - -

1995-South Central Railway-SC-South Central Railway had introduced 5000 hp Electric Locos for Passenger Transport- - - - -

1995-South Central Railway-SC- The Electric Loco Shed, South Lallaguda with a capacity to maintain 100 Electric Locomotives was inaugurated - - - - -

1995-South Central Railway-SC-Andhra Pradesh Express was augmented to 24 coaches from 30-11-1995 followed by Charminar Express, Godavari Express, Pinakini Express- - - - -



INDIAN RAILWAYS TIMELINE

1995-Southern Railway-SR-April 2: New Madras Beach - Tambaram BG line. - - - - -

1995-DLW-DLW-April: The first WDP-1 loco is commissioned. Dec. : DLW exports 2 WDM-2 locos to Sri Lanka. - - - - -

1995-Northern Railway-NR-December 6: Last official BG steam service (Jalandhar-Ferozepur). - - - - -

1995-Northern Railway-NR-Delhi-Panipat MEMU service begins. - - - - -

1995-DLW-DLW-DLW and GM sign contract for technology transfer for GM's GT46MAC and 710 series locos, and the purchase of 31 GT46MAC/GT46PAC locos. - - - - -

1995-Southern Railway-SR-Hassan-Mangalore MG line dismantled in parts for gauge conversion. - - - - -

1995-Indian Railways-IR-January: First prototype of the CONCERT passenger reservation system developed at Secunderabad. - - - - -

1995-Eastern Railway-Er-Eastern Railway started its first Shatabdi on 1. 7.95 between Howrah and Bokaro Steel City . - - - - -

1996-Important Events- - - - -

1996-Central Railway-CR-Bhadli – Jalgaon Automatic Block Signaling commissioned (JAN) - - - - -

1996-East Coast Railway-ECO -Consequent upon the parliament's approval , East Coast Railway was first out of the seven new zones to be inaugurated by the then Hon'ble Prime Minister of India Sri H.D. Devegowda on 08.08.1996.- - - - -

1996-East Coast Railway-ECO -The Hon'ble Railway Minister's announcement during his Budget speech (February 1996) to form a new Zone at Bhubaneswar along with other five Zones, was a momentous decision of far-reaching significance which would pitch-fork the region and the Railway to keep them ready for the challenges that keep reaping as we move to the next century- - - - -

1996-East Coast Railway-ECO -1995-96 Nergundi-Talcher doubling opened for traffic.- - - - -

1996-North eastern Rly-NE-SAMSTPUR-DARBHANGA CHHAPARA-BALIA 1997-MAU-NARKATIAGANJ 1998-NARKATIGANJ-GORAKHPUR GC- - - - -

1996-North eastern Rly-NE- April 18: 60 killed as Gorakhpur-Gonda passenger train rams into stationary goods train at Domingarh near Gorakhpur, UP. - - - - -

1996-NorthEast Frontier Rly-NF- Dec. 30: 33 killed in bomb blast on Brahmaputra Mail between Kokrajhar and Fakiragram in lower Assam. - - - - -

1996-Northern Railway-NR-first superfast on Narrow gauge , shivalik express on Kalka-shimla line started its journey in 9Aug 1996- - - - -

1996-South eastern railway-SE-



INDIAN RAILWAYS TIMELINE

The BDR Railways which was operational as NG system between Bankura & Rainagar(97 km) was closed in 1996- - - -

1996-Southern Railway-SR-Arsikre-Hassan-47.00 km opened on 23.08.96- - - -

1996-Southern Railway-SR- May 14: 35 in a bus killed as Ernakulam-Kayamkulam Express collides with the bus at an unmanned level crossing near Alappuzha, Kerala. - - - -

1996-Western Railway-WR-Anas river Bridge completed & opened for traffic in the year 1996- - - -

1996-South Central Railway-SC- Mango Specials (Goods Trains with mango load) were first introduced by S.C.Railway in the year- - - -

1996-South Central Railway-SC-The first Diesel Multiple Unit (DMU) service on SCR between Vijayawada and Machilipatnam was inaugurated- - - -

1996-South Central Railway-SC-The first Mainline Electric Multiple Unit (MEMU) service on S.C.Railway was inaugurated between Vijayawada and Ongole- - - -

1996-South Central Railway-SC-The first long haul digital Microwave link of South central Railway was commissioned on Vijayawada-Gudur-Renigunta Route- - - -

1996-DLW-DLW-April: DLW exports 10 YDM-4 locos to Bangladesh. - - - -

1996-Kolmetro-Metro-Feb. 11: The last of the 17 stations of the first phase of the Calcutta Metro (Mahatma Gandhi Road) is commissioned. - - - -

1996-Indian Railways-IR-Prior to 1996-97, Indian Railway consisted of nine Zones. On 16.06.96, Ministry of Railways decided to setup six new Zones to be carved out of the existing network of Indian Railway by reorganization of the existing zones. - - - -

1996- -CR-March 4: Victoria Terminus is renamed Chhatrapati Shivaji Terminus. - - - -

1996-DelhiMetro-Metro-Sep.: The Union Cabinet approves the first phase of the Delhi Metro. Durin 1975 to 1996 ,35 project reports were prepared modifying routes & cost- - - -

1996-Indian Railways-IR-September: CONCERT system of computerized reservations fully deployed at New Delhi. - - - -

1996-Indian Railways-IR-Six WAG-9 locos and 16 more in kit form imported from ABB (AdTranz), the second batch of 3-phase AC locos for IR. First one is commissioned on Dec. 27. - - - -

1996-Western Railway-WR-Telecom cubicle provided on the Mumbai Rajdhani for on-board telephone and fax service. - - - -

1996-DelhiMetro-Metro-Delhi metro was sanctioned in 1996 & was targetted for completion by 2005 at a cost of 10570 cr- - - -

1997-Important Events- - - - -



INDIAN RAILWAYS TIMELINE

1997-Central Railway-CR-Manmad Yard Remodeling and Commissioning of Panel (MAR) - - - - -

1997-East central Railway-EC-Construction of temporary Zonal Office Building for E. C. Railway covering 3100 sqm. area was completed in June, 97- - - - -

1997-Southern Railway-SR-Solen -Yesvantpur-194.00 km opened on 12.01.97- - - - -

1997-South Central Railway-SC- III Godavari Bridge (Bow-String Concrete Structure) at Rajahmundry was commissioned - - - - -

1997-South Central Railway-SC-Computerized Passenger Reservation System of Secunderabad was linked to Passenger Reservation System (PRS) New Delhi- - - - -

1997-Indian Railways-IR- Sep. 14: At least 81 killed as five coaches of Ahmedabad-Howrah Express derail and fall into a river at Champa near Bilaspur, MP. death toll were about 250.I attended site- - - - -

1997-Western Railway-WR-Ahmedabad-Ajmer MG section converted to BG. - - - - -

1997-Southern Railway-SR-An experimental system interconnecting Vyasarpadi, Korukkupet, and Washermanpet stations' signalling systems to Basin Bridge Jn. (Chennai) using fibre-optic links is in place. - - - - -

1997-Indian Railways-IR-April 30: The infamous 'Platinum Pass' is instituted, which allowed all current and past Railway Board members to free travel on IR by Air-conditioned First Class. This perquisite was later withdrawn on court order following a successful public interest lawsuit. - - - - -

1997- --CONCOR buys 1300 BFKI flat wagons from IR in an effort to increase its container transport capacity. - - - - -

1997-DLW-DLW-DLW exports one WDS-6 shunter to Puttlam Cement Co. in Sri Lanka, and 6 WDM-2 locos to Sri Lanka Railways. - - - - -

1993-Konkan Railway-KR-Udupi-Mangalore -mar 20,1993 & Roha- Veer-sept 27,1993- - - - -

1995-Konkan Railway-KR-Udupi-Kundapura Apr 5,1995 & Veer- Khed sept 5,1995- - - - -

1996-Konkan Railway-KR-khed-chiplun feb23,1996 &chiplun-Ratnagiri-nov 16 ,1996- - - - -

1997-Important Events- - - - -

1997-Konkan Railway-KR-Ratnagiri-samantwadi jan20,1997-Kundapura-canacona june 1,1997 - Cabacona-madgaon-aug 5,1997.Pernem -Madgaon completed on aug 24,1997- - - - -

1997-Konkan Railway-KR-DMU services begin on KR (Karwar-Pernem) . Pernem -Madgaon completed on Aug 24,1997- - - - -

1997-Northern Railway-NR-erstwhile Moradabad steam shed is dismantled to make way for a Concor depot. - - - - -

1997-Konkan Railway-KR-Freight services begin on Konkan Railway . - - - - -



INDIAN RAILWAYS TIMELINE

1997-Southern Railway-SR-Jan. 11: Salem - Bangalore BG conversion. - - - - -

1997-Southern Railway-SR-Madras MRTS begins running with service between Beach and Luz. - - - - -

1997-Western Railway-WR-Mehsana-Palanpur MG section converted to BG. - - - - -

1997-Southern Railway-SR-Oct. 19: Beach - Thirumayilai (Mylapore) construction completed. - - - - -

1997-Eastern Railway-ER-October 18: Fairy Queen back in regular revenue service. - - - - -

1997-Northern Railway-NR-Radio communication between driver and guard introduced on the Delhi - Mughalsarai route. - - - - -

1997-RCF-RCF-RCF begins manufacture of MEMU coaches. - - - - -

1997-South Central Railway-SC-Third Godavari bridge built, to replace the first one built in 1897, near Rajahmundry. - - - - -

1997-Southern Railway-SR-WDM-2 #16859 of Ernakulam shed becomes the first Indian loco to get air-conditioning as a permanent feature (excluding locos specially provided with such equipment just for the 'beauty contests'). - - - - -

1997-North eastern Rly-NE-GC of mau-azamgarh-shahganj-,sagauli--narkatiaganj,hajipur-shahpura-patori-bachhawara completed- - - - -

1997- -ECO-1996-97 The rail extension from Khurda to Puri was sanctioned as a part of East Coast Railway in 1894-95 and construction began in 1896-97 when Khurda was linked by the East Coast Railway's line originating from Vijayawada in the South- - - - -

1997-Western Railway-NW-Ajmer -Ahmadabad MG was converted in BG on 3 may 1997- - - - -

1998-important events- - - - -

1998-Central Railway-CR-Commissioning of Jalgaon Central Panel (APR) Commissioning of BPCL oil siding complex at Panewadi - - - - -

1998-East Coast Railway-ECO -The BNR hotel at Puri has been declared as a "Heritage Hotel" by the Department of Tourism, Government of India in 1998.- - - - -

1998-East Coast Railway-ECO -Sambalpur - Angul built in 1998.- - - - -

1998-East Coast Railway-ECO -Junction Cabin-Angul section opened for traffic.- - - - -

1998-Konkan Railway-KR-Konkan Railway construction is completed on completion of prenem-samantwadi after completion of pernem tunnel which took 5 and half year , and the first passenger train is flagged off on Jan. 26. - - - - -



INDIAN RAILWAYS TIMELINE

1998-Southern Railway-SR-Tambaram-Tiruchchirappalli chord line -310.00 km opened on 01.01.98 ,Hassan-Sakleshpur-43.00 km opened on 26.01.98 ,Mysore-Hassan -119.00 km opened on 1998 ,Tiruchchirappalli-Thanjavur -50.00 km opened on 01.01.98- - - - -

1998-South Central Railway-SC- Rail Net was commissioned in South Central Railway- - - - -

1998-South Central Railway-SC-The first Mobile Police Station was introduced by Hyderabad-Tirupati Narayanadri Express- - - - -

1998-South Central Railway-SC-Computerised Passenger Reservation System, Secunderabad was linked to PRS/Howrah- - - - -

1998-South Central Railway-SC- South Central Railway had introduced 5000 hp Electric Locos for Goods transport - - - - -

1998-NorthEast Frontier Rly-NF-15 apr 1998 -jagighopa bridge(narayan setu) completed in 15 yr at a cost of 300 cr- - - - -

1998-South Central Railway-SC- April 24: 24 killed, 32 injured as a goods train with 15 wagons collides with the Manmad-Kacheguda Exp. at Parli Vaijanath (Beed) station, MP.- - - - -

1998-Eastern Railway-ER-April 4: 11 killed as Howrah-Danapur Express derails between between Fatuha and Bankaghat stations. - - - - -

1998-Southern Railway-SR- Aug. 13: 19 killed, 37 injured as the Chennai-Madurai Exp. collides with a bus at an unmanned level crossing on the New Karur - Salem bypass. - - - - -

1998-Northern Railway-NR- Nov. 26: At least 212 killed Jammu Tawi - Sealdah Express rams into three derailed carriages of the Amritsar-bound Golden Temple mail at Khanna, near Ludhiana, Punjab. - - - - -

1998-Indian Railways-IR-Bankura-Damodar river railway line,owned by a private company, has been purchased by the Railways - - - - -

1998-DLW-DLW-10 YDM-4's sent to Tanzania under a 10-year full-service lease by RITES. - - - - -

1998-Indian Railways-IR-A seventh new railway zone BILASPUR(in addition to the six proposed in 1996) is proposed. - - - - -

1998-CLW-CLW-April 29: CLW also manufactures its 2500th electric loco (a WAG-7, "Swarna Abha"). - - - - -

1998-Southern Railway-SR-Aug. 22: Tambaram-Tiruchirappalli BG conversion. - - - - -

1998-Indian Railways-IR-'Buddha Parikrama', a tourist train for Buddhist sites, launched. - - - - -

1998-Central Railway-CR-Coupon Validating Machines (CVMs) introduced at Mumbai CST. - - - - -

1998-Central Railway-CR-Diva-Panvel doubling inaugurated; EMU services begin from Panvel. - - - - -



INDIAN RAILWAYS TIMELINE

1998-Indian Railways-IR-IR begins upgrading communication links along high traffic routes to optic fibre. - - - - -

1998-Eastern Railway-ER-June 14: CONCERT system of computerized reservations deployed at Kolkata. - - - - -

1998-CLW-CLW-Oct. : The first WDP-2 (#15501) is commissioned. November 14: CLW begins production of indigenous versions of WAG-9 (first one is "Navyug"). - - - - -

1998-Indian Railways-IR-Fairy Queen, the oldest functioning steam engine in the world, which finds a place in the Guinness Book of World Records, got Heritage Award at the International Tourist Bureau, Berlin in March, 2000- - - - -

1998-Southern Railway-SR-Thanjavur- Tiruchirappalli BG conversion. - - - - -

1998-DelhiMetro-Metro-construction work started in oct 1998- - - - -

1998-Central Railway-WR-AC-DC conversion sanctioned- - - - -

1999-important events- - - - -

1999-Southern Railway-SR-Tiruchchirappalli-dindigul-93.00km opened on 06.01.99- - - - -

1999-Southern Railway-SR-Whitefield-Bangarope-47.20 km opened on April 99- - - - -

1999-NorthEast Frontier Rly-NF-Today, we are the vanguard division of the NF Railway, straddling the entrepots at Katihar and Malda. We also bear the cross/stigma of earning the sobriquet of "the Gaisal" division, w.e.f. 2nd Aug,99.- - - - -

1999-South Central Railway-SC-Computerised Passenger Reservation System, Secunderabad was linked to PRS/Mumbai (CST)- - - - -

1999-South Central Railway-SC-Wagon Workshop, Guntupalli, Vijayawada was granted ISO 9002 Certificate on- - - - -

1999-South Central Railway-SC-Carriage workshop, Tirupati was granted ISO 9002 Certificate in- - - - -

1999-South Central Railway-SC-Computerised Passenger Reservation System of Secunderabad was linked to PRS/ Chennai- - - - -

1999-South Central Railway-SC-The walkie-talkie wireless set for communication between Driver – Guard–Station Manager was introduced in South central Railway in the year 1999- - - - -

1999-South Central Railway-SC-High powered diesel Loco with 4000 hp capacity was introduced for hauling Goods Trains - - - - -

1999-NorthEast Frontier Rly-NF- Aug. 2: The Gaisal disaster, a head-on collision between the Guwahati-bound Awadh Assam Express and the Delhi-bound Brahmaputra Mail at Gaisal in North Dinajpur district, West Bengal, kills 288 persons and injures 360. One of India's worst rail accident ever, it was caused by a signalling and routing error that put the two trains on the same track.



INDIAN RAILWAYS TIMELINE

Only the Purushottam Exp. tragedy (1995) and the 1981 disaster of a train falling into a river were worse. - - - - -

1999-Central Railway-CR- July 16: 17 killed and 200 injured as Delhi-bound Grand Trunk Express collides with derailed wagons of a goods train near Mathura.- - - - -

1999-South Central Railway-SC- June 4: 12 killed and 60 injured when 14 coaches of the Secunderabad-bound Godavari Exp. derail near Kazipet. - - - - -

1999-Indian Railways-IR-Apr. 12: CONCERT system of computerized reservations deployed at Chennai. The complete networked nationwide system became operational on April 18. - - - - -

1999-south western railway-SW-Briganza Ghat opened to traffic [10/99] with Vasco - Madgaon - Londa services. - - - - -

1999-Indian Railways-IR-Credit cards accepted for booking tickets and reservations in some stations (including Mumbai CST). - - - - -

1999- --Dec 2: Darjeeling Himalayan Railway becomes the second railway site in the world to be designated a World Heritage site. - - - - -

1999-DLW-DLW-DLW turns out its 4000th locomotive. - - - - -

1999-CLW-CLW-Jan. 11: CLW begins manufacture of 3-phase AC traction motors 6FRA 6068 for WAG-9 locos. - - - - -

1999-Indian Railways-IR-Jan. 11: CONCERT system of computerized reservations deployed at Mumbai. - - - - -

1999-Indian Railways-IR-July 2: MRVC incorporated to execute suburban rail projects in the Mumbai area. - - - - -

1999-Konkan Railway-KR-Konkan Railway begins roll-on roll-off (RORO) freight services on the Kolad-Verna section. - - - - -

1999-Indian Railways-IR-NDM-6 locos procured for the Matheran and Darjeeling Himalayan railways. - - - - -

1999-NorthEast Frontier Rly-NF-New diesel locos introduced on New Jalpaiguri - Darjeeling section of the DHR. - - - - -

1999-ICF-ICF-Nov 10: ICF's first stainless steel coach prototype. - - - - -

1999-Eastern Railway-ER-Sep 19: HGS 26761 hauls a train from Howrah to Tribeni and back. - - - - -

1999-SECentral-SEC-The seventh new zone (South East Central) is approved in principle. Finally started on 1.4.2003- - - - -

1999-Indian Railways-IR-WDG-4 locos imported and homed at Hubli. - - - - -

1999-Konkan Railway-KR-WDP-2 locos in service on Konkan Railway. - - - - -



INDIAN RAILWAYS TIMELINE

1999-North eastern Rly-NE-narkatiyaganj-kaptanganj-gorakhpur cantt,indara-phefna GC completed- - - - -

1999-IRCTC-psu-IRCTC created- - - - -

2000-important events- - - - -

2000-Central Railway-CR-Khandwa Yard remodeling and commissioning of Panel (MAR) - - - - -

2000-East Coast Railway-ECO -First Electric goods train Khurda Road to Palasa- - - - -

2000-East Coast Railway-ECO -First electric coaching train introduced (7615/7616) in Visakhapatnam -Palasa section on 4.7.2000- - - - -

2000-East Coast Railway-ECO -First electric goods train with WAG-7 Loco (27401) run in Palasa-Chatrapur section on 10.11.2000- - - - -

2000-Indian Railways-IR-IN 1999-2000 ,167 km of newlines(Bongaon-Petrapole-er-8km,golpara-kamakhya-nf-124km,Pedapalli-Karimnagar-sc-35km)completed in addition to 220 km doubling & 260 km GC (Pandhar-pur-Kuruwadi-CR-52km ,kashipur-lalkuan-NE-60km,Arrakonam-chengalpattu-sr-63km,Yehlanka-Yeswantpur -sr-17km,Morbi-maliyamiyana&dahinsara-navlakhi-wr-68 km.- - - - -

2000-North eastern Rly-NE-NE kashipur -lalkuan GC completed- - - - -

2000-South eastern railway-SE-Howrah – Bankura Shiromoni MEMU Passenger service introduced by Hon’ble MR- - - - -

2000-South eastern railway-SE-Introduction of Howrah-Purulia Rupasi Bangla Exp. And Bankura-Shalimar Aranyak Exp. By Hon’ble MR.- - - - -

2000-South eastern railway-SE-Banspani-Joroli (10.44 Km) was opened for traffic.- - - - -

2000-South eastern railway-SE-Foundation stone of BDR Gauge Conversion was laid by Hon’ble Minister for Railways.- - - - -

2000-Southern Railway-SR-Penukonda-Puttabarthi-21.00 km opened on 22.11.2000 ,Chengalpattu-Arakkanam-62.87 km opened on April 2000,Quilol-Trivandrum-65.00 km opened on 19.06.2000,Calicut-Mangalore (120km out of 221 km)-120km opened on 2000- - - - -

2000-South Central Railway-SC-The first solar powered Colour Light Signals on South Central Railway was provided at LC gate No.55 near Gudivada Station of Vijayawada Division - - - - -

2000-South Central Railway-SC-The first LED lit colour light signal on South Central Railway was provided at LC 404 at KM 589/14-16 between Kadiyam-Dwarapudi Station on Vijayawada-Visakhapatnam section- - - - -

2000-South Central Railway-SC-ISO 9002 Certification was granted to Carriage Workshop, Lallaguda, Secunderabad in- - - - -



INDIAN RAILWAYS TIMELINE

2000-South Central Railway-SC-Escalator for climbing on Footover Bridge connecting platforms was commissioned at Vijayawada Station - - - - -

2000-South Central Railway-SC-The Office of Senior Divisional Financial Advisor's Office was granted ISO 9002 /2000- - - - -

2000-Northern Railway-NR- Dec. 2: Howrah-Amritsar Mail collides with a derailed goods train between Sarai Banjara and Sadhugarh in Punjab. 46 are killed, 130 or so injured.- - - - -

2000-Northern Railway-NR- July 1: Howrah-Amritsar Express rams into an empty rake of the Saharanpur-Ambala Passenger between Ambala Cantt. and Ambala City after the latter stopped following a power failure. Two persons were killed. Signal and interlocking problems were cited as the reasons.- - - - -

2000-Western Railway-WR-All-women 'Tejaswini' squads of ticket-checkers and police officers introduced for Mumbai suburban services. - - - - -

2000-South eastern railway-SE-Bankura-Midnapore section electrified and MEMU services begin (June 30). MEMU services also begin on Arakkonam-Jolarpettai section (May 22). - - - - -

2000-South eastern railway-SE-CONCOR starts dedicated container services: Shalimar - Chennai, Shalimar - Hyderabad, Cossipore - New Delhi. - - - - -

2000-CLW-CLW-Feb. 24: CLW begins manufacturing ABB's 6FXA 7059 3-phase traction motors. - - - - -

2000-Indian Railways-IR-Feb: 10 YDM-4's are reconditioned at Golden Rock and sent to Myanmar. - - - - -

2000-Indian Railways-IR-Feb: New lightweight passenger coaches supplied by Alstom LHB. - - - - -

2000-Indian Railways-IR-February: Indian Railways' web site deployed.- - - - -

2000-CORE-CORE-July 23: Trichur-Ernakulam section electrified. - - - - -

2000-CLW-CLW-May 10: First WAP-7 locomotive, 'Navkiran', from CLW. May 17: First indigenous WAP-5 (named 'Navodit') from CLW. June 30: First WAG-9H loco, 'Navshakti', #31030, from CLW. - - - - -

2000-NorthEast Frontier Rly-NF-May: Diesel-hauling of DHR train inaugurated. - - - - -

2000-Northern Railway-NR-New bridge over Ganga at Balawali (Saharanpur-Moradabad section). - - - - -

2000-Southern Railway-SR-Nov. 22: New BG line between Penukonda and Puttapparthi. - - - - -

2000-Indian Railways-IR-Fairy Queen, the oldest functioning steam engine in the world, which finds a place in the Guinness Book of World Records, got Heritage Award at the International Tourist Bureau, Berlin in March, 2000- - - - -

2000-Southern Railway-SR-Oct. 30: Villupuram-Trichy linked by optical fibre telecom link. - - - - -



INDIAN RAILWAYS TIMELINE

2000-Indian Railways-IR-Steam: Ooty 'X' class loco rebuilt and successfully steamed and run on trials (February). WP 7161 steamed for filming a motion picture, at Bombay; WP 7015 steamed, takes short train around New Delhi before returning to NRM (February). Steam-hauled train from Dehradun to Harrawala to commemorate the centenary of the Doon Railway (May). - - - - -

2000-South eastern railway-SE-Banspani-Jaroli (10.44kms) was opened for traffic- - - - -

2000-Eastern Railway-ER-Successful trials with high-speed (100km/h) running of BOXN wagon rakes on the Gomoh-Mughalsarai section. - - - - -

2000-Eastern Railway-ER-The Sealdah New Delhi Rajdhani Express was introduced from 1.7.2000 as a bi weekly and its frequency was increased to four days a week from 1st July 2001- - - - -

2000-Western Railway-WR-last steam shed MG is closed in 2002 at wankner ,BG shed at ujjain was closed in 1992 & Ng shed in billimoria in 1994- - - - -

2001-important events- - - - -

2001-East Coast Railway-ECO -BNR hotel, Puri has been refurbished recently to prepare it for its Platinum Jubilee. A three day musical extravaganza from 26th to 28th January 2001 - - - - -

2001-East Coast Railway-ECO -Goods train services(electric) introduced in Khurda Road-Chhatrapur section- - - - -

2001-South eastern railway-SE-Adra-Purulia MEMU Passenger Service introduced by Hon'ble MR- - - - -

2001-South eastern railway-SE-Hatia-New Delhi Weekly Rajdhani Express and Hatia-Baidyanathdham Exp. Were flagged off by Hon'ble MR- - - - -

2001-South eastern railway-SE-Raipur-Durg MEMU Passenger train was flagged off by Hon'ble MR- - - - -

2001-South eastern railway-SE-Bilaspur-New Delhi Weekly Rajdhani Exp. Was flagged off by Hon'ble MR- - - - -

2001-South eastern railway-SE-Howrah-Bokaro Shatabdi Express extended up to RANCHI by Hon'ble MR.- - - - -

2001-Southern Railway-SR-Egmore-Tambaram-22.19 km opened on 03.03.01- - - - -

2001-Western Railway-WR-3 JUN 2001 ,GANDHIDHAM -NEW BHUJ BG line completed- - - - -

2001-Western Railway-WR-1993-01 Maksi - Bhopal section (except 54 KM) Doubling completed- - - - -

2001-South Central Railway-SC-The state of the art high powered Diesel Loco with a capacity of 4000 hp was introduced for hauling passenger trains- - - - -

2001-South Central Railway-SC-High speed Data Channel Net working for Freight Operation Information System (FOIS) was commissioned in South central Railway - - - - -



INDIAN RAILWAYS TIMELINE

2001-South Central Railway-SC-Coaching Refund was first computerized on 31st June, 2001 by Hyderabad- Narsapur Express.-----

2001-Southern Railway-SR- June 22: Several coaches of the Mangalore-Chennai Mail fall into the Kadalundi river when the bridge at Parappanangadi near Kozhikode, at the time over a hundred years old, collapses. 64 persons die.-----

2001-DLW-DLW-A 2300hp Cape gauge diesel locomotive is manufactured by DLW for KTM Malaysian Railways.-----

2001- --April: DLW delivers 10 BG locomotives (WDM-2 variants) to Bangladesh, and (later) 2 WDM-2 (? reported as 2300hp locos by IR) units to Sri Lanka.-----

2001-Indian Railways-IR-August: The Rakesh Mohan Committee submits its report, recommending splitting IR into an operations body and a regulatory body, rationalization of fares, closure of unprofitable lines, a corporate approach to finances, manpower reductions, and an aim of privatization after 15 years.-----

2001-Indian Railways-IR-Converted AC-DC EMU rake with Alstom electricals used in trials on Borivli-Dahanu section, and then [June 12] AC-DC EMU service is officially inaugurated on the Churchgate-Dahanu section.-----

2001-DLW-DLW-DLW begins indigenous production of WDG-4 locos.-----

2001-CLW-CLW-Feb. 12: Second WAP-7 loco, 'Navbharati', #30202, commissioned.-----

2001-Indian Railways-IR-Following successful trials of the new Alstom LHB coaches at 160km/h, IR announces they will be used on the Delhi-Lucknow route (Swarna Shatabdi) (max. speed restricted to 140km/h).-----

2001-Indian Railways-IR-Four GM GT46PAC locos, classed WDP-4, arrive at Hubli.-----

2001-Indian Railways-IR-IRCON bags a contract for track doubling and electrification of the Ipoh - Padang Besar line in Malaysia.-----

2001-Indian Railways-IR-IVRS ('Interactive Voice Response System') for telephonic enquiries about trains introduced in some stations.-----

2001-Indian Railways-IR-Jan 21: Freight services between India and Bangladesh officially resumed after a gap of 25 years, on the Petrapole-Benapole BG link.-----

2001-MRVC-PSU-MRVC created-----

2001-Indian Railways-IR-July 12: The Maitry Express begins passenger service between Bangladesh and India.-----

2001-NorthEast Frontier Rly-NF-MAWD 1798 steamed after restoration; first run is Guwahati-Pandu.-----



INDIAN RAILWAYS TIMELINE

2001-Eastern Railway-ER-May 17: In trials, a single WAG-9 hauls a 4700t rake of 58 BOXN-HA wagons at speeds up to 100km/h on the Sonenagar-Mughalsarai section. - - - - -

2001-Eastern Railway-ER-Shatabdi to Patna was introduced from 12.11. 2001- - - - -

2001-Southern Railway-SR-Pendekallu-Gooty branch line opened. - - - - -

2002-important events- - - - -

2002-East Coast Railway-ECO -^Coaching train services introduced in Bhubaneswar-Visakhapatnam- - - - -

2002-Indian Railways-IR-Introduction of 16 Inter City JAN-SHATABDI trains.First train started on 16th april 2002 from LTT to Madgaon- - - - -

2002-Indian Railways-IR-in 2001-2 ,94 km new lines (gazol-Daulatpur of Eklakhi-Balurghat-nf-26km,Puttaparti-Dharmavaram of Dharmavaram-Penkoda-sr-32km ,Dewas-maksi of Godhara-Indore wr-36 km) is opened in addition to 211 km GC & 151 km doubling- - - - -

2002-Indian Railways-IR-national Rail Vikas yojna was announced at a cost of Rs 15000 cr& formally launched on 26th dec 2002 containing strengthening of golden quadrilateral(8500 cr) ,port connectivity(3000 cr) & 4 mega bridges at a cost of 3500 cr- - - - -

2002-Indian Railways-IR-Ganga bridge at Patna started on 3 feb 2002 .It is 4.95 km long bridge with 26.775 km approach & will be longest in Asia .Another bridge on Ganga is being constructed at Munger-Khagria .it is 3.19 km costing 921 cr.- - - - -

2002-Indian Railways-IR-July 6: Orders passed for creation of five new railway zones East Coast, South Western, South East Central, North Central, and West Central on 4th July 2002- - - - -

2002-Indian Railways-IR-2 MORE ZONE NAMELY ECR & NWR started functioning from 1.10.2002- - - - -

2002-Western Railway-WR-27 th oct 2002-KAPADVANJ-MODASA BG LINE OPENED With rail bus- - - - -

2002-North western RLY-NW-North Western Railway with its jurisdiction over existing Jaipur and Ajmer divisions of Western Railway and Jodhpur and Bikaner divisions of Northern Railway was to come into effect from 1.10.2002.- - - - -

2002-South Central Railway-SC-The first station in S.C.Railway to be commissioned with all Light Emitting Diode (LED) lit CLS is Kovvur - - - - -

2002-South Central Railway-SC- Secunderabad-New Delhi Rajdhani (super fast) Express was Introduced - - - - -

2002-South Central Railway-SC-The first Diesel Engine with AC Cabin for Driver was introduced in South Central Railway- - - - -

2002-South Central Railway-SC-Rake Management System, to monitor the movement of rakes and Wagons (a division of Freight Operations Information System) was first introduced at Gooty and Renigunta Stations of S.C. Railway on 06-9-2002 and extended thereafter to 23 locations by July 2004- - - - -

2002-Indian Railways-IR- Dec. 21: At least 20 persons die after the Kacheguda/Hyderabad-Bangalore Exp. derails at 90km/h near Ramliangayapalli in Kurnool district (AP). 7 coaches overturn in the derailment. - - - - -

2002-North eastern Rly-NE- June 4: Thirty-four persons killed when the Kasgunj Exp. crashes into a bus at a level crossing. - - - - -

2002- - -New bridge over Ganga at Balawali (Saharanpur-Moradabad section). - - - - -

2002-Western Railway-WR-The Rajkot division comprise of 557.91 km of BG and 32.97 km of MG .At present MG routes(Surendranagar- Dharangdhara) is closed since dec 2002 for Gauge conversion .Kanalus –Porbander section Bhavnagar division is also under operational control of Rajkot division- - - - -

2002-Eastern Railway-ER-Sep. 9: New Delhi-bound Howrah Rajdhani derails at 130km/h on a bridge near Rafiganj in Bihar. One coach plunges into the Dhavi river, others are left suspended from the bridge. 130 are killed. Sabotage is floated as a theory, but the official inquiry also brings to light engineering problems. - - - - -

2002-Western Railway-WR-April 10: WR's air-conditioned EMU coaches have trial run between Churchgate and Dadar. - - - - -

2002-Central Railway-CR-April 16: Various celebrations on the occasion of IR's 150th year, including steam runs fromCSTM-Thana with WP's sahib,singh & Sultan at Mumbai. - - - - -

2002-Indian Railways-IR-April 9: First locally built WDG-4 locomotive (GM EMD GT46MAC) commissioned. - - - - -

2002-Indian Railways-IR-Aug. 3: IR begins online train reservations and ticketing over the Internet- - - - -

2002-Indian Railways-IR-Dec. 1: Internet ticket booking extended to more cities. - - - - -

2002-South eastern railway-SE-Dec. 14: Narrow gauge railway museum inaugurated at Nagpur. - - - - -

2002-DelhiMetro-Metro-Dec. 25: Delhi Metro opens for commercial operation. - - - - -

2002-Western Railway-WR-.Gauge conversion oh Wankaner –Navlakhi –maliamiana section was completed on21.12.2002- - - - -

2002-Konkan Railway-KR-Dec. 29: Konkan Railway conducts a trial run of the Madgaon-Roha Express at 150km/h (briefly touching 165km/h at times) using a WDP-4 loco. Also in December (confirmation needed) NR is said to have run trials with a WDP-4 hauling at train at up to 180km/h on the Ghaziabad-Tundla section. - - - - -



INDIAN RAILWAYS TIMELINE

2002- -NR-Dec. 31: First trial run of a train run on 5% biodiesel blended fuel (Amritsar Shatabdi). - -
- - -

2002- -WR-Feb. 27: At least 59 persons are killed when a mainly Muslim mob sets fire to a coach carrying mostly Hindu activists in the Sabarmati Express at Godhra. - - - - -

2002-Indian Railways-IR-Jan Shatabdi trains come into service. - - - - -

2002-CLW-CLW-July 21: Upgraded WAP-7 trial successful. - - - - -

2002-DelhiMetro-Metro-July 26: The first rake for the Delhi Metro is manufactured by Rotem, South Korea. - - - - -

2002-Indian Railways-IR-June 14: Orders passed for creation of two new railway zones: East Central and North Western. - - - - -

2002-East Central railway-EC - On 01-10-2002, three divisions viz. Dhanbad, Mughalsarai and Danapur have been separated from Eastern Railway to create new East Central Railway zone with headquarters at Hazipur- - - - -

2002-North eastern Rly-NE-June 4: At least 30 persons travelling in a bus are killed as it is rammed by the Kanpur-Kasganj Exp. after the bus driver forces the bus through the closed safety gate of a level crossing. - - - - -

2002-Indian Railways-IR-March 14: IR revamps classification codes for diesel locos. - - - - -

2002-Indian Railways-IR-March 15: Indian Rail Archives inaugurated at the NRM. - - - - -

2002-south western railway-SW-March: South-Western Railway zone 'inaugurated' - - - - -

2002- -NW-May 15: Rewari steam shed re-commissioned. - - - - -

2002-Indian Railways-IR-RITES, another prestigious PSU under the Ministry has scaled new heights in performance, profit and dividend to the shareholders during the last three years. Its turn over increased from Rs.172 crore in 1999 to Rs.283 crore in 2002- - - - -

2002- - -Sep. 17: First trial run of the Delhi Metro. - - - - -

2002-Eastern Railway-ER-Sep. 20: Six coaches of the Kolkata-bound Teesta-Torsha Exp. derail near Mahipal station but fortunately no-one is killed or seriously injured. - - - - -

2002-Indian Railways-IR- 2001-02 IRCON International has achieved a record turnover of Rs.900 crore during 2001-02- - - - -

2002-Eastern Railway-ER-The Howrah Malda Jan Shatabdi Express was introduced on 29 June, 2002. - - - - -

2002-DelhiMetro-Metro-24TH DEC-2002 shahdara-tishazari section commissioned- - - - -

2003-important events- - - - -



INDIAN RAILWAYS TIMELINE

2003-NorthEast Frontier Rly-NF-182 KM LONG Jalpaiguri/siliguri -Samuktala road(part of siliguri-Bongaigaon bg) is opened on 20 nov 2003 .original line was constructed during assam rail link project in 1948-50- - - -

2003-West Central Railway-WC-HBJ-NZM became first ISO-9001-2000 TRAIN ON 23RD JAN 2003- - - -

2003-Central Railway-CR-Pune divn started functioning from 1.4.2003 by carving it from Mumbai divn of CR & Miraj-Pune from Hubli- - - -

2003-East Coast Railway-ECO -Initially, only one division namely Khurda Road was attached to this railway. Subsequently, however, when the zone became fully operational with effect from 01.04.2003- - - -

2003-East Coast Railway-ECO -East Coast Railway was made operational on 01.04.2003.- - - -

2003-Indian Railways-IR-5 more zones namely ECOR,NCR,SECR,SWR &WCR started functioning from 1.1.2003 .8 new divisions namely Rangia,Pune ,raipur ,Ahmadabad,Naded,Guntur ,Agra and Ranchi was also created on 1.4.2003- - - -

2003-Western Railway-WR-Kota division was made a part of West Central Railway on 1st April 2003. A new division i.e. Ahmedabad was created on 1st April 2003- - - -

2003-RVNL-PSU-RVNL is created on 24 th jan 2003 to complete works of Rashtriya rail vikas yojna.it was entrusted 53 projects ,out of which 9 were returned .2 more projects were givenlater o n .Now in2008- it handles 46 projects- - - -

2003-South Central Railway-SC-Jan. 3: The Secunderabad-Manmad Exp. runs through danger signals and rams into a stationary freight train at Parli (300km west of Hyderabad), killing 14. - - - -

2003-South eastern railway-SE-Railway trifurcated in east coast railway ,south east central railway & south eastern railway .Ranchi divn is added whereas Bilaspur ,Nagpur ,Vskp ,kur & sambalpur division carved out- - - -

2003-South eastern railway-SE-Ranchi Ranchi division started from 1.4.2003 karving its jurisdiction from Adra division- - - -

2003-Northern Railway-NR-March: Trials conducted in the Delhi - Sarai Rohilla section for a new MG DEMU manufactured by RCF. - - - -

2003-Northern Railway-NR-16th May- railneer plant at nangloi near Delhi started- - - -

2003-Northern Railway-NR-Nov. 10 : Centenary celebrations of the Kalka-Shimla Railway. - - - -

2003-South Central Railway-SC-Anti-collision Device was fitted to Locomotives running on Renigunta-Guntakal route of Guntakal Division on an experimental basis- - - -

2003-South Central Railway-SC-Laying of Optic Fibre Cable on all important routes of South Central Railway was Completed by Railtel Corporation- - - -



INDIAN RAILWAYS TIMELINE

2003-South Central Railway-SC-The first Electric Multiple Unit (EMU) Service on S.C.Railway was inaugurated between Secunderabad and Lingampalli- - - - -

2003-South Central Railway-SC-The first ISDN compatible electronic exchange of South central Railway was commissioned at Secunderabad - - - - -

2003-South Central Railway-SC-The Multi Model Transport System Train (MMTS-Train) between Secunderabad – Lingampalli was Inaugurated - - - - -

2003-South Central Railway-SC-Terminal Management System a division of Freight Operations Information System (FOIS) was first introduced on SCR at Bellampalli Station on 30-9-2003 and extended thereafter to 31 locations by July 2004- - - - -

2003-Southern Railway-sr-Vridhachalam-Vadalur new BG line 27 km opened on 16 apr 2003- - - - -

2003-Southern Railway-SR-Virudhunagar to Rajapalayam (- MG to BG -)- - - - -

2003-Southern Railway-SR-Golden Rock's new oil-fired 'B' class loco(s) for the Darjeeling Himalayan Railway built and ready for trials. - - - - -

2003-south western railway-SW-K-RIDE(established in Nov 2002) takes Hubli-Ankola ,solapur-gadag GC ,Hassan-mangalore Gc & Guntkal-Hospet doubling- - - - -

2003-South Central Railway-SC- Jan 3: Kacheguda-Manmad Express rams into a stationary train near Ghatnandur (Maharashtra), killing 20 persons. The driver of the express and six other officials are suspended following a report citing human error. - - - - -

2003-South Central Railway-SC- July 2: 21 passengers of the Hyderabad-bound Golconda Exp. and several road travellers die when the train derails (locomotive and two coaches) just outside Warangal station, with the locomotive falling off the bridge and on to a road below. Brake failure coupled with overspeeding are cited as the cause. - - - - -

2003-Western Railway-WR-After formation of Ahmadabad divn wef 1.4.2003 ,the mehsana region off Gujrat was transferred to ADI divn.Now Rajkot divn serves Saurashtra region of Gujrat .It extends from Viramgam to Okha & wankaner to Maliamiana –Navlakhi BG routes .- - - - -

2003-Konkan Railway-KR-June 22: An Ahmedabad/Mumbai-bound special train from Karwar derails after hitting boulders and debris from a landslide on the tracks just after Vaibhavwadi station, Ratnagiri region. 53 passengers are killed in what is KR's first fatal accident. KR is blamed by some for not having studied the stability of the landforms in the area adequately as well as for not patrolling the area thoroughly in the monsoon season.- - - - -

2003-Western Railway-WR-Ahmedabad division has been formed on 1st April, 2003 by craving various sections of Ajmer, Rajkot and Vadodara Division- - - - -

2003-Western Railway-WR-The Broad gauge portion extends from Godhra to Bhopal, Ujjain to Indore and Ratlam to Chanderia. The Metre Gauge portion of the division extends from Ratlam to Khandwa, Ujjain to Fatehabad. The MG section between Chanderia to Adarshnagar was taken over by Ajmer Division w.e.f. 01.04.2003.- - - - -

2003-Indian Railways-IR-from 1st april 5 new zone & 8 new divn are added in IR in continuation of 2 added on 1.10.2002- - - - -

2003-South Central Railway-SC-Prior to the formation of SCR, the Secunderabad division used to exist as a part of central railway .SC ,SUR of CR & BZA,Hubli of SR was Brought under SCR.in 1978 ,MG section of SC were brought under new HYB divn- - - - -

2003-South Central Railway-SC-In 2003, NED division was carved out of HYB division, while GNT division was carved out of SC & BZA- - - - -

2003-Indian Railways-IR-The Presidential Saloon is used after a gap of 26 years . President traveled on 30th may for inauguration of Harnaut rail coach maintenance workshop.- - - - -

2003-Eastern Railway-ER- Eastern Railway has been one of the major Railways. Before creation of E C Rly., this Railway used to load about 80 Million Tonnes of freight every year which was about 19% of the total loading of Indian Railways. With bifurcation, the originating loading is likely to be of the order of 53.5 Million Tonnes in 2002-2003- - - - -

2003-Central Railway-CR-Talvadia-Khirkiya line is diverted to new alignment as original alignment was to sink in sardar sarovor project- - - - -

2003-Western Railway-WR-Surendranagar -pipvav line gauge conversion completed by PRCL- - - - -

2003-CORE-CORE-29 aug 2003-udhna-jalgaon section electrification opened- - - - -

2004-important events- - - - -

2004-NorthEast Frontier Rly-NF-foundation stone for 97.9 km(727.56 cr) from Jaribam to Imphal Raod(Tupul) is laid on 20 nov 2004 by PM- - - - -

2004-East Coast Railway-ECO -^First Electric train introduced in Khurda Road - Puri section- - - - -

2004-South Central Railway-SC-Passenger Operated Enquiry Terminal (POET) was introduced at Secunderabad Station on 31-12-1999 and extended to 49 stations by July 2004.- - - - -

2004-South Central Railway-SC-National Train Enquiry System (NTES) was introduced in Secunderabad on 30-6-1999 and extended to 11 stations by July 2004.- - - - -

2004-South Central Railway-SC-The first ever “Block proving” by Digital Axle Counter System in Indian Railways was energized on Bhimadolu – Pulla block section on Vijayawada-Visakhapatnam route of South central Railway in January 2004.- - - - -

2004-South Central Railway-SC-Multi Model Transport System (MMTS) Train between Secunderabad – Falaknuma was Inaugurated- - - - -

2004-South Central Railway-SC- Signal, Telecommunication, Carrage, Stores Finance and Store Bills wings of the Office of Chief Controller of Stores, Rail Nilayam, Secunderabad were granted ISO 9001 /2000 certificate- - - - -



INDIAN RAILWAYS TIMELINE

2004-South Central Railway-SC- As on July 2004 South Central Railway established computerized Passenger Reservation Systems at 85 Stations/locations covering 96% of the berths available in S.C.Railway- - - - -

2004-South Central Railway-SC-South Central Railway has laid 342.805 Km of new lines since its inception in the 1966 till July, 2004- - - - -

2004-South Central Railway-SC- South Central Railway has converted 2676.19 Km of MG track to broad gauge since its inception in the year 1966 till July, 2004.- - - - -

2004-South Central Railway-SC-South Central Railway has carried out Doubling of track to the extent of 1272.453 Km. since its inception in the year 1966 till July, 2004.- - - - -

2004-South Central Railway-SC-South Central Railway had electrified 1706 Rkm. since its inception in the year 1966 till July, 2004.- - - - -

2004-South Central Railway -SC-Financial Rake Management System, to monitor the movement of rakes and Wagons (a division of Freight Operations Information System) was first introduced at Gooty and Renigunta Stations of S.C. Railway on 06-9-2002 and extended thereafter to 23 locations by July 2004- - - - -

2004-Southern Railway-SR-Rajapalayam to Tenkasi (- MG to BG -)- - - - -

2004-Indian Railways-IR-in 2003-4 ,162 km new line panvel-karjat-cr-28km,kakdweep-namkhana-er-13km,sasaram-nokha,-ec-20km jagdishpur-tillaiya-ecr10,joruli-keojhar-12km,una-chararu-nr-16km,bajalata-udhampur-nr-40km,malikipur-balurghat-nf-13km,nachinda-kanathi-se-10km inaddition to 854 km GC and 206 km doubling- - - - -

2004-Indian Railways-IR-JAN 2004 ,MOU for Gandhidham-Palanpur signed kutch railway co-ppp model)- - - - -

2004-Indian Railways-IR-samjhauta express begins its journey- - - - -

2004-Indian Railways-IR-cstm is declared world heritage building by unesco- - - - -

2004-Indian Railways-IR-world first sky bus set in motion for trial- - - - -

2004-Indian Railways-ir-Tatkal scheme of reservation was introduced- - - - -

2004- - -cyber café at few stations are opened- - - - -

2004-Central Railway-CR-August: Thane-Thurbe-Vashi EMU services begin in Mumbai. - - - - -

2004-DelhiMetro-Metro-Dec. 19: First underground section of Delhi Metro inaugurated (Delhi University - Kashmiri Gate). - - - - -

2004-Southern Railway-SR-Dec. 26: Indian Ocean tsunami washes away tracks on Nagore-Nagapattinam section. - - - - -

2004-Konkan Railway-KR-December: Konkan Railway being considered for merger with IR. - - - - -



INDIAN RAILWAYS TIMELINE

2004-South Central Railway -SC-Gauge conversion of Purna-Akola section begins; this is the section that in 1960 first interconnected the MG networks of northern and southern India. - - - - -

2004-Indian Railways-IR-IR makes a move to open up the bookstall and catering business at its stations, ending the long reign of booksellers Higginbothams (in the south) and A H Wheeler (elsewhere) at railway stations in India. - - - - -

2004-Southern Railway-SR-Jan 26: Second phase of Chennai MRTS, connecting Luz and Tiruvanmiyur, begins operations. - - - - -

2004-Northern Railway-NR-Jan. 15: Samjhauta Express resumes running between India (Attari) and Pakistan (Lahore) twice a week. The rail link agreement of Jan. 2001 is extended through Jan. 2007. - - - - -

2004-Delhi Metro-Metro-Jan. 23: BEML begins manufacture of Delhi Metro coaches. - - - - -

2004-Indian Railways-IR-January: The Railway Board is expanded by the introduction of two new Member posts, for Signalling & Telecom and for Stores. - - - - -

2004-Southern Railway-SR-July 1: Chennai area MG EMU services discontinued; last MG EMU runs from Egmore to Tambaram marking the end of 73 years of these stalwart trains. Also the day of the last YAM-1 run. - - - - -

2004-Eastern Railway-ER-July 12: First goods train from Kolkata (Calcutta) to Nepal using the Raxaul-Birgunj line. - - - - -

2004-Indian Railways-IR-July 25: Two brass handles and four copper pipes were stolen from the Fairy Queen (EIR No. 22), the 149-year-old steam locomotive at the National Railway Museum, New Delhi. - - - - -

2004-Southern Railway-SR-July: Golden Rock workshops manufacture the second oil-fired steam loco, 'Himanand', for the DHR. - - - - -

2004-South Central Railway -SC-July: SCR begins using new aerodynamically designed DEMU rakes from ICF. - - - - -

2004-Southern Railway-SR-July: Trial runs with a diesel loco running on bio-diesel blended fuel (Trichy-Tanjor Passenger). - - - - -

2004-South Central Railway -SC-June 30: SCR operates last MG train on the Nizamabad-Manoharabad line, bringing to an end MG services started in the 1930s on the Secunderabad-Manmad line of the Nizam's State Railways. - - - - -

2004-North western Rly-NW-Luni-Barmer-Munabao section converted to BG in preparation for possible Munabao-Khokhrapar link between India and Pakistan. - - - - -

2004-Western Railway-WR-May: Nine YDM-4 locos (ex-Sabarmati) are sold and sent to Togo Rail SA (Chemins de fer Togolais) (West Africa). - - - - -



INDIAN RAILWAYS TIMELINE

2004-Southern Railway-SR-Nov. 1: BG EMU Services inaugurated between Chennai Egmore and Tambaram on the newly converted BG line. - - - - -

2004-DelhiMetro-Metro-Nov. 27: First successful run of Delhi Metro under ATO (first use of ATO in the country). - - - - -

2004-Indian Railways-IR-Oct. : IR makes prototype standard-gauge bogies for possible export. - - - - -

2004-MumbaiMetro-Metro-Preliminary approval granted for Mumbai MRTS light rail project. - - - - -

2004-Indian Railways-IR-Sep. 15: First batch of improved flat wagons for CONCOR. - - - - -

2004-Konkan Railway-KR-Sep. 15: First public trial of KR's Skybus project in Madgaon, demonstrating the vehicle moving at 40km/h for a distance of about 1km. - - - - -

2004-Konkan Railway-KR-Sep. 25: KR Skybus prototype has an accident where the coach crashes into a pier; one person is killed. - - - - -

2004-South eastern railway-SE-14 dec 2002 ,narrow gauge museum at Motibag was opened- - - - -

2004-Southern Railway-SR-oct 2, karnatka sampark kranti was started- - - - -

2004-East central Railway-EC-29 nov 2004 ,,first village on wheel commenced its maiden journey from Rajendranagar via Patna-varanasi-agra-mathura-delhi-jammu-amritsar-haridwar-&return to patna in 9 days .tarrif 4500/.such 5 sectors are identified- - - - -

2004-Southern Railway-SR-1 nov 2004-chennai egmore-tambram section BG opened- - - - -

2004-Indian Railways-IR-Rail bijli company with 51% share of Rly & 49% of NTPC is planned - - - - -

2004-CORE-CORE-Ludhiana-Amritsar section electrified- - - - -

2004-Western Railway-WR-Indian Railways sign MoU for Gandhidham-Palanpur gauge conversion project (PIB 3-1-2004)- - - - -

2004-Western Railway-WR-Veraval- Junagadh BG was opened on 8th nov 2004- - - - -

2005-important events- - - - -

2005-Central Railway-CR-Amravati-chandurbazar new line (44km)_part of Amravati-Narkher completed- - - - -

2005-Central Railway-CR-2004-05 Thane-Turbhe-Nerul/Vasai (18.50km) a double line commuter corridor has been commissioned- - - - -

2005-northern railway-NR-13 apr 2005 ,jammu-Udhampur line(54.85 km at a cost of 515 cr) is opened with uttar sampark kranti exp .The work on this line started on 14 april 1983 - - - - -

2005-North eastern Rly-NE-a rail museum in Bunglow no 5 at Goarakhpur started .it has original MOU of BNWR of 1882- - - - -



INDIAN RAILWAYS TIMELINE

- 2005-Central Railway-CR-July 26: Heavy rains wash away tracks and destroy 37 bridges of the Neral - Matheran NG line and service is suspended. - - - - -**
- 2005-East Central Railway -EC-2004-05 Rajgir to Natesar (8km) & Nokha to sanjauli(10km)- - - - -**
- 2005-East Coast Railway-ECO -First Electric goods train introduced Khurda Road - Bhadrak- - - - -**
- 2005-East Coast Railway-ECO -Cuttack-Paradeep doubling opened for traffic- - - - -**
- 2005-Indian Railways-IR-in 2004-5,150km new line(amravati-chandurbazar cr-44km,rajgir-natesar-ecr-8km,nokha-sanjoli-10km,kakinada-kotipali-sc-44km,kanthi-digha-se-12km ,mahendranagar-amta-se-32km) completed in addition to 779 km GC & 282 km doubling- - - - -**
- 2005-CORE-CORE-Madras-Howrah route completely electrified. (except howrah-Kharagpur)- - - - -**
- 2005-Indian Railways-IR-IR undertakes cultivation of Jatropha plants for production of biodiesel. - - - - -**
- 2005-Indian Railways-IR-Jan.: Boarding Rajdhani, Shatabdis, and Jan Shatabdis at intermediate points without reservations allowed. - - - - -**
- 2005-DelhiMetro-Metro-Dec. 31: Delhi Metro's Barakhamba - Dwarka line opens. - - - - -**
- 2005-DelhiMetro-Metro-Feb.: Chawri Bazar station of the Delhi Metro is built with new technology of pre-cast concrete blocks for the platforms. - - - - -**
- 2005-South Central Railway-SC-2004-05 Kakinada to Kotipalli (44km)- - - - -**
- 2005-South eastern railway-SE-Part section of BDR Railway between BANKURA – SONAMUKHI (40.8 km) was opened on 18.09.05.- - - - -**
- 2005-South eastern railway-SE-2004-05 Kanthi to Digha (12km) & mahendralal nagar to Amta (32km)- - - - -**
- 2005-Indian Railways-IR-village on wheel has its inaugural run .closed due to not much response- - - - -**
- 2005-South eastern railway-SE-The revised estimate of this work includes extension of this line from Rainagar to Mashagram (20 km) on chord line of HWH-BWN section of E.Rly. Part section of BDR Railway between BANKURA – SONAMUKHI (40.8 km) was opened - - - - -**
- 2005-Indian Railways-IR-Release UNESCO inscribes Nilgiri Mountain Railway as World Heritage Site (PIB 18-7-2005)- - - - -**
- 2005-Northern Railway-NR-Apr. 27 : Jammu Tawi - Udhampur line in Jammu & Kashmir inaugurated and the Uttar Sampark Kranti from New Delhi to Udhampur begins running. This line was sanctioned in April, 1980. - - - - -**
- 2005-Indian Railways-IR-Aug.: IRCTC introduces E-ticketing for IR on Aug. 12; ticketing by SMS begins on Aug. 26. A Frequent Traveller scheme is also under consideration. - - - - -**

2006-important events- - - - -

2006-Central Railway-CR-Feb. 19: Igatpuri - Kasara section switched from DC to AC traction. - - - - -

2006-Central Railway-CR-Nov. 30: Deccan Queen coaches set on fire at Ulhasnagar by a mob protesting the vandalism of a statue of Dr B R Ambedkar. Coaches of a Mumbai - Karjat / Mumbai - Ambernath locals were also set on fire. - - - - -

2006-Eastern Railway-ER-Dec. 10: The second Garib Rath train begins service between Rajendra Nagar and H. Nizamuddin. - - - - -

2006-Eastern Railway-ER-Nov. 17: A restored N-class Garratt locomotive built by Beyer, Peacock in 1929 and used by SER until 1971 goes on a heritage run from Shalimar to Mecheda. The Beyer Garratt class was the largest locomotive ever used in India. - - - - -

2006-Eastern Railway-ER- Dec. 2 : A 150-year-old brick and masonry bridge over a railway line collapses on a running train at Bhagalpur, killing at least 47 as the debris crushed a passenger coach. The bridge was in the process of being dismantled.- - - - -