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Indian railways history (after independence)

- **1947**
- **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.
- Assam Railway is cut off from the rest of the Indian system.
- Traffic patterns change drastically. Instead of Karachi to northern India, now all traffic is from Bombay.
- Traffic from and to Jammu & Kashmir which used to be through Lahore (via Rawalpindi and Jammu) now had to go directly to Delhi.
- There are 42 separate railway systems, including 32 lines owned by the former Indian princely states.
- Main emphasis is on rehabilitation of railways which were in bad condition due to world war .many dismantled lines were planned for restoration .many closed station was to be opened & huge back log for availability of rolling stock replacement
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- **1948**
- Bhavnagar State Rly., Kathiawar State Rly., Jamnagar & Dwarka Rly., Gondal Rly., and Morvi Rly. all merged into Saurashtra Rly.
- Hyderabad lines of the Jodhpur-Bikaner Rly. west of Jodhpur transferred to Pakistan Western Rly. on Aug. 1.
- Darjeeling Himalayan Railway is taken over by the state.
- Average turn around period was 45 days for wagons
- The railway board have decided that future broad gauge passenger coaches shall be 11' 8" wide instead of 10' wide.
- **Calcutta time is discontinued and Indian Standard Time (introduced in 1906) is observed everywhere in the country.**
- **1949**
- YP prototypes in trial runs.
- The Gaekwar's Baroda State Railway is merged into the BBCI Rly.
- Jodhpur-Bikaner Rly. taken over by the government of the state of Rajasthan.
- Railway Board adopts all-steel construction for coaches as the new standard.
- Itarsi-Bhopal,Lucknow-Bareilly,Cawnpore-Etawah,the moradabad section doubling was taken up
- Dufferin Bridge,now called the Malaviya Birdge is opened
- **1950**
- **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.
- The Assam Rail Link project also saw the first use of pre-stressed reinforced concrete in railway construction in India.
- Jan. 26: **Chittaranjan Locomotive Works** established in West Bengal for the manufacture of 120 steam locos annually. The first of the extremely successful WG class (#8401, "Deshbandhu") from CLW is commissioned on November 1, 1950.
- Several Janata Express ("People's Express") trains are introduced, with only second-class accommodation.
- Nov. 1: Flying Raneer introduced (resurrection of the Flying Queen from 1938).
- Kurla-Mankhurd section electrified.
- The doubling of the Anand-Barejadi line on the Baroda Ahmedabad section of the BB&CI Railway,the partial doubling of the Delhi-Mathurasection & the doubling of the Bundi-barkhera section of the G.I.P Railway sanctioned
- pachora jamner Railway was purchased at a cost of Rs.21.88 lakhs.
- **1951**
- after integration of Railway system in 1950-51 ,total route milege of indian govt railway was 33084 miles out of which 776 miles were unimportant branch lines
- Zonal grouping of IR begun. SR is created on April 14 with three region trichi ,mysore & hubli, CR and WR on Nov. 5.
- About 388 km of track is electrified (Bombay and Madras suburban lines) out of a total of about 55,000 km.
- One track between Kurla and Mankhurd opened for suburban steam services.
- **Widening of the route and re-spacing of the double lines (from 3.65m to 4.72m) on the Bhore and Thull (Thal) ghat sections completed.**
- **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.
- 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.
- **1952**
- NR, ER, and NER zones created on April 14.
- Mukerian-Pathankot line (25.8 miles) on NR opened to traffic.
- **Fans and lights mandated for all compartments in all classes of passenger accommodation, although this is not implemented for many years.**
- **Kalka-Shimla Railway regauged to 2'6" gauge** under guidelines from the War Department seeking to ensure uniformity in all imperial narrow gauge systems.
- Kandla-Deesa MG line completed connecting the rail network to the Kandla port.
- Dec. 24: Construction of Ernakulam-Quilon MG line begins.

- TELCO begins production of YG locomotives.
- Kurla-Mankhurd suburban trains switch to electric traction.
- **1953**
- Howrah-Bandel-Burdwan electrification work commences (3kV DC).
- Bandra-Andheri mainline tracks electrified.
- **1954**
- Through service resumes between Amritsar and Lahore. Zafarabad-Sultanpur section dismantled during the war is restored.
- (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.
- Sleeping accommodation is introduced in 3rd class coaches.
- Khandwa-Hingoli MG section is sanctioned.
- **1955**
- [Integral Coach Factory](#) set up at Perambur, with the help of Swiss Car and Elevator Manufacturing Co. (Switzerland).
- 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.
- First-class abolished, and 2nd, Inter, and 3rd classes are renamed 1st, 2nd, and 3rd classes, respectively.
- August 1: South-Eastern Railway carved out of ER.
- Baraset-Basirhat section of Martin's Light Railways is closed, as is the Kalighat-Falta line of McLeod's Light Railways.
- Andheri-Borivili section electrified.
- **1956**
- 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.)
- Divisional system of administration set up or planned for the various regional railways.
- 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.
- Gandhidham-Kandla MG line opened to traffic.
- Madras-Tuticorin express plunges into river when bridge at Ariyalur (Tamil Nadu) is washed away in floods; 156 are killed. Railway Minister Lal Bahadur Shastri resigns accepting moral responsibility.
- SNCF delegation proposes 25kV AC traction for IR.
- Sep. 1: India's first Route-Relay Interlocking set up at Churchgate - Marine Lines (WR).
- Suburban Train Overcrowding Enquiry Commission presents its report with suggestions on improvements to Bombay suburban services.
- 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.
- **1957**
- Research, Designs, and Standards Organization (RDSO) of IR formed.
- All-India numbering scheme introduced for locomotives.
- 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.
- Nov. 30: Electrification of Sheoraphulli--Tarakeshwar branch of Eastern Railway completed (142 km, on the 3000 V DC system).
- Dec. 14: Electrification of main line from Howrah proceeds to Bandel.
- Trial runs of BG diesel locos (WDM-1).
- Indian Railways Institute of Signal Engineering and Telecommunications established at Secunderabad.
- Railway Protection Force is constituted.
- Aug. 23: Gudur-Renigunta BG section opened to traffic.
- **1958**
- 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.
- Electrification of Howrah--Burdwan Main Line section complete.
- Jan.: Ernakulam-Quilon MG section opened.
- January 15: North-Eastern Railway splits to form a new Northeast Frontier Railway.
- Karnail Singh Fuel Committee recommends a mix of 50% electric traction, 25% diesel, and 25% steam until 1975.
- Samdari-Raniwara section extended to Bhildi.
- A coach washing machine is procured for the EMU crashed at Bombay Central.
- Signal and Telecom Workshops established at Podanur.
- **1959**
- WAM-1 locos from Kraus-Maffei, Alstom, Krupp, Brugeoise et Nivelles, and SFAC are brought into service. (Aug. 1: First WAM-1, "Jagjivan Ram" is commissioned.)
- December 15: The first scheduled train runs using 25kV AC traction -- Kendposi-Rajkharwan on SER
- First steam loco designed and built entirely by CLW (WT class, "Chittaranjan" was the first one).
- **The Permanent Way Training School is set up (later to become IRICEN).**
- Fans and lights finally become standard fixtures in all passenger coaches, including Third Class.
- Rajendra Pul (bridge) across the Ganga at Mokameh opened; 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.
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- **1960**
- The Khandwa-Hingoli section is completed, which for the first time links the MG networks in northern and southern India, going across the Tapi and Purna rivers and the Satpura and Melghat ranges. The section is open only for goods traffic at first (on November 1).
- Sealdah Division, Asansol-Gomoh-Gaya is electrified at about this time (dates uncertain).
- In the early 1960's, IR begins replacing copper wiring and electrical equipment with aluminium.
- Also in the early 1960's, vestibuling of long-distance coaches became widespread.
- 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.
- **1961**
- CLW starts producing 1500 V DC electric locos. The first one is "Lokmanya" (a WCM-5), commissioned on October 14.
- [Diesel Loco Works \(DLW\), Varanasi](#) is set up
- Khandwa-Hingoli MG link is open to passenger traffic.

- Jamalpur Workshops begin producing rail cranes and electric arc furnaces.
- Kunzru Committee investigating level-crossing accidents and other mishaps issues many recommendations for improving safety.
- **1962**
- Electrification reaches Mughalsarai from Gaya at about this time (dates uncertain).
- Bukhtiarpur-Bihar line of Martin's Light Railway taken over by IR and under conversion to BG.
- First MG diesels from DLW. First Diesel-hydraulic shunters from TELCO.
- Siliguri connected to New Jalpaiguri.
- **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.**
- **Delhi trams stop operating.**
- [Jamalpur workshops](#) begin producing 'Jamalpur jacks'
- [Golden Rock workshops](#) begin manufacturing wagons.
- **1963**
- 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.
- Mar. 12: CLW also builds its first WP class loco.
- 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.
- **April: Sambalpur-Titlagarh and Bimalgarh-Kiriburu lines opened, facilitating movement of ore from mines at Kiriburu.**
- December: Alco personnel at DLW to train local staff.
- All 8-car rakes in Mumbai converted to 9-car rakes, the standard formation for a long time thereafter.
- **Early experiments carried out to test the feasibility of 140km/h and 160km/h running for passenger trains.**
- **1964**
- 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.**
- Diva-Panvel line opened.
- 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.
- First AC loco, a WAG-1, built by CLW.
- Kalyan-Kasara/Karjat section switches to using 6-car rakes from 4-car rakes.
- March 31: Bombay trams stop operating.
- 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.
- Railway Board gets a post of Additional Member for vigilance.
- **1965**
- Taj Exp. runs at 105 km/h with a steam loco. The Southern Express (21 Dn/22 Up) train is introduced between New Delhi and Madras.
- Asansol-Bareilly Passenger is the first long-distance train on ER hauled by an AC loco.
- 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.
- In the time-table effective from October 1965 the overall journey time of 185 trains has been reduced.
- **1966**
- The first container service on Indian Railways was introduced in February 1966 between Bombay (Carnac Bunder) and Ahmedabad (Asarva).
- Electrification 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.
- A ban was placed in August 1966 on the recruitment of ministerial staff for administrative offices
- Oct. 2: South-Central Railway formed from portions of Southern Railway (Vijayawada, sholapur hubli division)
- Brindavan Exp. is dieselized. Flying Raneer is now the fastest medium-haul train (Bombay Central - Surat).
- Deccan Queen gets a new ICF rake of anti-telescopic coaches.
- Ahmadpur-Katwa and Burdwan-Katwa lines of McLeod's Light Railways transferred to ER.
- Panvel-Apta line opened.
- **(Late 1960s) Long-welded rail (LWR) is introduced in many areas.**
- 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.**
- **1967**
- Ajanta Exp. (Kacheguda - Manmad), the fastest MG train in India with an average speed of 42.5 km/h.
- Diesel Loco Shed created at Ratlam.
- Second-class sleeper coaches for select trains (GT Exp., Frontier Mail, Howrah-Madras Mail, Bombay-Madras Exp., Delhi-Lucknow Mail, etc.).
- First diesel loco with Indian equipment rolls out of DLW. WDS-5 shunters from Alco are introduced.
- **CLW begins work on production of diesel locos, starting with the WDS-4 class shunters.**
- August: Conversion of Howrah-Burdwan main line and Tarakeshwar branch near Calcutta from 3000V DC to 25kV AC finished.
- CR runs its first superfast goods train from Wadi Bunder to Itarsi (the "Freight Chief").
- Bankura-Damodar River line of McLeod's Light Railways transferred to SER.
- Bombay-Delhi containerized freight services introduced.
- Siliguri to Bongaigaon BG completed .
- Poona-Mraj gauge conversion in progress connecting Satara on new alignment
- The metre gauge sections Gudivada-Bhimavaram and Vijayawada-Masulipatam have been converted into broad gauge
- **1968**
- Pokharan-Jaisalmer line constructed.
- Jul. 19: Calcutta Tramways Co. is taken over by the government of West Bengal. (Assets vested with government in 1976.)
- Pakistan Rlys. transfers the permanent way assets from Mirjawa to Zahidan, on the former Nushki Extension Rly., to Iranian Rlys.
- The Howrah-Madras Mail is now operated both ways by diesel engines.

- Jan. 6: CLW's first diesel-hydraulic (WDS-4) shunter.
- Lakheri-Bayana section is doubled.
- Punjab Mail dieselized between Igatpuri and Jhansi.
- 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.)
- Allahabad / Kanpur - Mughalsarai section gets electric traction (AC).
- Private goods consolidating agents are permitted to operate, thus allowing all manner of goods to be transported by standardized containers.
- Pokharan-Jaisalmer link built in the aftermath of the '65 hostilities with Pakistan.
- Nov.: First indigenous MG diesel loco (YDM-4 "Hubli") from DLW.
- State of signalling: 2 route-relay interlocking systems in use, and 4 panel interlocking systems.
- **1969**
- March 1: 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.
- Total of about 3,500 route km electrified. Howrah-Kharagpur section electrification is complete, as is the Igatpuri-Bhusaval section.
- Salem-Bangalore MG section completed.
- Golconda Exp. introduced between Vijayawada and Secunderabad as the fastest steam-hauled train in the country. Average speed is 58 km/h.
- Divisional system introduced for NER.
- Madras - Tambaram suburban section gets a Centralized Traffic Control center at Egmore.
- The Pokaran-Jaisalmer rail link of 105 kms & The Jhund -Jammu rail link of 80 kms. has been included in the budget
- Bombay-Madras Exp. (11 Dn / 12 Up) is dieselized between Poona and Madras.
- A.C. Deluxe Express services introduced also between Madras and Howrah, Howrah and Bombay V.T. (via Nagpur) and Bombay V.T. and Madras.
- Golden Rock Workshop begins operation overhauling diesel locos.
- Metropolitan Transport Project division set up to look into the problem of urban transit in Calcutta.
- Sep.: Jhund-Kandla BG line opened, providing a BG connection to now expanded major port of Kandla.
- The very successful WDS-4B shunters are introduced by CLW.
- Railway made a proposal to dismantle uneconomic branch lines
- **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**
- **Automatic signalling has been provided on the Ghaziabad-Sahibabad, Borivli-Virar, Thana-Kalyan, Tata-sini, Sitarampur-Mugma and Villivakkam-Avadi section.**
- **1970**
- 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.
- June 30: The last WG is manufactured by CLW (WG 10560 Antim Sitara).
- CLW produces its first WAM-4 locos.
- Shahdara-Saharanpur line of Martin's Light Railways closed.
- Across the border, Pakistan's first electric services begin on June 25 (Lahore-Khanewal, 268km).
- Oct. : One line of the Howrah network of the Calcutta trams is closed.
- **1971**
- WCG-2 and WCAM-1 design prototypes are tested.
- 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.
- Jan 1: Howrah-Amta, Howrah-Sheokhala sections of Martin's Light Railway closed.
- **The Permanent Way Training School becomes the IR Institute for Advanced Track Technology.**
- Pathankot - Jammu Tawi section opened (construction of parts of this began in 1965 after the war with Pakistan).
- Dec. : Second line of the Howrah network of the Calcutta trams is closed.
- **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 - Khokrapur MG route.
- **1972**
- Electrification from Howrah reaches Tundla (near Agra).
- **Calcutta Metro construction work begins .**
- Petrol trams in Karachi (Pakistan) cease to operate.
- May 17: The Bombay Rajdhani begins service, hauled by a WDM2. The trip takes 19 hours and 5 minutes.
- Feb. 5: CLW's last steam loco, YG 3573.
- Liluah workshops stop manufacturing coaches.
- Railway Board gets a post of Additional Member for electrical engineering.
- **1973**
- Jan. 26: Jayanti Janata Express introduced between New Delhi and Ernakulam/Mangalore, the first "classless" (all coaches second-class) train.
- First marine ISO container handled in India at Cochin (although not by rail).
- May: Nimtollah (Nimtala) Ghat line of the Calcutta trams is closed.
- Dec. : Third line of the Howrah network of the Calcutta trams is closed. Total trackage now at 62km.
- **1974**
- CLW begins work on production of dual-power WCAM-1 locos.
- RITES formed for research and consultancy services.
- (Mid-1970s) IRS standards for rails are laid down (52kg/m for BG, 75lb/yd for MG).
- Third-class accommodation abolished
- **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.**
- Barauni - Samastipur - Muzaffarpur BG line.
- **1975**
- First export order for IR -- DLW sends some YDM4 units to Tanzania.
- Jan. 30: First dual-system electric loco (WCAM-1 class) from CLW, "Vallabh", is commissioned.
- February: The first of the widely used WDS-6 class shunters from DLW.
- **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.**
- Nov.: Ernakulam-Quilon MG line converted to BG.
- **Charbagh Workshop** of NR takes on diesel loco maintenance.
- Railway Board gets a post of Additional Member for health.
- **1976**

- Jan. : IR wins its first export contract, for the supply of 15 YDM locomotives (to be built in DLW, Varanasi) to Tanzania.
- (August) Electrification reaches New Delhi, making the New Delhi - Howrah route the first trunk route to be completely electrified (AC traction).
- **IRCON formed as a separate organization from RITES, for railway construction projects overseas.**
- Tamilnadu Express introduced.
- 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).
- Aug. 5: Entire Howrah-Delhi trunk route is electrified.
- Sep. 13: Trivandrum-Ernakulam BG converted line opened to traffic.
- Smoking is banned in Mumbai suburban trains.
- Nov. 8 : All assets of the Calcutta Tramway Co. are now vested with the government of West Bengal.
- **1977**
- Feb. 1: National Rail Museum opened at New Delhi.
- **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.)
- (Late 1970s) Concrete sleepers come into use.
- DLW manufactures prototype of high-speed bogie rated for 170km/h service.
- March: DLW's 1000th locomotive.
- Railway Convention Committee meets.
- **Concept of classless train started .gitanjali express introduced as class less superfast train between mumbai & howrah**
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- **1978**
- Jan. 1: The eight posts of Additional Members of the Railway Board are abolished. The number of Advisors to the Board rises to 16.
- Arrah-Sasaram line of Martin's Light Railways closed.
- Plans drawn up for Wheel and Axle Plant.
- 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.
- March 1: Shahabad - Wadi transferred from SCR to CR.
- Apta-Roha line sanctioned as part of west konkan route of Apta-mangalore
- Janata khana at Rs 1 per packet (6 puri aloo sabzi & achar) introduced & made available at stations
- Concept of classless train started in big way with 4 class for future 2nd class ,2nd class sleeper ,2nd class chair car ,second class ac sleeper .
- Navjivan exp, gandhigram exp ,konark exp ,minar exp & hingiri express were introduced as classless trains
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- cushion seats are to be provided in all class
- double decker service started from apr 1978
- policy of not granting any extension to serving employee was introduced
- **1979**
- CORE (Central Organization for Railway Electrification) formed.
- Madras-Gummidipundi (April 13) and Madras-Thiruvellore sections (Nov. 23) electrified providing a second electrified corridor for SR. Madras Beach - Korukkupet - Madras Central is also electrified (Aug. 9).
- May 20: Mangalore - Hassan MG line opened to traffic.
- Oct. 2: Trivandrum division of SR created.
- AC 2-tier coaches are introduced (may be off by a year).
- 6 new line connecting state capital of north east were sanctioned for development of north east (result of assam agitation)
- Sonpur divn formed in NE Railway
- Railways was awarded a work of Brahmaputra bridge(Road bridge) by assam govt.
- **1980**
- 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.
- First WDM-2 with AC-DC transmission.
- Oct. 1: First WAP-1 locomotive commissioned (variant of the WAM-4R); used for the Rajdhani service.
- Third Ghat line opened on the north-east of Mumbai.
- Passenger fare revised after gap of 7 yr (last revision in 1974-75)
- **1981**
- Nagercoil-Tirunelveli and Trivandrum-Kanyakumari via Nagercoil opened
- Viramgam - Hapa MG section converted to BG.
- A new division for Bhopal & Bangalore was sanctioned
- **Diesel Component Works**, Patiala, is set up.
- July 27: Bangalore division of SR created.
- The first ISO container is hauled by IR, to the new Inland Container Depot at Bangalore.
- **[Disaster] 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.**
- **1982**
- Oct. - The Taj Express gets diesel locomotives (WDM-2).
- Sep. 3: Thiruvellore - Arakkonam section electrified.
- Lucknow-Muzaffarpur BG line.
- **1983**
- DLW gets export order for 15 YDM-4 locos to Vietnam.
- Howrah Rajdhani is hauled by a WAP-1 loco.
- SR eliminates steam on all of its regular (non-tourist) lines.
- Guntakal-Bangalore BG conversion.
- IR begins studies on telecom, IT, and freight information management upgrades.
- Feb. 10: 'Great Indian Rover', a tourist train for Buddhist sites, with a specially built rake, launched.
- **1984**
- Wheel and Axle Plant, Yelahanka, begins production.
- Engineering survey begun for Mangalore-Madgaon line.
- Oct. 24: First phase of Calcutta Metro from Esplanade to Bhowanipur (now the Netaji Bhawan station) done, inaugural run of metro.

- Hapa-Okha MG section converted to BG.
- The Mumbai Rajdhani becomes the first long-distance train with air brakes.
- Jan. 22: CLW's first loco of the WAG-5B class, at first denoted WAM-4B, is commissioned.
- May: DLW's 2000th locomotive produced.
- May: First shipment of 15 YDM-4 locos to Vietnam from DLW.
- Aug. 11: Electric trains begin running between Madras and Katpadi.
- MUTP-I completed, with several improvements to the Mumbai suburban train services.
- New BG railway line from Guwahati to New Bongaigaon opened.
- Prinsep Ghat - Dum Dum Jn. section of Calcutta Circular Railway commissioned.
- **Railway Reform Committee suggests creation of 4 new zones to cope with growing freight traffic.**
- Dehri-Rohtas Light Railway closed.
- **1985**
- **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.**
- Railway Convention Committee meets.
- **SR becomes the first zone to eliminate BG steam operations.**
- **Charbagh Workshop** of NR takes on electric loco maintenance.
- Apr. 17 : Maniktala - Ultadanga section of Calcutta Tramways built.
- **1986**
- Computerized ticketing and reservation introduced, at New Delhi (pilot project begun in 1985).
- Futwah-Islampur section of Martin's Light Railways closed.
- Apta-Roha line opened.
- IRCOT (IR's telecom division) founded.
- 12-car rakes used in trial runs for suburban EMU services on WR.
- The Taj Express gets electric locomotives.
- Howrah Rajdhani becomes air-braked (the train is hauled by a single WAP-1).
- Dec. 31 : Behala line of Calcutta Tramways extended to Joka.
- **1987**
- Bombay-Delhi WR route is fully electrified.
- January 4: First WAP-3 loco , 'Jawahar', commissioned.
- The rarely seen WDM-7 locos introduced (June). On NG, NDM-5 locos introduced.
- Automatic signalling based on axle counters introduced by CR on Palwal-Mathura section.
- July 25: First solid-state interlocking (SSI) system in operation at Srirangam.
- April 14: Madras-Avadi EMU services begin.
- **Railway Coach Factory**, Kapurthala, is set up.
- Work begins on the Narmayan Setu road and rail bridge over the Brahmaputra at Jogighopa. (Foundation stone laid in 1983.)
- June: An early system for computerized reservations begins operating at Mumbai VT for a few trains (pre-CONCERT).
- July: Early standalone computerized reservation system begins operations at Chennai.
- October: Early standalone computerized reservation system begins operations at Kolkata.
- Electrification stands at 7275 route-km.
- (Dates uncertain - 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).
- Concept of model station started. 67 model stations were selected
- **35 new lines & 11 gauge conversion project are in progress covering 2940 km & 2013 km costing about 2400 cr much beyond capacity of railways**
- **1988**
- The first Shatabdi (100TH yr of Gandhi jayanti) Express is introduced between New Delhi and Jhansi (later extended to Bhopal), and becomes the fastest train in the country.
- Feb. 1: Entire Bombay-Delhi route is electrified.
- March 31 : First (ICF-designed) coaches produced by the newly set-up **Railway Coach Factory (RCF)**, Kapurthala
- Container Corporation of India (CONCOR) created.
- Ruthiyai-Bina section transferred from WR to CR.
- Aug. 6: Karur-Dindigul BG line opened.
- August: Pilot project for the NTES train status enquiry system begun.
- In 87-88 ,64 new trains were introduced
- Ac sleeper in MG was introduced in 10 trains
- **1989**
- Systematic renumbering of train services using 'universal' numbers (new 4-digit scheme).
- Railways Act, 1989, updates the legal framework for railways in India after nearly a century, replacing the Railways Act of 1890.
- Work begins on the Konkan Railway.
- The second Shatabdi Express is introduced between New Delhi and Kanpur (later extended to Lucknow).
- The Indrayani Express between Bombay and Pune is introduced (as well as the Pragati Express between the same pair of cities).
- Aug. 29, 1989: The IRFCA electronic mailing list for IR railfans is born. :-)
- Rail Spring Karkhana set up for production of coil springs for IR.
- July: Early standalone computerized reservation system begins operations at Secunderabad.
- Oct. 15: Ernakulam-Alleppey BG line is opened.
- **[Disaster]** April 18: 75 killed as Karnataka Exp. derails near Lalitpur, UP.
- **[Disaster]** Nov. 1: 48 killed as Udyan Abha Toofan Exp. derails at Sakaldiha, Bihar.
- **1990**
- Bhusaval-Itarsi section has electric services -- Bombay-Delhi CR route is fully electrified.
- Work progresses on Mangalore-Udupi section of KR.
- Bombay Rajdhani gets an air-braked rake.
- 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).
- First Self-Printing Ticket Machine (SPTM) introduced, at New Delhi.
- Victoria Terminus gets a double-discharge platform.
- **1991**

- Work begins on Udipi-Koha section of K.K.
- RCF begins production of air-braked coaches and coaches with roof-mounted AC units.
- Railway Convention Committee meets.
- July 16: The hospital train, 'Lifeline Express' (Jeevan Rekha), begins operation.
- All platforms at Victoria Terminus converted to the double-discharge kind.
- Kurla Terminus opened.
- Gauge conversion begins on Sawai Madhopur - Jaipur - Phulera, Chhapra - Aunrihar, and Bhildi - Mahesana - Viramgam sections.
- **1992**
- Palace on Wheels changed to a broad-gauge train.
- March 29: First of the WAG-7 class locos, 'Shantidan', from CLW commissioned.
- March: Bangalore - Jolarpettai section electrified.
- **May 8: Churchgate-Virar Ladies' Special is the first IR train reserved exclusively for women.**
- August: DLW's 3000th locomotive produced.
- Nov. 20: Alleppey-Kayankulam BG line opened.
- Liluah workshops begin producing DMUs.
- RDSO/ICF develop high-capacity (250kVA) power cars for Rajdhani. RDSO develops bidirectional BG railbus design.
- Mumbai suburban services extended to Vashi.
- Bangalore Rajdhani introduced.
- Gauge conversion of Salempur - Barhaz Bazar, Manmad - Aurangabad, Bikaner - Merta Road.
- **Project unigauge was started & 1200 km targetted for conversion in 1992-93 .finally 1350 km was converted in one year**
- **[1993**
- Secunderabad-Mahboobnagar MG section is converted to BG, removing an important link in the MG system towards the north from Secunderabad.
- AC 3-tier coaches introduced.
- **Sleeper Class introduced on IR, separate from Second Class.**
- April 16: Bangalore-Mysore BG line opened.
- Railway Capital Fund established.
- CLW stops (apparently) the production of diesel shunters.
- 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.
- The first 'chopper' EMU rake is introduced in Mumbai.
- Mumbai suburban services extended to Nerul and Belapur.
- 1600 km of GC is targetted for 1993-94 & 1600 km for 1994-95 was fixed
- **1994**
- Royal Orient train introduced by WR and Gujarat.
- July 11: First MEMU service, Asansol - Burdwan.
- August 27: CLW's first WAP-4 loco, 'Ashok', commissioned.
- August 22: First WDM-2C loco commissioned.
- August 31: Chikjajur-Chitradurg-Rayadurg line converted to BG.
- September: CONCERT system of computerized reservations deployed at Secunderabad.
- Manmad-Aurangabad MG line converted to BG.
- Feb.: Jaipur - Sawai Madhopur MG line converted to BG.
- Dec.: Ajmer-Delhi MG line converted to BG.
- December: Telephone-based phone inquiry (IVRS) introduced.
- Gauge conversion of Mau - Shahganj (?), Chaparmukh - Haibargaon.
- Secunderabad-Mahboobnagar gauge conversion breaks one of the important north-south MG freight connections.
- Major conversion done in this year (about 1500 km)
- **1995**
- 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.)
- Khodiyar-Mehsana MG section converted to BG.
- April: The first WDP-1 loco is commissioned.
- April 2: New Madras Beach - Tambaram BG line.
- July 18: The first WDG-2 loco is commissioned.
- December 6: Last official BG steam service (Jalandhar-Ferozepur).
- Hassan-Mangalore MG line dismantled in parts for gauge conversion.
- Miraj-Bangalore line converted to BG.
- 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 (planned completion dates -- some may have taken longer).
- Sep. 27: End-to-end through service on the Calcutta Metro begins (Tollygunge to Dum Dum) with 16 of the planned 17 stations.
- Delhi-Panipat MEMU service begins.
- Eleven WAP-5 locos imported from ABB (AdTranz), the first locos with 3-phase AC technology in India.
- IR begins a big push to convert passenger coaches from 24V electricals to 110V systems.
- Dec. : DLW exports 2 WDM-2 locos to Sri Lanka.
- Pune division of CR created.
- Mumbai's Harbour line is extended to Khandeshwar.
- Diva - Veer DMU services inaugurated.
- IR launches 'Exhibition-on-Wheels', a special train with various IR-related material forming a travelling exhibition.
- IR signs agreement with Linke Hoffman Busch (LHB, now part of Alstom) for supply of, and technology transfer for, passenger coaches.
- **1996**
- 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.
- Feb. 11: The last of the 17 stations of the first phase of the Calcutta Metro (Mahatma Gandhi Road) is commissioned.
- March 4: Victoria Terminus is renamed Chhatrapati Shivaji Terminus.
- April: DLW exports 10 YDM-4 locos to Bangladesh.
- July: **Six new railway zones** proposed and approved in principle. All the six new Zonal Headquarters have been inaugurated, Officers on Special Duty have been posted along with other team of officers to complete preliminary works.
- Sep.: The Union Cabinet approves the first phase of the Delhi Metro.
- September: CONCERT system of computerized reservations fully deployed at New Delhi.
- Telecom cubicle provided on the Mumbai Rajdhani for on-board telephone and fax service.

- - Construction of Beas-Goindwal, Chitauri-Bagha rail link and Karanjai-Nischantapur new lines completed in the current year.
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- **1997**
- Freight services begin on Konkan Railway.
- Third Godavari bridge built, to replace the first one built in 1897, near Rajahmundry.
- RCF begins manufacture of MEMU coaches.
- Mehsana-Palanpur MG section converted to BG.
- Ahmedabad-Ajmer MG section converted to BG.
- Wadsa-Nagbira, Arsi Kere-Hassan, Hossur-Salem, Mhow-Shahganj, Mehsana-Marwar-Ajmer. Gauge conversion completed
- Radio communication between driver and guard introduced on the Delhi - Mughalsarai route.
- An experimental system interconnecting Vyasrapadi, Korukkupet, and Washermanpet stations' signalling systems to Basin Bridge Jn. (Chennai) using fibre-optic links is in place.
- October 18: Fairy Queen back in regular revenue service.
- Madras MRTS begins running with service between Beach and Luz.
- Oct. 19: Beach - Thirumayilai (Mylapore) construction completed.
- DMU services begin on KR (Karwar-Pernem).
- Jan. 11: Salem - Bangalore BG conversion.
- DLW exports one WDS-6 shunter to Puttlam Cement Co. in Sri Lanka, and 6 WDM-2 locos to Sri Lanka Railways.
- CONCOR buys 1300 BFKI flat wagons from IR in an effort to increase its container transport capacity.
- 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 perk was later withdrawn on court order following a successful public interest lawsuit.
- 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').
- Erstwhile Moradabad steam shed is dismantled to make way for a Concor depot.
- [Disaster] Sep. 14: At least 81 killed as five coaches of Ahmedabad-Howrah Express derail and fall into a river at Bilaspur, MP. Some sources claim a death toll of 120.
- -Konkan Railway- 98% work of konkan railway completed . Out of 760 kms., Roha-Sawantwadi (364 kms.) and Mangalore to Kundapura (100 kms.) already commissioned.. Due to unforeseen geological problems two tunnels in Goa Section about a length of 500 metres have still to be made through. Foreign consultancy is being obtained to solve the problem
- **1998**
- Konkan Railway construction is completed, and the first passenger train is flagged off on Jan. 26.
- IR begins upgrading communication links along high traffic routes to optic fibre.
- November 14: CLW begins production of indigenous versions of WAG-9 (first one is "Navyug").
- April 29: CLW also manufactures its 2500th electric loco (a WAG-7, "Swarna Abha").
- June 14: CONCERT system of computerized reservations deployed at Kolkata.
- 10 YDM-4's sent to Tanzania under a 10-year full-service lease by RITES.
- Diva-Panvel doubling inaugurated; EMU services begin from Panvel.
- Coupon Validating Machines (CVMs) introduced at Mumbai CST.
- Aug. 22: Tambaram-Tiruchirappalli BG conversion.
- Thanjavur-Tiruchirappalli BG conversion.
- Oct. : The first WDP-2 (#15501) is commissioned.
- 'Buddha Parikrama', a tourist train for Buddhist sites, launched.
- A seventh [new railway zone](#) at Bilaspur (in addition to the six proposed in 1996) is proposed.
- **1999**
- WDG-4 locos imported and homed at Hubli.
- Briganza Ghat opened to traffic [10/99] with Vasco - Madgaon - Londa services.
- NDM-6 locos procured for the Matheran and Darjeeling Himalayan railways.
- WDP-2 locos in service on Konkan Railway.
- Jan. 11: CLW begins manufacture of 3-phase AC traction motors 6FRA 6068 for WAG-9 locos.
- Jan. 11: CONCERT system of computerized reservations deployed at Mumbai.
- The seventh [new zone](#) (South East Central) is approved in principle.
- Apr. 12: CONCERT system of computerized reservations deployed at Chennai. The complete networked nationwide system became operational on April 18.
- July 2: MRVC incorporated to execute suburban rail projects in the Mumbai area.
- Sep 19: HGS 26761 hauls a train from Howrah to Tribeni and back.
- Nov 10: ICF's first stainless steel coach prototype.
- **Dec 2: Darjeeling Himalayan Railway becomes the second railway site in the world to be designated a World Heritage site.**
- 174 km of Talcher - Sambalpur new line completed. Panihar - Khajuri section of Guna - Etawah line is opened
- Gauge conversion completed in Tambaram-Tiruchirappalli ,Tiruchirappalli-Dindigul ,Shivsagar-Moranhat ,Mariani-Jorhat section
- New diesel locos introduced on New Jalpaiguri - Darjeeling section of the DHR.
- Jan. 6: Tiruchirappalli-Dindigul BG conversion.
- DLW turns out its 4000th locomotive.
- Credit cards accepted for booking tickets and reservations in some stations (including Mumbai CST).
- Konkan Railway begins roll-on roll-off (RORO) freight services on the Kolad-Verna section.
- Ban on sale of cigarettes and bids on railway platforms and trains from 5th June, 1999 -- the "Environment Day"
- [Disaster] 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. Only the Purushottam Exp. tragedy (1995) and the 1981 disaster of a train falling into a river were worse. Rail minister resigned
- **2000**
- February: Indian Railways' web site deployed.
- A New Plan Head being created to focus attention on safety at level crossings
- Feb: 10 YDM-4's are reconditioned at Golden Rock and sent to Myanmar.
- Feb. 24: CLW begins manufacturing ABB's 6FXA 7059 3-phase traction motors.
- Feb: New lightweight passenger coaches supplied by Alstom LHB.
- May 10: First WAP-7 locomotive, 'Navkiran', from CLW.
- May 17: First indigenous WAP-5 (named 'Navodit') from CLW.
- May: Diesel-hauling of DHR train inaugurated.
- Bankura-Midnapore section electrified and MEMU services begin (June 30). MEMU services also begin on Arakkonam-Jolarpettai section (May 22).
- June 30: First WAG-9H loco, 'Navshakti', #31030, from CLW.
- Steam Oct: WDM-2 shunter built and manufactured at WDM-2 shed and WDM-2 shed (Chennai) WDM-2 shed for fluid power system at Durgam WDM-2 shed

- Steam: Gooty 'A' class loco rebuilt and successfully steamed and run on trials (February). WR 101 steamed for filming a motion picture, at Bombay; WR 1015 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).
- CONCOR starts dedicated container services: Shalimar - Chennai, Shalimar - Hyderabad, Cossipore - New Delhi.
- All-women 'Tejaswini' squads of ticket-checkers and police officers introduced for Mumbai suburban services.
- July 23: Trichur-Ernakulam section electrified.
- Oct. 30: Villupuram-Trichy linked by optical fibre telecom link.
- Nov. 22: New BG line between Penukonda and Puttaparthi.
- Successful trials with high-speed (100km/h) running of BOXN wagon rakes on the Gomoh-Mughalsarai section.
- New bridge over Ganga at Balawali (Saharanpur-Moradabad section).
- **Railway Safety Review Committee headed by Justice H.R.Khanna assesses requirement of Rs 15,000 cr for rehabilitation of overaged assets and to provide adequate technology back-up to operational staff connected with train running.**
- For first time in history of Indian Railways, All India Summer Special Train Timetable was released
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- **[2001**
- Jan 21: Freight services between India and Bangladesh officially resumed after a gap of 25 years, on the Petrapole-Benapole BG link.
- 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).
- Feb. 12: Second WAP-7 loco, 'Navbharati', #30202, commissioned.
- 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.
- 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.
- MAWD 1798 steamed after restoration; first run is Guwahati-Pandu.
- 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.
- Four GM GT46PAC locos, classed WDP-4, arrive at Hubli.
- DLW begins indigenous production of WDG-4 locos.
- IRCON bags a contract for track doubling and electrification of the Ipoh - Padang Besar line in Malaysia.
- July 12: The Maitry Express begins passenger service between Bangladesh and India.
- **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.**
- December: All rail traffic between India and Pakistan is suspended following rising tensions between the countries (the Samjhauta Express is also cancelled as part of this).
- A 2300hp Cape gauge diesel locomotive is manufactured by DLW for KTM Malaysian Railways.
- Pendekallu-Gooty branch line opened.
- IVRS ('Interactive Voice Response System') for telephonic enquiries about trains introduced in some stations.
- **Belapur-Panvel line commissioned for commuter traffic. 5th line between Santa Cruz-Andheri completed**
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- **2002**
- 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.
- March 15: Indian Rail Archives inaugurated at the NRM.
- March: South-Western Railway zone 'inaugurated' (but official notification of the new zone occurs in July, see below).
- Jan Shatabdi trains come into service.
- March 14: IR revamps [classification codes](#) for diesel locos.
- April 9: First locally built WDG-4 locomotive (GM EMD GT46MAC) commissioned.
- April 10: WR's air-conditioned EMU coaches have trial run between Churchgate and Dadar.
- April 16: Various celebrations on the occasion of IR's 150th year, including steam runs with WP's at Mumbai.
- May 15: Rewari steam shed re-commissioned.
- July 21: Upgraded WAP-7 trial successful.
- 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.
- June 14: Orders passed for creation of two new railway zones: East Central and North Western.
- July 6: Orders passed for creation of five new railway zones East Coast, South Western, South East Central, North Central, and West Central.
- July 26: The first rake for the Delhi Metro is manufactured by Rotem, South Korea.
- Aug. 3: IR begins online train reservations and ticketing over the Internet.
- Sep. 17: First trial run of the [Delhi Metro](#).
- Sep. 20: Six coaches of the Kolkata-bound Teesta-Torsha Exp. derail near Mahipal station but fortunately no-one is killed or seriously injured.
- Dec. 1: Internet ticket booking extended to more cities.
- Dec. 14: Narrow gauge railway museum inaugurated at Nagpur.
- Dec. 25: [Delhi Metro](#) opens for commercial operation.
- 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.
- Dec. 31: First trial run of a train run on 5% biodiesel blended fuel (Amritsar Shatabdi).
- **2003**
- 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.
- DLW gets another order for YDM-4 locos from Vietnam (10 units).
- March: Trials conducted in the Delhi - Sarai Rohilla section for a new MG DEMU manufactured by RCF.
- Launching of the National Rail Vikas Yojana - a non-budgetary initiative involving ,Strengthening of Golden Quadrilateral. ,Augmenting rail connectivity to ports. ,Construction of four mega bridges
- April: The 7 new railway zones begin functioning.
- April 26: First indigenously built WDP-4 (#20011) inaugurated at DLW.
- August 9: Hyderabad/Secunderabad 'MMTS' train services begin with 13 Lingampally-Hyderabad services and 11 Lingampally-Secunderabad services each day.
- August 20: The first indigenously manufactured 4-coach rake from BEML for the Delhi Metro is commissioned.
- The [Presidential Saloon](#) is used after a gap of 26 years.
- [*Disaster*] Oct. 23: Seven die as five coaches of the Bangalore-bound Mysore-Bangalore push-pull train derail near Mysore. Faulty wheel discs from the Durgapur steel plant are said to be the cause.
- Golden Rock's new oil-fired 'B' class loco(s) for the Darjeeling Himalayan Railway built and ready for trials.
- Nov. 10 : Centenary celebrations of the Kalka-Shimla Railway.
- Dec. 15 : Mumbai Bandhni starts running with the new LHB coaches

- Dec. 13 : Mumbai Rajdhani starts running with the new LHB coaches.
- 1000 mega watt captive thermal power plant to be set up at Nabinagar as a JV between Railway and NTPC.
- Rail Vikas Nigam Ltd. incorporated to execute projects of National Rail Vikas Yojana.
- The only remaining mega bridge over river Kosi approved and included in the budget.
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- **2004**
- January: It was decided that the Railway Board will be expanded by the introduction of two new Member posts, for Signalling & Telecom and for Stores.
- 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.
- Jan. 23: BEML begins manufacture of Delhi Metro coaches.
- Jan 26: Second phase of Chennai MRTS, connecting Luz and Tiruvanmiyur, begins operations.
- May: Nine YDM-4 locos (ex-Sabarmati) are sold and sent to Togo Rail SA (Chemins de fer Togolais) (West Africa).
- 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.
- 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.
- July 12: First goods train from Kolkata (Calcutta) to Nepal using the Raxaul-Birgunj line.
- July: SCR begins using new aerodynamically designed DEMU rakes from ICF.
- July: Golden Rock workshops manufacture the second oil-fired steam loco, 'Himanand', for the DHR.
- July: Trial runs with a diesel loco running on bio-diesel blended fuel (Trichy-Tanjor Passenger).
- 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.
- August: Thane-Thurbe-Vashi EMU services begin in Mumbai.
- 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.
- Sep. 15: First batch of improved flat wagons for CONCOR.
- Sep. 25: KR Skybus prototype has an accident where the coach crashes into a pier; one person is killed.
- Oct. : IR makes prototype standard-gauge bogies for possible export.
- Nov. 1: BG EMU Services inaugurated between Chennai Egmore and Tambaram on the newly converted BG line.
- Nov. 27: First successful run of Delhi Metro under ATO (first use of ATO in the country).
- Dec. 19: First underground section of Delhi Metro inaugurated (Delhi University - Kashmiri Gate).
- Dec. 26: Indian Ocean tsunami washes away tracks on Nagore-Nagapattinam section.
- Luni-Barmer-Munabao section converted to BG in preparation for possible Munabao-Khokhrapar link between India and Pakistan.
- Preliminary approval granted for Mumbai MRTS light rail project.
- Gauge conversion of Purna-Akola section begins; this is the section that in 1960 first interconnected the MG networks of northern and southern India.
- December: Konkan Railway being considered for merger with 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.
- 1222 kms of BG lines added to the system during 2003-04, 1650 Km targeted for 2004-05.
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- **2005**
- Jan.: Boarding Rajdhani, Shatabdis, and Jan Shatabdis at intermediate points without reservations allowed.
- Feb.: Chawri Bazar station of the Delhi Metro is built with new technology of pre-cast concrete blocks for the platforms.
- 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.
- 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.
- IR undertakes cultivation of *Jatropha* plants for production of biodiesel.
- Dec. 31: Delhi Metro's Barakhamba - Dwarka line opens.
- Madras-Howrah route completely electrified
- Heavy rains wash away tracks and destroy 37 bridges of the Neral - Matheran NG line and service is suspended
- 'Village-on-Wheels' trains comprising ordinary sleeper class coaches introduced for common man.
- New series of fast trains named as "**Sampark Kranti Express**" introduced to connect states to the national capital. Value added features - non-stop run beyond the state. 18 such trains were introduced
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- **2006**
- Feb. 15: New Delhi - Bhopal Shatabdi cleared for running at 150km/h commercial speed on the New Delhi - Agra Cantt. Stretch
- Feb. 17: Thar Express service begins with the train on the Indian side running from Jodhpur to Munabao with the connecting train on the Pakistan side running from Karachi to Khokhrapar to Munabao to connect
- Feb. 19: Igatpuri - Kasara section switched from DC to AC traction.
- March 24: Regular double-stacked container service (on BLC A/BLC B flat wagons) begins on the Pipavav - Jaipur route.
- 5 station in each divisions are planned for improvement under touch & feel programme
- May - July: Telescopic fares withdrawn in Railway Budget and restored in July.
- **Jul. 11 : Seven bombs go off nearly simultaneously at different places on WR's EMUs in Mumbai during the evening rush hour, killing 181 persons and injuring nearly 900. services restored by next day morning**
- Aug. 24 : Service on the Munabao-Khokhrapar international link to Pakistan is suspended following incessant rain and waterlogging on the Munabao-Barmer-Jodhpur section.
- **Oct. 5 : The first Garib Rath train begins service between Saharsa and Amritsar.**
- 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.
- 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 - Ambemath locals were also set on fire.
- 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.
Also on Dec. 2, the locomotive of the Avadh Express is destroyed following a short-circuit induced fire at Lakheri station near Kota.
- Dec. 4: The Deccan Queen is back in service after the arson attack of Nov. 30.
- Dec. 10: The second Garib Rath train begins service between Rajendra Nagar and H. Nizamuddin.
- Recruitment for Group D posts by field units instead of RRBs
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• 2007

- Jan. 1: Trial run of the Neral-Matheran NG train from Neral to Jummappatti following reconstruction of the railway line that was washed away in 2005. The special run on New Year's Day in advance of the resumption of full passenger services was undertaken especially because 2007 is the centenary year of the line.
- LCD television was introduced in BCT-ADI Shatabdi train
- Jan. 4: Private players allowed into the field of container transport operation, ending CONCOR's monopoly.
- Jan. 12: Mahaparinirvan Express, a Buddhist tourist circuit train, begins service.
- Jan. 16: Last MG train runs on Mysore - Chamarajanagar line.
- Feb. 7: Advance booking period of railway tickets changed to 90 days.
- **Feb. 17: The Thar Express to Pakistan resumes running. Services were halted in 2006 following heavy rain and waterlogging of the tracks.**
- Feb. 18: At least 68 passengers killed and many injured when bombs explode in the Delhi-Attari special train for passengers heading to Lahore in Pakistan by the Samjhauta Exp, at Deewana near Panipat.
- Mar. 13: Service resumes on the Neral - Matheran NG line partially on the section from Neral to Jummappatti.
- Auto upgradation scheme introduced
- Indian railways earned a profit of 20000 cr
- Railways has planned 100 budget hotels
- Railways identified 19 stations for converting in world class station
- Apr. 9: First private container train, owned by Boxtrans Logistics, runs from Cossipore to Loni.
- Apr. 11: IR announces new codes for passenger coaches ('B-1' for AC-3T coaches formerly designated 'AS-1', etc.).
- Apr. 11: First long-distance trains named after a corporate brand launched. SWR granted PepsiCo the right to run three summer trains (Bangalore - Nagarkole, Bangalore - Chennai, and Bangalore - Hubli) under the name 'Kurkure Express' with branding by PepsiCo for its lines of snacks of that name.
- Apr. 17: Maersk Line launches dedicated block train operation between Bangalore and Chennai with CONCOR, connecting to the MECL2 freight ship service from the US east coast to Chennai.
- May 30: Private container train by APL (formerly American President Lines) runs from Loni to Jawaharlal Nehru Port.
- [Disaster] Jun. 25: Seven persons (including the driver and 6 trackmen) are killed when two locomotives and seven wagons of a goods train fall 200 feet off a bridge between Dihakho and Mupa on the MG Lumding-Badarpur hill section of NFR. Upper assam remained cutoff from rest of nation for quite long time
- July 1 Railways has launched call centre service
- Railway planned 100 budget hotel through IRCTC .
- RLDA also formed for commercial development of land
- **Jul 8: An Indian train (named *Moitree* or 'Friendship') arrives in Dhaka on a trial run for the planned resumption of regular passenger services between Kolkata and Dhaka.**
- Kalka shimla line washed away near Koti on 13th aug .service restored on diverted route from 27th aug
- 2 additional platform along with second entry at demello road was opened at CSTM
- Dedicated freight corridor corporation of india is formed for laying eastern & western freight corridor with VK Kaul as its first chairman
- **Nov 1** Salem division started functioning with bifurcation of Tamilnadu portion of Palghat division
- **First trial run of DEMU in Ompora-kakapora** section of jammu-srinagar line
- Railway sign agreement with NTPC for joint venture for establishing power plant at nabinagar
- **Velachery MRTS inauguration on Monday (19TH NOV 2007)**- It took nearly 36 years for the railways to complete the first two phases of the elevated project. Three more phases — Velachery to St. Thomas Mount, St.Thomas Mount to Villivakkam and Villivakkam to Enoore — are to be completed.
- **Salem-Vridachalam sector opened to passenger traffic on November 18,2007**
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- Mangalore-yasvanpur passenger service started on completion of hassan-mangalore line
- [Railways offered 300 trains for advertisements](#)
- 2008
- Budget hotel scheme was shelved due to differences in IRCTC & RLDA
- Green toilet are introduced in Pinakini exp (27th march)
- first Budget hotel is opened at newdelhi by IRCTC by renovating old Yatri Nivas
- Indian Railway has earned huge profit (Rs 31000 cr in current year)consistently from last 4 years inspite of no increase in passenger fair even after steep rise in diesel price
- Side middle berth are introduced in sleeper coach
- Moitree Express started on Bengali New year day from Kolkatta To Dhaka
- Unreserved ticketing system introduced at large scale
- Advertisement on train policy started giving full train for a brand .first such train started Kurkure express
- Train service were halted completely for about a month in Lumding divn due to terrorist activities .Entire staff from section was with drawn .Finally Bullet proof engine are introduced
- Proposal for metro in various city gained momentum .To be built by state govt .
- Kalka –shimla got included in Unesco list of world heritage site
- Rail coach factory in Kerala & Raibareilly was sanctioned .similarly electric loco factory at Madhepura is sanctioned
- Double stack container train trial started in PRCL line(diesel) & EcoR line(electrified)
- New Luxury tourist trains started by various state tourist deptt of south india ,maharastra & Punjab with IRCTC .Golden Chariot of Karnataka is one of them
- Study for elevated high speed corridor started between Virar & churchgate with extension to Nariman point Hyderabad metro for 71 km contract is awarded free of cost .Over & above bidder has promised to give 1240 cr to state govt inlieu of contract & concession period .Delhi metro 65 km cost 10600 cr .similarly Mumbai metro is costing about rs 200 cr/km

