



HISTORY OF GREAT INDIAN RAILWAYS

DHEEEPAN G V
MBA TOURISM

FIRST TRAIN RUN IN INDIA

- 3:35pm on April 16th, 1853
- a train with 14 railway carriages and 400 guests left Bombay's Bori Bunder for Thane, with a 21-gun salute.
- It was hauled by three locomotives: Sindh, Sultan, and Sahib.
- The journey took an hour and fifteen minutes.

CHRONOLOGY OF RAILWAYS IN INDIA

1832

- First proposal for a railway in India, in Madras. This remained a dream on paper.

1835-1836

- A short experimental railway line is constructed at Chintadripet, near Madras, which later became the Red Hill Railroad.

1837

- The first operational railway in India - the Red Hill Railroad near Madras, used for transporting granite stone.

1838

- Likely date of first locomotive built in India.

1840s

- Various proposals for railways in India, especially around Calcutta (EIR) and Bombay (GIPR).

1844

- R MacDonal Stephenson's "Report upon the Practicability and Advantages of the Introduction of Railways into British India" is published.

1845

- A railway is in operation near Rajahmundry for conveying construction material and stone for irrigation works and a dam across the Godavari.
- Survey work carried out for Bombay-Kalyan line and an extension up the Malay Ghat for proposed connections to Khandwa and Pune.
- May 8: Madras Railway Company is formed.
- East India Railway company is formed.

1849

- August 1: Great Indian Peninsular Railway incorporated by an Act of Parliament..

1851

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

1852

- Construction of a line out of Bombay begins, and a locomotive, *Falkland*, begins shunting operations on February 23. The line is ready by November, and on the 18th of November, a trial run of the Bombay-Thane trip (35 km) is held.
- The Madras Guaranteed Railway Company is formed.

1853

- On April 16th, at 3:35pm, the first train in India leaves Bombay for Thane.
- Madras Railway incorporated; work begins on Madras-Arcot line.
- 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.

1854

- On August 15th, the first passenger train in the eastern section is operated, from Howrah to Hoogly (24 miles). The section is soon extended to Pundooah.
- GIPR opens its first workshops at Byculla.
- Stations are classified into 4 groups on some railways, according to traffic and the proportion of European and Indian passengers.

1855

- BB&CI Railway incorporated, and begins work on a Surat-Baroda line.
- February 3: EIR's "experimental" track for a Calcutta-Delhi route now consists of a Howrah to Raneegunje (Raniganj, collieries near Asansol) section of 121 miles.
- August: EIR 21 and 22 ('Express' and 'Fairy Queen') begin work. The Fairy Queen is still working!

1855-1856

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

1856

- May 28: Royapuram - Wallajah Road line constructed by the Madras Railway Company
- Jul 1: The first train service in the south begins, from Royapuram / Veyasarapady (Madras) to Wallajah Road (Arcot) (approx. 100km) by the Madras Railway Company.
- 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 (and the Loco Workshops at Perambur).

1858

- Eastern Bengal Railway and the Great Southern of India formed (guaranteed railways).
- 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.

1861

- Madras Railway's trunk route from Madras extended to Beypur / Kadalundi (near Calicut).
- Great Southern Railway of India completes 125km BG line between Nagapatnam and Trichinopoly.

1862

- Feb. 8: Jamalpur Loco Works established.
- Amritsar-Attari section completed on the route to Lahore.
- The Indian Branch Railway Co. formed to construct short branches and feeder lines in northern India, with a 20-year subsidy but no guarantee.
- The Indian Tramway Co. is formed for building short lines around Madras.
- The first double-decker coaches to be used in India, and perhaps in the world.

1863

- First luxury carriage in India is built for the Governor of Bombay.

1864

- August 1: First train into Delhi. Through trains run between Delhi and Calcutta; coaches are ferried on boats across the river at Allahabad..
- Jolarpettai - Bangalore Cantt. branch added by Madras Railway; Bangalore Mail begins running.
- First proposals for (horse-drawn) trams in Bombay.

1865

- Yamuna bridge at Allahabad opened, allowing EIR trains to cross over without using ferries.
- GIPR timetables show 'local trains' separately for the first time.

1866

- Railway Branch formed in Central Public Works Department.
- The 1 Dn / 2 Up Mail begins running -- this is the predecessor of the Howrah - Kalka Mail.

1867

- Virar - Bombay Backbay suburban service commences (BB&CI); one train in each direction each day.
- Some Indian locos are sent overseas for the Abyssinian expedition.

1868

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

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.
- Total trackage in India is about 4000 miles.

1870

- Mobile post-office services in trains on EIR.
- The Nizam of Hyderabad pays for the construction of a railway linking Hyderabad to the GIPR.

1871

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

1872

- First MG line from Delhi to Farukh Nagar is built.
- The Saunders system of air-cooling first-class coaches is introduced on the GIPR.

1873

- The world's first commercial MG service runs from Delhi to Rewari.
- 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.

1874

- 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.
- 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.
- 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.
- 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.

1875

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

1877

- Indian Railway Conference Association (IRCA) formed.

1878

- Railway line laid across the Bolan Pass to help move men and materiel during hostilities in Afghanistan.
- Construction of Victoria Terminus begins in Bombay.
- Construction of the Siliguri-Darjeeling line, the first hill railway in India (not counting the ghat sections near Bombay).

1879

- Following an agreement between the British and the French, an MG line is laid between Pondicherry and Villupuram.

1880

- The Kandahar State Railway from Ruk to Sibi is formed; 133.5 miles of track are laid in 101 days!
- The Darjeeling Steam Tramway (later the Darjeeling Himalayan Railway) starts services on its first section, the Siliguri-Darjeeling line.

1881

- September: Darjeeling Steam Tramway becomes the Darjeeling Himalayan Railway.
- Horse-drawn trams begin regular operation in Calcutta.

1882

- Bangalore City linked to Bangalore Cantonment by Madras Railway.
- Post of Director General of Railways is created in the Central Public Works Department.
- Jan 1: Victoria Terminus, still under construction, is opened to the public.
- Steam tramway system begins operating in Calcutta.

1885

- 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.
- First coaches (wooden-bodied) with steel underframes introduced.

1887

- Victoria Terminus named after Queen Victoria on Jubilee Day.

1888

- Construction of Bombay's Victoria Terminus building is completed. The cost was estimated at Rs 1,640,000

1890

- Sometime in the 1890s third class passengers are allowed on the prestigious Mail trains.
- Railways Act passed by the government defining the framework for railway construction and operation.

1891

- Toilet facilities are introduced on a large scale in first class carriages.
- Construction begins for the Nilgiri railway.

1892

- Early use of simple mechanical interlocking devices.

1895

- First locomotive built in India at the Ajmer works.
- Madras trams begin operating, with a conduit system. (This is replaced in 1905 with electric traction.)

1896

- Indian railway staff and some MG locos are sent overseas to help build the Uganda Railway.

1897

- 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.
- First Godavari bridge built near Rajahmundry, helping Chennai-Howrah traffic.
- Hoogly (Hooghly) bridge built.
- Mettupalayam-Coonoor rail line constructed.

1898

- August: Mettupalayam-Coonoor rail line opens.

1899

- 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.
- Electric traction for trams introduced in Calcutta.

1901

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

1902

- Electric trams begin operating in Calcutta.
- 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.)

1903

- The Robertson Report recommends re-laying all BG and MG lines to standard gauge, but this report seems to have been completely ignored.
- Nov. 9: Kalka-Shimla Railway line opened, built at 2'0" gauge (but re-laid later).
- The first bogie-mounted coaches appear, including bogie dining cars on some railways.

1904

- The Kharagpur Locomotive and Carriage and Wagon Workshop is set up.
- Railway Board expanded, given more powers.

1905

- 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.
- 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.
- A petrol-driven 0-4-0 loco from Kerr Stuart is in use by the Morvi Railway and Tramways company.
- Railway Board decides that lavatories will be provided in all lower class carriages for trains running more than 50 miles.
- The first electric trams run in Madras with overhead electrification.
- Entire Calcutta tram network is now electrified and converted to standard gauge.

1906

- The 'General Rules' are framed, governing operation of railways.
- The Grand Chord via 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).
- Indian Standard Time (IST) comes into force for timekeeping in British India (except for Calcutta and some other regions).

1907

- Railway Mail Service (RMS) is established.
- 22 March: Matheran Light Railway opens, with 4 articulated 0-6-0T locomotives.
- Madras Railway trunk route extended from Calicut to Mangalore.
- May 7: Electric trams begin operating in Bombay.
- June: Kanpur's electric tram system begins operation.

1908

- India's first internal combustion locomotive, a petrol-driven MG loco, is delivered to the Assam Oil Co.
- Inward-opening doors are introduced on passenger coaches.

1909

- 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 are brought into.

1912

- June 1: Punjab Mail (GIPR) makes its inaugural run.

1913

- In the Mumbai area, suburban terminals are opened at Kurla, Kalyan, Thane, and at the Bandra.

1914

- 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.

1915

- 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.

1916

- Parsik tunnel (1.3km) opened to traffic.

1919

- Bhusawal loco shed set up by GIPR; at the time the largest loco shed in Asia and the third largest in the world.

1920

- 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).
- Electric lighting of signals is introduced between Dadar and Currey Road.
- Sep.: Double-decker electric trams are introduced in Bombay.

1921

- Total trackage stands at 61,220 route km.
- The Railway Board is reorganized with a Chief Commissioner of Railways having overriding powers on technical matters.

1922

- Locomotive Standards Committee publishes a paper with details of proposed standardization of locomotive classes.

1923

- Total trackage at 60,540 route-km.

1925

- 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.
- First Railway Budget.
- East Indian Railway Company taken over by the state on January 1; Great Indian Peninsular Railway taken over on June 30.
- Khyber Railway opened from Peshawar Cantt. to Landi Kotal.

1927

- In the Bombay area tracks in some places are doubled and even tripled or quadrupled (e.g., between Bandra and Borivili).
- Patiala State Monorail stops operations.
- 8-coach EMU rakes are introduced on the main line in Mumbai and 4-coach rakes on the Harbour line.

1928

- Work begun on Madras suburban line.
- The first batch of electric EMUs for Bombay arrive (made by British Thompson Houston / Cammell Laird).
- First automatic colour-light signals in India, on GIPR's lines between Bombay VT and Byculla.
- Golden Rock workshops near Trichy set up by the South Indian Railway.

1929

- Kazipet-Balharshah link completed, connecting Delhi and Madras directly.
- The Grand Trunk Express begins running between Peshawar and Mangalore.

1930

- The Times (London) nominates the Frontier Mail "the most famous express train in the British empire".
- 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).

1931

- Madras MG suburban railway line completed. ((April 2?) May 11: Tambaram-Beach has electric traction). The first MG EMU service.
- Total trackage in India at about 43,000 miles. Hardly any new construction until after World War II.

1932

- MSMR's workshops at Perambur split into the Carriage and Wagon Workshops and the Locomotive Workshops.

1934

- Shoranur-Cochin line converted to BG.

1936

- Air-conditioning introduced in some (first-class) passenger coaches. Matunga workshops manufacture 5 air-conditioned coaches, the first such to be made locally.
- Indian Railway Committee under Sir Ralph Wedgwood constituted to look into the position of the state-owned railways and how to improve their finances

1937

- 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.
- 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.
- May 1: The Flying Queen (predecessor of Flying Raneer) is introduced between Bombay and Surat, hauled by an H class 4-6-0 and making her run in 4 hours.

1939

- World War II. Railways under strain again. Locomotives, wagons, and track material are taken from India to the Middle East. 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.

1940

- All-steel BG coaches manufactured for the first time in India.

1942

- Most of the remaining large railway companies are taken over by the state.
- First Link Train run between Bhusaval and Nagpur with two XP engines.

1943

- 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.

1944

- April: MSMR merged with the lines worked by the SIR company, and taken over by the state.
- Oct. 1: BNR taken over by the state.

1945

- Indian Railway Standards renamed Indian Government Railway Standards. Locomotive classification codes updated to include diesels and electrics.
- Tata Engineering and Locomotive Co. (TELCO) formed as a company.

1946

- 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

- Independence/Partition. Two big systems, Bengal Assam Railway and North Western Railway are no longer in India.
- Assam Railway is cut off from the rest of the Indian system.

1948

- Darjeeling Himalayan Railway is taken over by the state.
- Calcutta time is discontinued and Indian Standard Time (introduced in 1906) is observed everywhere in the country.

1950

- Assam Rail Link finished, re-connecting Assam Railways with the rest of the Indian system wholly through Indian territory.
- 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.
- Several Janata Express ("People's Express") trains are introduced, with only second-class accommodation.
- Nov. 1: Flying Ranee introduced (resurrection of the Flying Queen from 1938).
- Some railway coaches production (10 a month) begins at Hindustan Aeronautics Ltd., Bangalore.

1951

- Zonal grouping of IR begun. SR is created on April 14, CR and WR on Nov. 5.
- About 388 km of trackage is electrified (Bombay and Madras suburban lines) out of a total of about 55,000 km.
- New batch of 30 EMUs from Metropolitan Cammell arrive at Bombay for CR.
- 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.
- Fans and lights mandated for all compartments in all classes of passenger accommodation, although this is not implemented for many years.

1954

- Sleeping accommodation is introduced in 3rd class coaches.

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.
- First-class abolished, and 2nd, Inter, and 3rd classes are renamed 1st, 2nd, and 3rd classes, respectively.

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.
- New Italian-made EMU introduced for the Madras Beach - Tambaram suburban line.
- 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.
- On August 14, the first all-indigenous steel-bodied integral design coach rolls out from ICF.
- Suburban Train Overcrowding Enquiry Commission presents its report with suggestions on improvements to Bombay suburban services.

1957

- Research, Designs, and Standards Organization (RDSO) of IR formed.
- All-India numbering scheme introduced for locomotives.
- Nov. 24: Indian Railways Institute of Signal Engineering and Telecommunications established at Secunderabad.
- Railway Protection Force is constituted.

1958

- January 15: North-Eastern Railway splits to form a new Northeast Frontier Railway.
- A coach washing machine is procured for the EMU carshed at Bombay Central.
- Signal and Telecom Workshops established at Podanur.

1959

- First steam loco designed and built entirely by CLW.

1961

- Diesel Loco Works (DLW), Varanasi, is set up
- Kunzru Committee investigating level-crossing accidents and other mishaps issues many recommendations for improving safety.

1962

- ICF begins production of self-propelled units (EMUs) - initially only trailer coaches.
- Delhi trams stop operating.
- Golden Rock workshops begin manufacturing wagons.

1963

- 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

- 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.
- First AC loco, a WAG-1, built by CLW.
- 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.

1965

- 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).
- 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.

1966

- First containerized freight services started, between Bombay and Ahmedabad.
- 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.
- May: Kirandul-Kottavalasa line completed, allowing ore from the Bailadilla iron mines (and Bacheli) 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.
- Second-class sleeper coaches for select trains (GT Exp., Frontier Mail, Howrah-Madras Mail, Bombay-Madras Exp., Delhi-Lucknow Mail, etc.).
- CR runs its first superfast goods train from Wadi Bunder to Itarsi (the "Freight Chief").
- Jul. 19: Calcutta Tramways Co. is taken over by the government of West Bengal. (Assets vested with government in 1976.)

1968

- Dadar Terminus inaugurated.
- ICF begins production of DC EMUs.

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.
- Golconda Exp. introduced between Vijayawada and Secunderabad as the fastest steam-hauled train in the country. Average speed is 58 km/h.
- Madras - Tambaram suburban section gets a Centralized Traffic Control center at Egmore.

1972

- Calcutta Metro construction work begins .
- 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.

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).

1974

- Third-class accommodation abolished.
- May 3: A total strike by railway workers including the All India Railwaymen's paralyzes IR completely; tens of thousands are. 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.
- Aug. 13: Parliament regulates working hours for engine drivers to 10 hours continuous duty at a time.

1975

- First export order for IR -- DLW sends some YDM4 units to Tanzania.
- 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.

1976

- Jan. : IR wins its first export contract, for the supply of 15 YDM locomotives (to be built in DLW, Varanasi) to Tanzania.
- Tamilnadu Express introduced.
- The Samjhauta Express begins running between India and Pakistan.
- Freight trains also begin running between the two countries.
- 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.
- DLW manufactures prototype of high-speed bogie rated for 170km/h service.

1978

- Plans drawn up for Wheel and Axle Plant.

1979

- CORE (Central Organization for Railway Electrification) formed.
- AC 2-tier coaches are introduced.

1981

- Diesel Component Works, Patiala, is set up.
- The first ISO container is hauled by IR, to the new Inland Container Depot at Bangalore.

1983

- 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.
- Oct. 24: First phase of Calcutta Metro from Esplanade to Bhowanipur (now the Netaji Bhawan station) done, inaugural run of metro.
- Aug. 11: Electric trains begin running between Madras and Katpadi.

1986

- Computerized ticketing and reservation introduced, at New Delhi.
- 12-car rakes used in trial runs for suburban EMU services on WR.

1987

- Automatic signalling based on axle counters introduced by CR on Palwal-Mathura section.
- Railway Coach Factory, Kapurthala, is set up.

1988

- The first Shatabdi Express is introduced between New Delhi and Jhansi (later extended to Bhopal), and becomes the fastest train in the country.
- March 31: First (ICF-designed) coaches produced by the newly set-up Railway Coach Factory (RCF), Kapurthala

1989

- Systematic renumbering of train services using 'universal' numbers (new 4-digit scheme).
- Work begins on the Konkan Railway.
- 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.

1990

- 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.
- Surekha Bhonsle joins IR - she later became the first woman locomotive driver on IR.

1991

- July 16: The hospital train, 'Lifeline Express' (Jeevan Rekha), begins operation.

1992

- Palace on Wheels changed to a broad-gauge train.

1993

- AC 3-tier coaches introduced.
- ICF begins production of MEMUs and 700hp DMUs.
- Sleeper Class introduced on IR, separate from Second Class.

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.
- December: Telephone-based phone inquiry (IVRS) introduced.

1995

- April 2: New Madras Beach - Tambaram BG line.
- Sep. 27: End-to-end through service on the Calcutta Metro begins (Tollygunge to Dum Dum) with 16 of the planned 17 stations.
- Eleven WAP-5 locos imported from ABB (AdTranz), the first locos with 3-phase AC technology in India.
- 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

- March 4: Victoria Terminus is renamed Chhatrapati Shivaji Terminus.
- July: Six new railway zones proposed and approved in principle.

1997

- Freight services begin on Konkan Railway.
- Radio communication between driver and guard introduced on the Delhi - Mughalsarai route.
- Madras MRTS begins running with service between Beach and Luz.

1998

- Konkan Railway construction is completed, and the first passenger train is flagged off on Jan. 26.

1999

- Dec 2: Darjeeling Himalayan Railway becomes a World Heritage site.
- New diesel locos introduced on New Jalpaiguri - Darjeeling section of the DHR.
- Credit cards accepted for booking tickets and reservations in some stations.
- Konkan Railway begins roll-on roll-off (RORO) freight services on the Kolad-Verna section.

2000

- February: Indian Railways' web site deployed.
- Feb: 10 YDM-4's are reconditioned at Golden Rock and sent to Myanmar.
- 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.
- All-women 'Tejaswini' squads of ticket-checkers and police officers introduced for Mumbai suburban services.

2001

- Jan 21: Freight services between India and Bangladesh officially resumed after a gap of 25 years, on the Petrapole-Benapole BG link.
- 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.

2002

- Jan Shatabdi trains come into service.
- 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](#).
- 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. 31: First trial run of a train run on 5% biodiesel blended fuel (Amritsar Shatabdi).

2003

- 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.

2004

- Jan. 23: BEML begins manufacture of Delhi Metro coaches.
- 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.
- Nov. 1: BG EMU Services inaugurated between Chennai Egmore and Tambaram on the newly converted BG line.
- Dec. 19: First underground section of Delhi Metro inaugurated (Delhi University - Kashmiri Gate).

2005

- Apr. 27 : Jammu Tawi - Udhampur line in Jammu & Kashmir inaugurated (dedication ceremony on April 13) and the Uttar Sampark Kranti from New Delhi to Udhampur begins running. This line was sanctioned in April, 1980.
- Apr. 26: Vigyan Mail - the second incarnation of the Science Express -- is flagged off from Delhi Safdarjung.
- Aug.: IRCTC introduces E-ticketing for IR on Aug. 12; ticketing by SMS begins on Aug. 26.
- Nov. 20: Nilgiri Mountain Railway gets UNESCO's World Heritage Site status.

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 Khokhropar to Munabao to connect.

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.
- 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.
- Feb. 7: Advance booking period of railway tickets changed to 90 days.
- 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.
- Jun. 30: Trial runs on gauge-converted BG section Madurai - Manmadurai - Rameshwaram and Pamban Bridge.
- Dec. 1: 'Red Ribbon', a special train for AIDS/HIV awareness, is flagged off.

2008

- Jan. 6: Amritsar-Dibrugarh train derails between Basdih and Sadwar railway stations, near Ballia, affecting rail traffic in the area for a day.
- Mar. 8: Hajipur railway station of ECR in Bihar becomes the first one to be staffed entirely by women.
- Jun. 4: Jammu and Kashmir railway line: A trial train from Anantnag arrives at Nowgam on the outskirts of Srinagar.
- Jun. 11: Centenary of the Egmore railway station at Chennai (Madras).
- Jun. 20: 12-car rakes brought into service in the Chennai area, between Chennai Beach and Chengalpattu.
- Jun. 26: Stone India develops a special pantograph for high catenaries allowing double-stacked container freight movement on electrified lines.
- Jun. 29: The 68km extension of the railway line from Ambassa to Agartala is done, and NFR successfully runs a light locomotive all the way to Tripura's capital city Agartala; the line passes through a 1.85km long tunnel in the Atharamura hill range.
- Jul. 7: Kalka-Shimla Railway added to UNESCO Heritage list. (Official declaration on Nov. 9.)
- Oct. 12: Inaugural run of train services between Rajwansher in Budgam district, Srinagar, and Anantnag district in Jammu and Kashmir.

2009

- Jan. 12: Golden Rock develops a 3000hp Cape gauge diesel locomotive intended for export to Mozambique and other countries.
- Apr. 1: Golden Rock Workshop delivers first BG shunter made by converting an MG locomotive, classed 'WCDS-6'.
- Jul. 29: Trial runs of first standard-gauge lines of Delhi Metro (Inderlok-Mundka).
- Sep. 18-28: First 'Duronto' non-stop expresses launched. Sep. 18 - Howrah - H. Nizamuddin, Sep. 21 - Chennai - H. Nizamuddin, Sep. 28 - Mumbai-Howrah and Pune - H. Nizamuddin.

2010

- Mar. 31: First air-conditioned double-decker coach, from RCF.
- Apr. 1: Rail link to Vallarpadam International Container Transshipment Terminal (ICTT) opened to traffic. (Includes the longest (4.62km) railway bridge in the country.)
- Apr. 2: First standard-gauge metro line inaugurated - the Inderlok-Mundka section ('Green Line') of the Delhi Metro.
- Jul. 23: IRCTC is stripped of its monopoly in handling catering for prestigious long-haul trains like Rajdhani and Shatabdis.
- Aug. 15: First rake of Mumbai Metro, from Shanghai, arrives at the new (under construction) Versova car shed for inspection and trials.
Chennai Metro: Contract signed with Alstom for supply of 42 train-sets.
- Dec. 20: IR switches to using 5-digit train numbers, with passenger trains within each zone and suburban services, etc., all being brought under the same uniform system.

2011

- Apr. 16: IR launches "Rail Bandhu", an on-board magazine on long-distance trains.
- Oct. 1: The first double-decker superfast train commences running between Howrah and Dhanbad.
- Oct. 14: NR opens India's longest railway tunnel opens: 10.96km long, piercing the Pir Panjal mountain range in Jammu and Kashmir, and part of the Udhampur - Srinagar - Baramulla rail link.
- Nov. 19: Dibrugarh-Kanyakumari "Vivek Express" is launched, which has the longest route ever of a scheduled IR train, at 4,286km.

2012

- Feb. 5: Western Railway switches to 25kV AC traction for Mumbai area, ending its use of 1.5kV DC traction.
- April: Railway Coach Factory, Kapurthala, starts producing fireproof coaches with stainless steel bodies, and fire-resistant fittings.
- Nov. 8: Rail Coach Factory at Lalganj in Rae Bareilly district inaugurated.

RARE COLLECTIONS

ELECTRIC TRACTION ON THE G.I.P. RAILWAY, INDIA. *(See description on opposite page.)*



[Photos.]

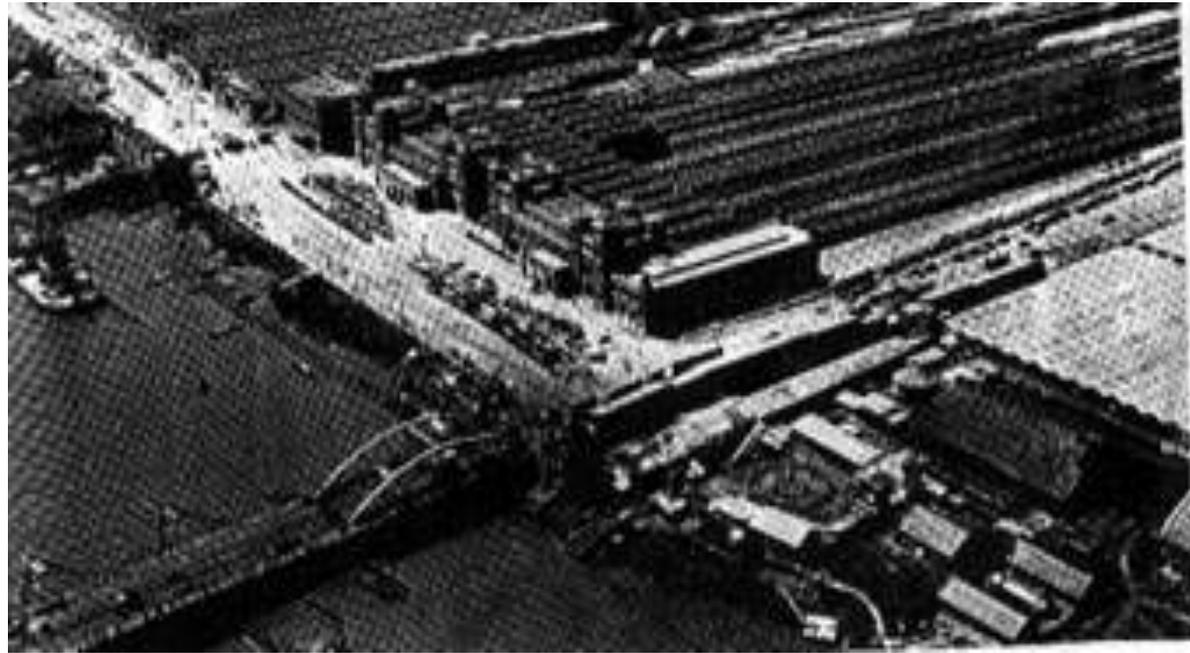
His Excellency The Governor of Bombay Speaking.



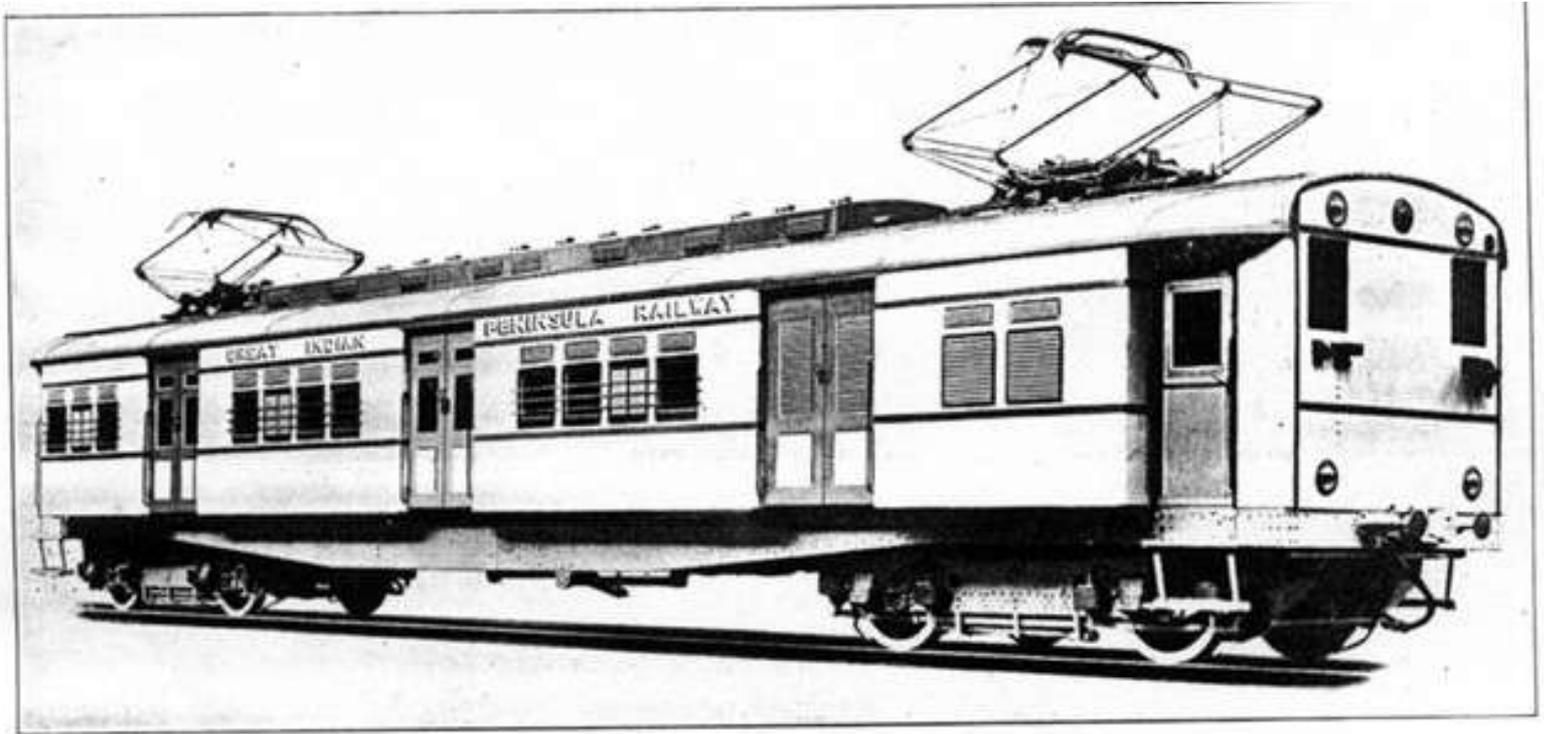
[A. W. Bruce Joy.]

Inaugural Train at Victoria Terminus, Bombay.

HOWRAH STATION IN OLDEN DAYS

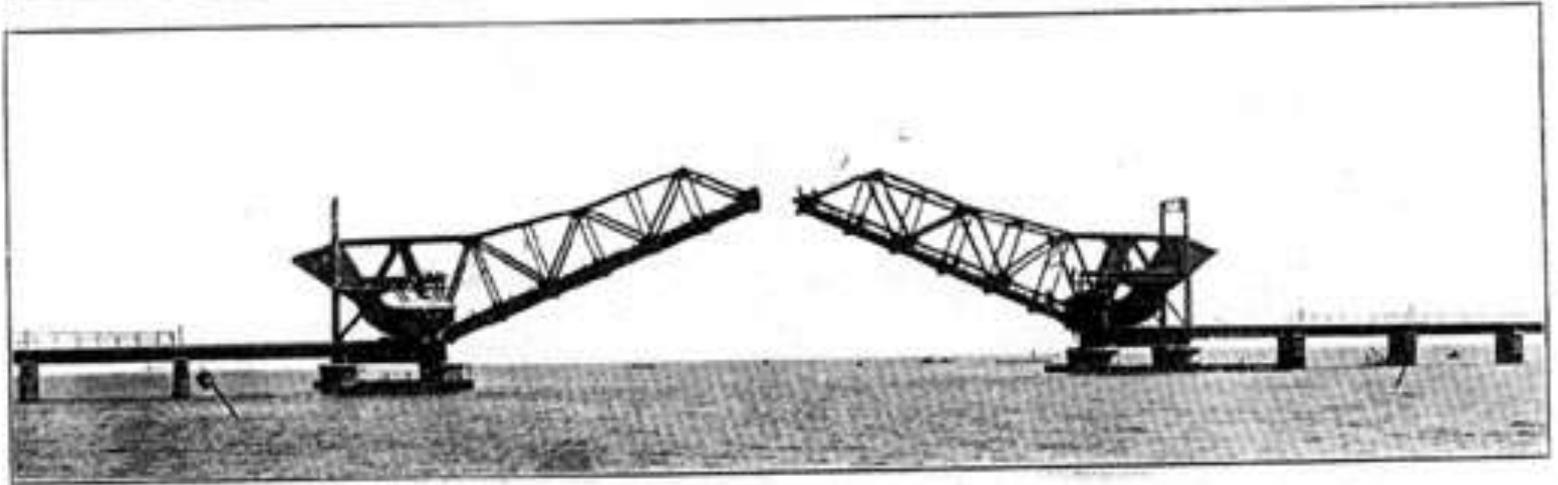
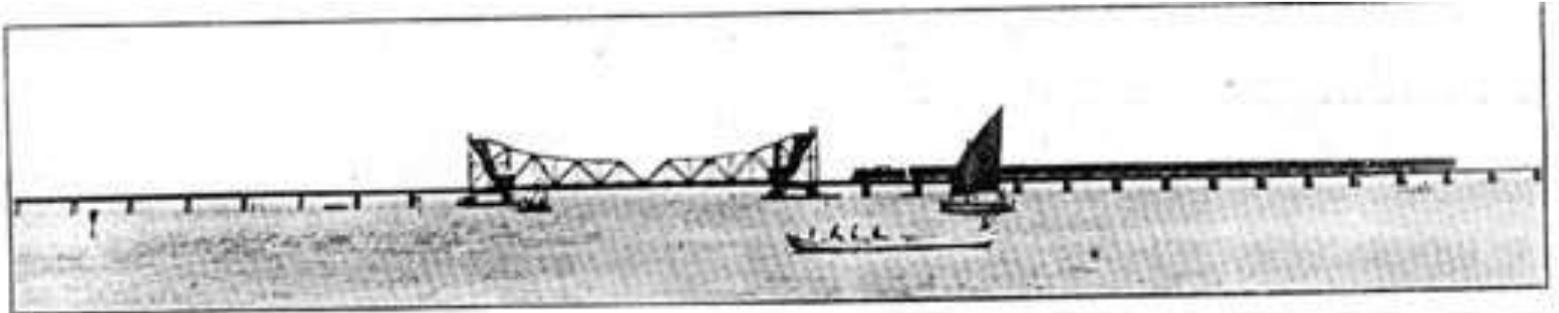


GIPR MOTOR COACH



General view of Motor Coach ready for service.

PAMBAN RAILWAY BRIDGE



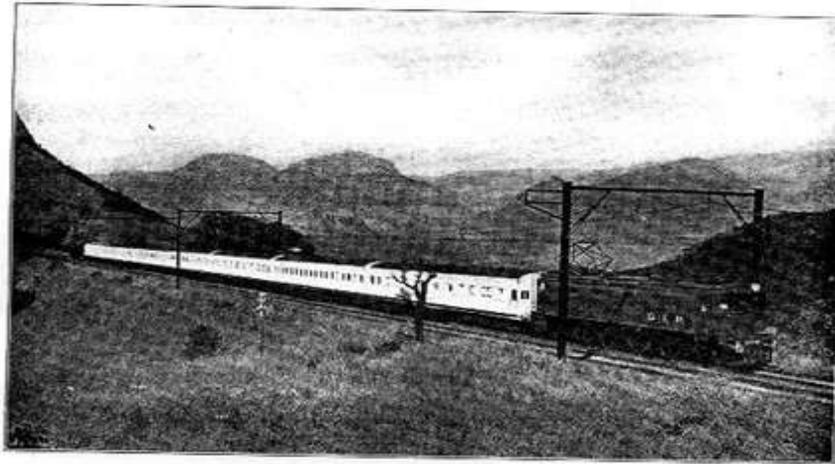
Two Views of the Scherzer Bridge, Pamban Viaduct, South Indian Railway. The upper view shows No. 2 Boat Mail crossing the Viaduct on its way from Dhanushkodi to Trichinopoly and Madras.

TRAIN IN BHORE GHATS

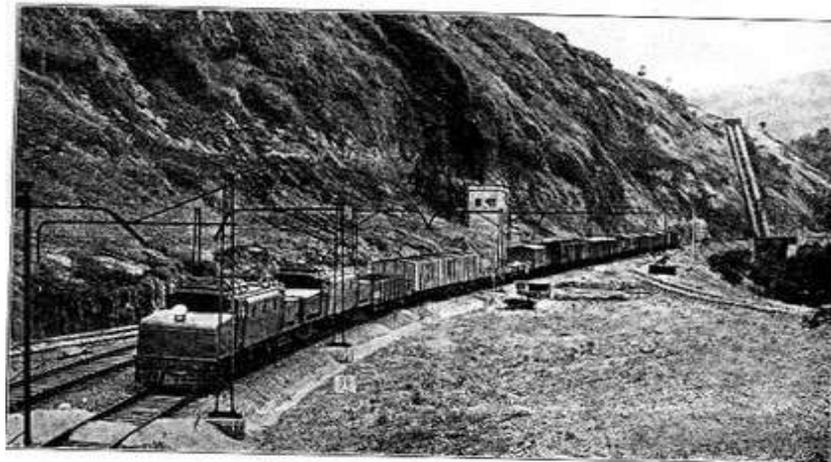
DECEMBER 20, 1929.

THE RAILWAY GAZETTE.

365



Electric Passenger Train Ascending the Ghats.



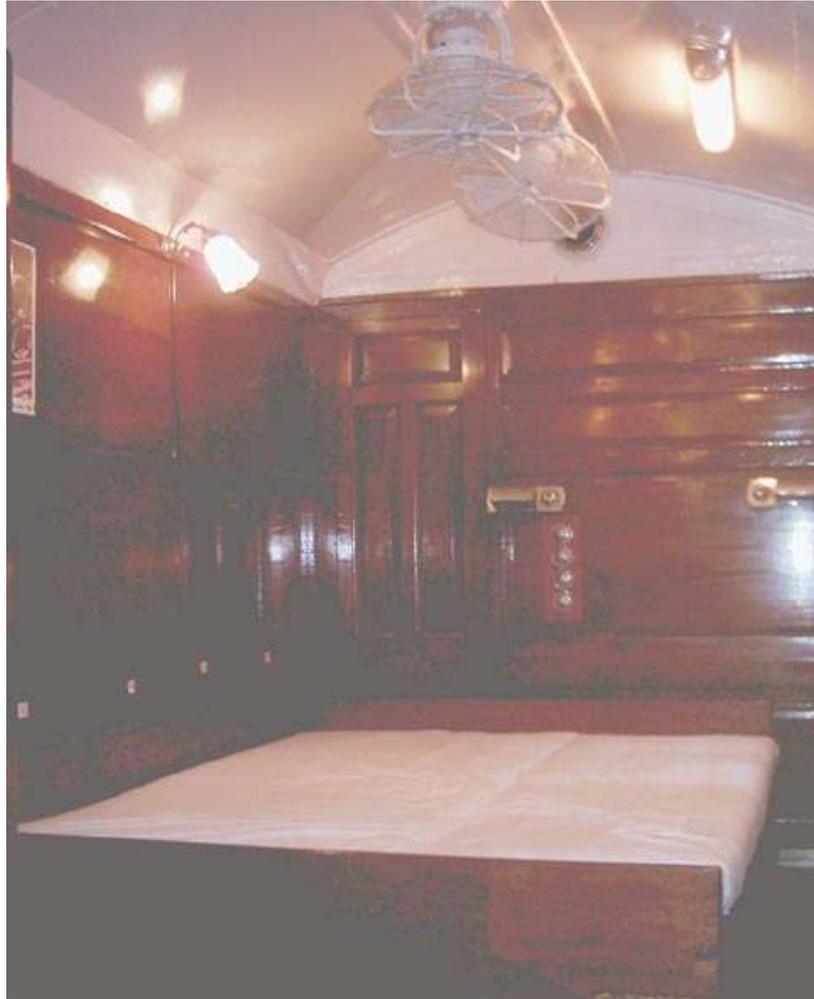
Electric Freight Train on Bhore Ghat Realignement.

TRAM SERVICE IN BOMBAY



DOUBLE DECKER TRAIN





CLW OPENING

15th August, 1949

CHITTARANJAN

A GREAT NEW VENTURE

INDIAN RAILWAYS LOCOMOTIVE MANUFACTURING WORKSHOPS

In the beautiful undulating country 20 miles northwest of Asansol, situated on the borders of Bihar and Bengal, a project of unusual importance to the economy of the country is taking shape, and this will, when completed, bring to fruition the cherished dreams of many Indians.

Leaders of opinion and those who have always been on the vanguard of the national struggle and had turned their attention to this subject have always felt that the establishment of our own Workshops manufacturing locomotives was a fundamental need to enable us to be free from foreign dependence and the stranglehold that such dependence invariably causes. Now such a Workshop is being built.

Situated near Mihijan it has been named CHITTARANJAN after the great leader of Bengal and India whose life is a shining example of labour and sacrifice for the motherland.

THE PRESENT SITE

About 17 miles from Asansol by rail and 10 miles by road the site adjoins the labour surplus districts of Sandjal Parganas and Manblum in Bihar and lies in the Bardwan District of West Bengal. It is an undulating country sparsely with hillocks and is 10 miles from the coal-belt and near the steel producing areas of Asansol and Tata-nagar, and therefore the site satisfies all the essential requirements. The ridges and valleys afford a picturesque area for development into factory sites and townships. The proposed Maithon Dam is to be 6 miles away on the Barakar River and will eventually supply power and electricity in 1952 to the new factory and its establishment.

Progress has been quite rapid considering the prevailing difficulties in supplies and all going well it is expected that by the end of 1951 the first locomotive should be out.

CRITICISMS AGAINST GOVT.

Criticisms have been made that the decision of our Government to manufacture locomotives in India was not based on realistic considerations. It has been argued that there was no such necessity in India particularly at a time when our country's economy was severely strained and any additional expenditure would cause a further burden on Indian Exchequer.

The Government had been fully aware of the expenditure involved, but they were prompted in their decision by considerations of far greater importance. India has been more or less entirely dependent on for-

A GREAT NEW VENTURE

(Contd. from page 1 col. 2)

These criticisms which have just been mentioned, have usually been from foreign sources and the reasons can well be understood. In matters of such importance it is not always that a very clear perspective can be maintained and more often than not other considerations come into play, and this should be taken into consideration in assessing such criticisms.

This Workshop and its ancillaries would eventually provide employment for thousands and the money which is now being spent for the purchase of locomotives from outside the country will be utilised in India for Indians.

eight countries for the supply of locomotives.

EXPERIENCE DURING WAR

The experience during the War when the import of locomotives was completely stopped and then only a meagre War effort made it about possible to establish the manufacture of our own locomotives in order to keep our life-lines in operation was a fundamental need and that such an establishment would enable the country's dependence on foreign sources for one of her vital economic needs to disappear, and eventually an industry of this type would create the need for further industries being set up in the country and would therefore be a source of considerable national wealth.

(Contd. on page 6 col. 1)

SRI SANTHANAM'S MESSAGE

New Delhi, August 5th, 1949.
The Chittaranjan Locomotive Manufacturing Works will not be a mere factory. It will be a symbol of the determination of free India to make herself strong and self-sufficient. To have built up a big Railway system like that of India and made it dependent on foreign countries for its locomotives was natural for British imperialism but it is altogether intolerable for independent India. I hope the Chittaranjan Works will build locomotives not only for India but for sister nations of Asia. Those who are engaged in building it should see that in every respect it is as perfect as it can be.

S. SANTHANAM,
Minister of State for
Transport and Railways.



Construction of workshop in progress

OLD FARE CHART

Calculated Passenger Fares including Tax from 1 to 2,500 miles—contd.

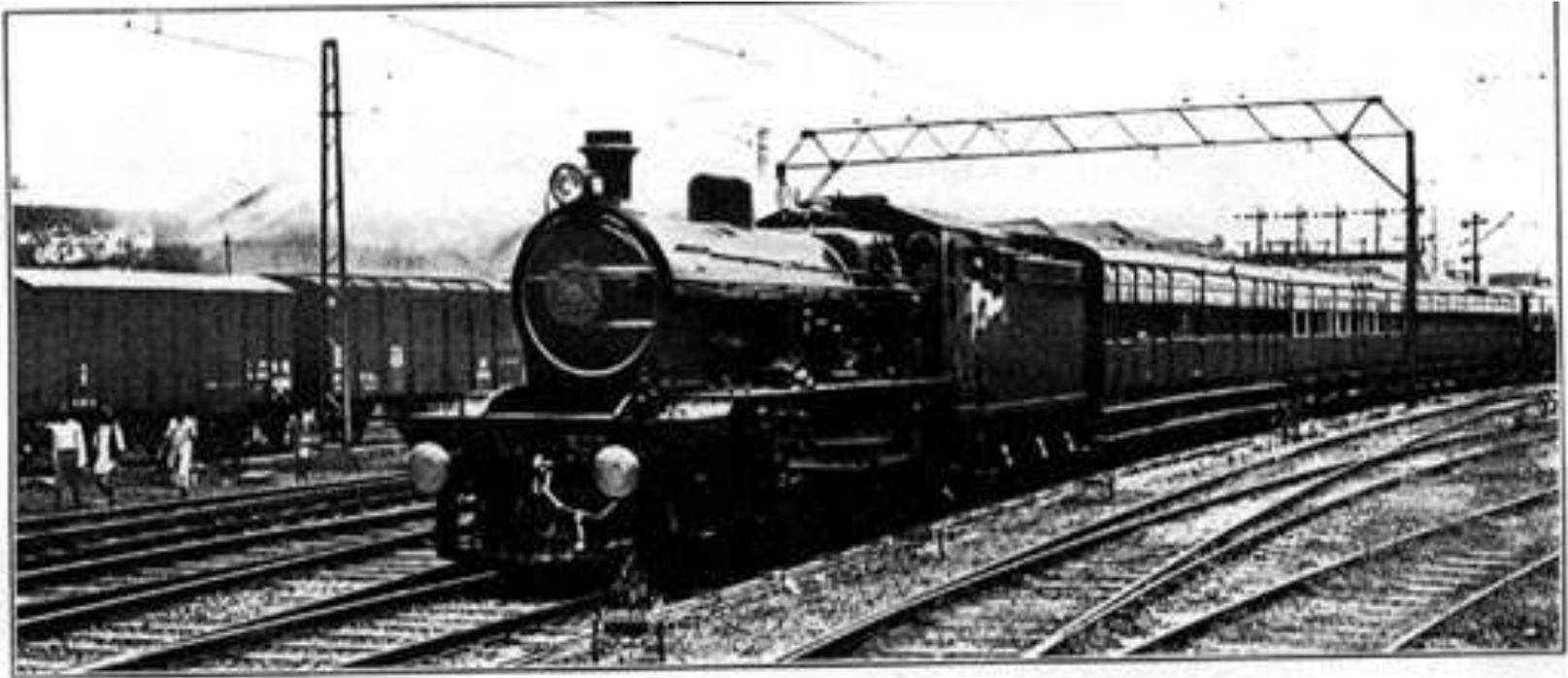
Miles	Air-conditioned Class			First Class			Second Class			Third Class						
	Rs.	nP.	Rs.	nP.	Rs.	nP.	Rs.	nP.	Rs.	nP.	Rs.	nP.				
11	2	60*	1	06 0	60 0	59 0	37 0	31 2	36	7	48 3	88 2	37 2	08 1	37 1	15 2
12	2	12*	1	12 0	00 0	62 0	44 0	37 2	37	7	76 4	03 2	44 2	15 1	44 1	22 2
13	2	31*	1	25 0	75 0	69 0	44 0	37 2	38	7	76 4	09 2	52 2	23 1	44 1	22 2
14	2	59*	1	31 0	81 0	75 0	59 0	44 2	39	8	05 4	24 2	59 2	23 1	51 1	29 2
15	2	69*	1	44 0	87 0	75 0	59 0	44 2	40	8	34 4	31 2	66 2	30 1	51 1	29 2
16	3	01 1	58 0	99 0	85 0	59 0	46 2	41	8	63 4	45 2	73 2	37 1	58 1	58 1	29 2
17	3	21 1	70 1	05 0	91 0	59 0	53 2	42	8	63 4	53 2	81 2	44 1	58 1	57 1	37 2
18	3	35 1	77 1	11 0	99 0	65 0	53 2	43	8	91 4	67 2	88 2	52 1	66 1	37 2	37 2
19	3	54 1	90 1	18 1	05 0	65 0	59 2	44	9	20 4	74 2	94 2	52 1	66 1	44 2	44 2
20	3	74 1	96 1	23 1	05 0	72 0	59 2	45	0	20 4	89 1	01 2	59 1	73 1	44 2	44 2
21	3	94 2	1 01	31 1	11 0	72 0	65 2	46	9	49 4	96 3	09 2	46 1	73 1	51 2	51 2
22	4	14 2	16 1	38 1	18 0	79 0	69 2	47	9	75 7	11 7	15 2	75 1	79 1	61 2	61 2
23	4	33 2	30 1	44 1	25 0	79 0	72 2	48	9	78 5	18 3	16 2	73 1	79 1	51 2	51 2
24	4	46 2	39 1	44 1	25 0	85 0	72 2	49	10	06 5	31 3	23 2	81 1	86 1	58 2	58 2
25	4	66 2	49 1	51 1	31 0	91 0	72 2	50	10	35 5	39 3	30 2	88 1	94 1	58 2	58 2
26	4	85 2	56 1	58 1	38 0	91 0	79 2	51	10	64 5	53 3	38 2	94 1	94 1	66 2	66 2
27	5	05 2	69 1	64 1	44 0	99 0	79 2	52	10	64 5	60 3	45 3	01 2	01 1	66 2	66 2
28	5	25 2	75 1	70 1	51 0	99 0	85 2	53	10	93 5	75 3	52 3	01 2	01 1	73 2	73 2
29	5	51 2	89 1	77 1	51 1	05 0	85 2	54	11	21 6	64 3	59 3	69 2	08 1	73 2	73 2
30	5	78 2	95 1	84 1	58 1	05 0	91 2	55	11	21 6	64 3	67 3	16 2	08 1	79 2	79 2
31	6	33 3	38 2	68 1	79 1	22 1	06 2	56	11	50 6	64 3	74 3	23 2	15 1	79 2	79 2
32	6	61 3	45 2	13 1	86 1	22 1	06 2	57	11	79 6	33 3	81 3	30 2	15 1	79 2	79 2
33	6	90 3	59 2	23 1	94 1	29 1	08 2	58	12	08 6	33 3	88 3	30 2	23 1	86 2	86 2
34	7	19 3	67 2	30 1	94 1	29 1	08 2	59	12	08 6	61 3	96 3	38 2	23 1	86 2	86 2
35	7	19 3	81 2	37 2	01 1	37 1	15 2	60	12	36 6	61 3	96 3	45 2	30 1	94 2	94 2

† These fares will not apply for journeys in Third class by ordinary trains for distances up to and inclusive of 50 miles. For such journeys, reference should be made to the fares notified in page (1). These fares should therefore be used only while working out combined fares.

Calculated Passenger Fares including Tax from 1 to 2,500 miles—concl.

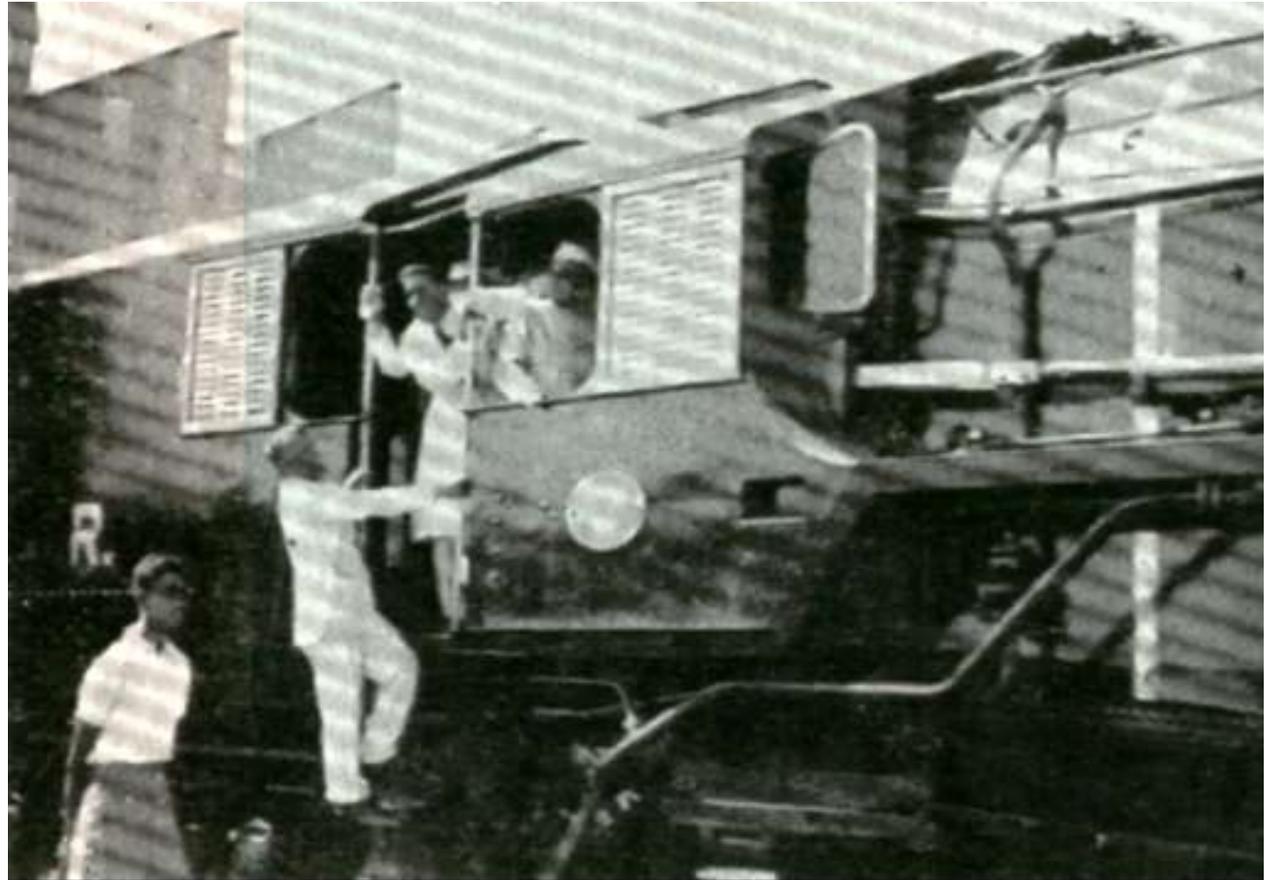
Miles	Air-conditioned Class			First Class			Second Class			Third Class						
	Rs.	nP.	Rs.	nP.	Rs.	nP.	Rs.	nP.	Rs.	nP.	Rs.	nP.				
310	63	25 31	63 19	91 17	18 11	55 9	49	1050	196	08 92	78 59	33 52	46 32	03 28	18	18
320	64	98 32	49 20	48 17	68 11	64 9	78	1100	205	15 98	15 02	08 54	86 33	48 29	49	49
330	66	99 33	35 21	06 18	18 11	03 10	06	1150	214	50 102	30 64	76 57	33 34	93 30	73	73
340	69	00 34	21 21	63 18	09 12	21 10	35	1200	223	58 106	70 67	51 59	74 36	37 32	63	63
350	70	73 35	08 22	21 19	19 12	50 10	57	1250	232	65 111	16 70	19 62	22 37	74 33	34	34
360	72	74 35	94 22	78 19	69 12	57 10	86	1300	242	00 115	23 72	94 64	63 39	18 34	65	65
370	74	75 37	09 23	36 20	19 13	10 11	14	1350	251	08 119	63 75	63 67	67 40	63 35	88	88
380	76	48 37	95 23	63 20	70 13	44 11	43	1400	260	15 123	75 78	38 69	51 42	08 37	19	19
390	78	49 38	81 24	44 21	21 13	73 11	64	1450	269	50 128	15 81	15 71	91 43	52 38	50	50
400	80	50 39	68 25	01 21	78 14	02 11	03	1500	278	58 132	55 83	81 74	38 44	96 39	81	81
410	82	23 40	54 25	59 25	28 14	31 12	21	1550	287	65 136	68 86	56 76	70 46	33 41	64	64
420	84	24 41	49 26	16 25	78 14	66 12	50	1600	297	00 141	08 89	23 79	27 47	78 42	3	3
430	86	25 42	26 26	74 23	29 14	95 12	72	1650	306	08 145	77 91	77 91	08 49	23 43	6	6
440	87	98 43	13 27	31 23	79 15	24 13	01	1700	315	15 149	60 94	73 84	08 50	67 44	96	96
450	89	99 44	28 27	89 24	29 15	53 13	29	1750	324	50 154	00 97	42 86	56 52	11 46	20	20
460	92	00 45	14 28	46 24	70 15	81 13	58	1800	333	58 158	13 100	17 88	96 53	56 47	51	51
470	93	73 46	00 29	04 25	30 16	10 13	80	1850	342	65 162	53 102	83 91	43 54	93 48	81	81
480	95	74 46	86 29	61 25	81 16	46 14	09	1900	352	00 166	93 105	66 93	84 56	38 50	12	12
490	97	75 47	78 30	19 26	30 16	74 14	38	1950	361	08 171	05 108	28 96	25 57	82 51	36	36
500	99	48 48	59 30	76 26	81 17	03 14	66	2000	370	15 175	45 111	03 98	73 59	26 52	66	66
550	104	50 50	88 32	11 28	12 17	73 15	26	2050	379	50 179	85 113	78 101	13 60	71 53	97	97
600	113	58 55	00 34	86 30	33 19	18 16	57	2100	388	58 183	98 116	46 103	61 62	15 55	28	28
650	122	65 59	40 37	53 33	09 20	56 17	85	2150	397	65 188	38 119	21 106	01 63	53 56	51	51
700	132	00 63	80 40	28 33	41 22	00 19	15	2200	407	00 192	50 121	89 108	48 64	97 57	82	82
750	141	08 67	93 42	97 37	81 23	44 29	42	2250	416	08 196	90 124	61 110	86 66	41 59	13	13
800	150	15 72	33 45	72 40	28 24	88 21	73	2300	425	15 201	30 127	39 113	30 67	86 60	43	43
850	159	59 76	73 48	47 43	69 26	33 23	93	2350	434	50 205	43 130	08 115	78 69	30 61	67	67
900	168	58 80	85 51	15 45	17 27	75 24	33	2400	443	58 209	83 132	83 118	18 70	74 62	98	98
950	177	65 85	25 53	90 47	58 29	15 25	58	2450	452	65 214	23 135	51 120	66 72	12 64	29	29
1000	187	00 89	38 56	58 50	05 30	59 26	88	2500	462	00 218	35 138	20 123	66 73	56 65	58	58

FRONTIER MAIL



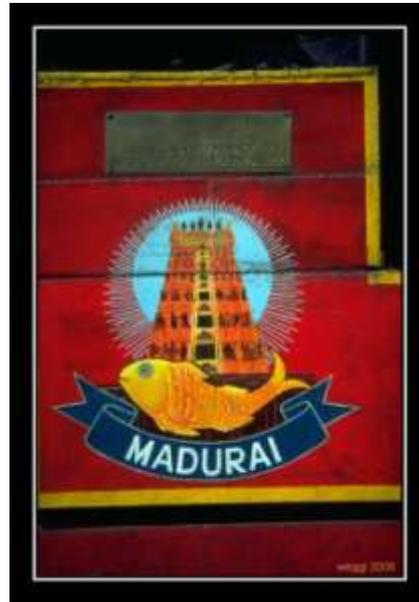
First Journey of the "Frontier Mail." (See page 518.)

1ST STEAM LOCOMOTIVE

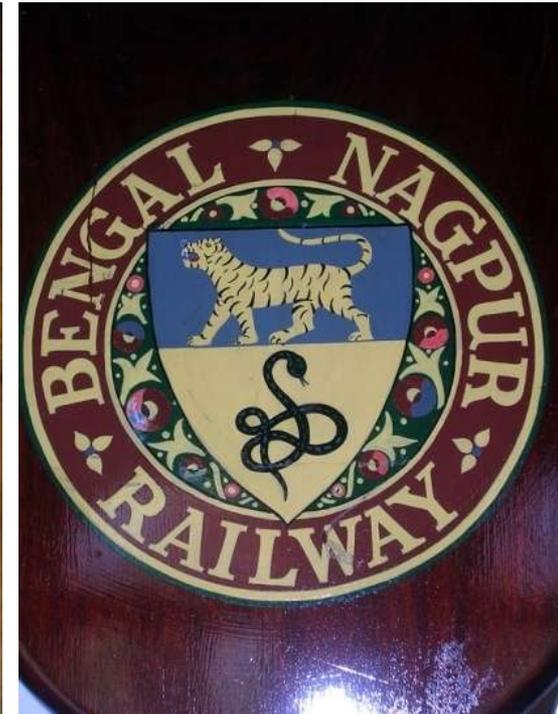


**Inauguration of 1st Steam Locomotive
by Dr. Rajendra Prasad on 01/11/1950**

RAILWAY LOGOS



LOGO COLLECTION



LOGO COLLECTION



LOGO COLLECTION



OLD WORKHORSE OF CHENNAI



HPS 62 OF EAST PAKISTAN RAILWAY



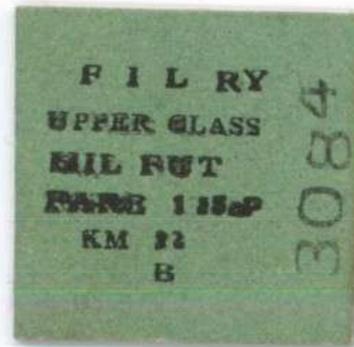
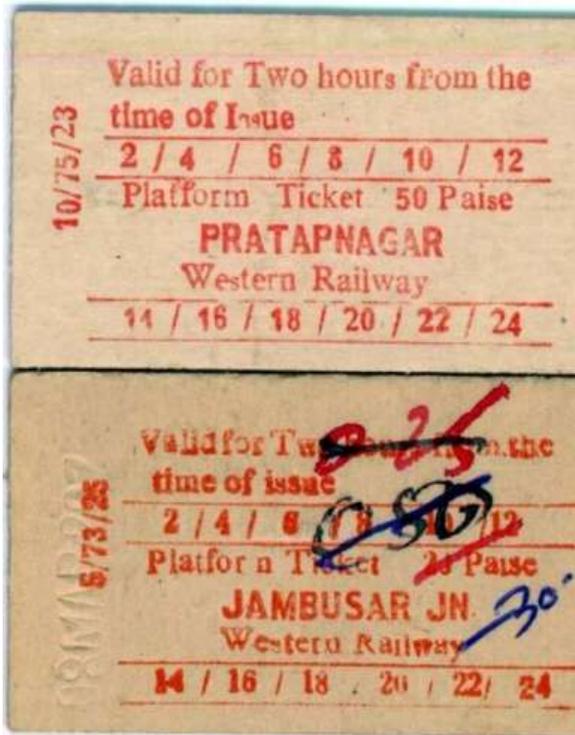








TICKETS COLLECTION



TICKETS COLLECTION

8-11/5/16

No. 8608 T. 22 D.

South Indian Railway Co., Ltd.
(INCORPORATED IN ENGLAND.)

Soldiers' Ticket for ^{* outward} journey, Train 12/4/16
_{return}

From Trichinopoly Jn. Arakonam

Via via Cherdighi

Available for completion of journey upto 19

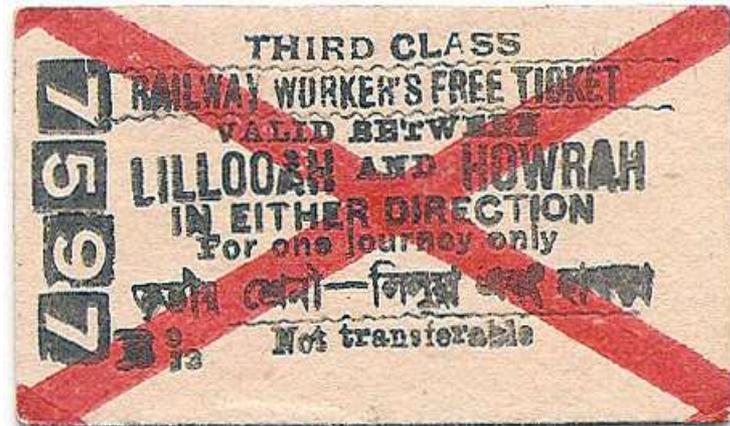
Hoe & Co., Madras.

Particulars.	PASSENGERS.			ACCOMMODATION PROVIDED.	
	Contract Rates.	Tariff Rates.	Total.	Seats.	Compartments.
1st Class—					
Officers	<u>Two Seconds</u>				
Ladies	<u>only</u>				
Children: { 12 years and over	<u>0 158 873 of 12/4/16</u>				
{ over 3 and under					
{ 12 years of age					
Reserved accommodation					
2nd Class—					
Men	<u>by F/LT R.A.F./goc</u>				
Women	<u>Friday</u>				
Children: { 12 years and over					
{ over 3 and under					
{ 12 years of age					
Reserved accommodation					
3rd Class—					
Troops	<u>Non-Fullton</u>				
Followers					
Women					
Children: { 12 years and over					
{ over 3 and under					
{ 12 years of age					
Reserved accommodation					

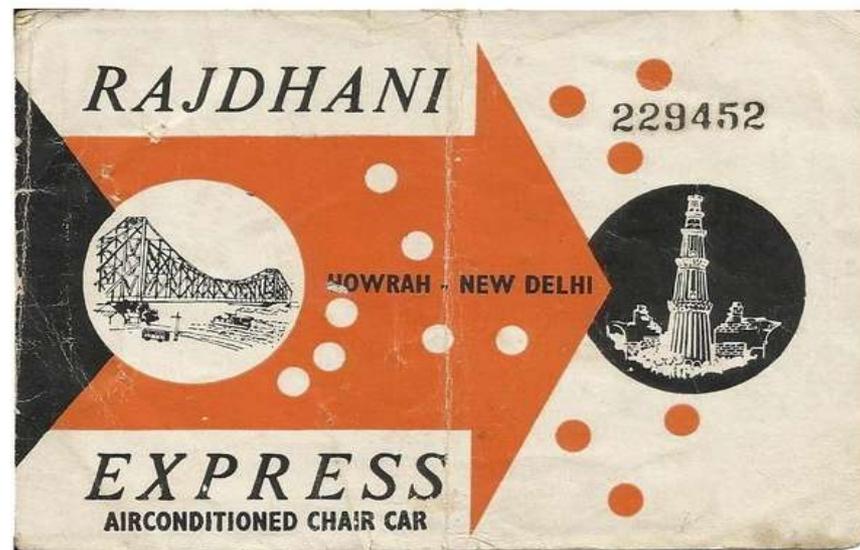
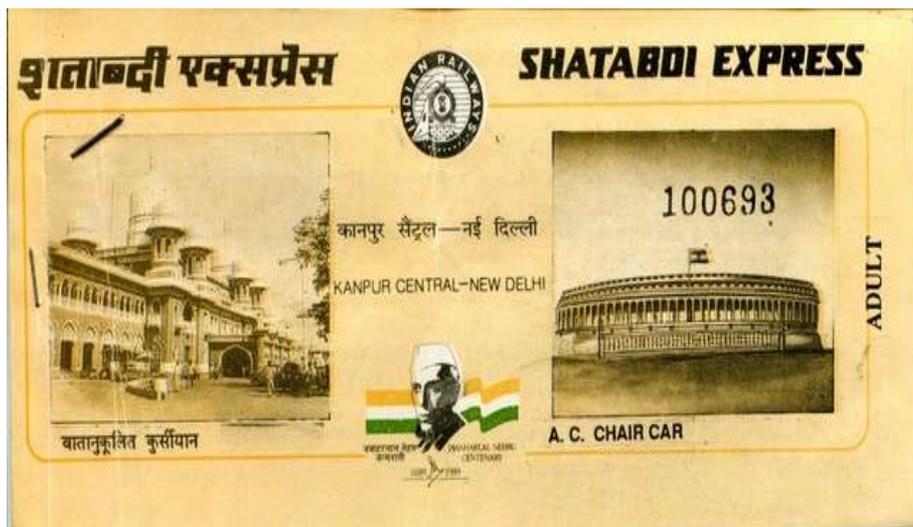
*The Booking Clerk of the Issuing Station must cross out in ink all items in Col. 1 for which accommodation is not provided and must endorse in ink across the face of the ticket in words, the number of passengers of each class authorized to travel, e.g.—

**Available for two first and one and a half third only.

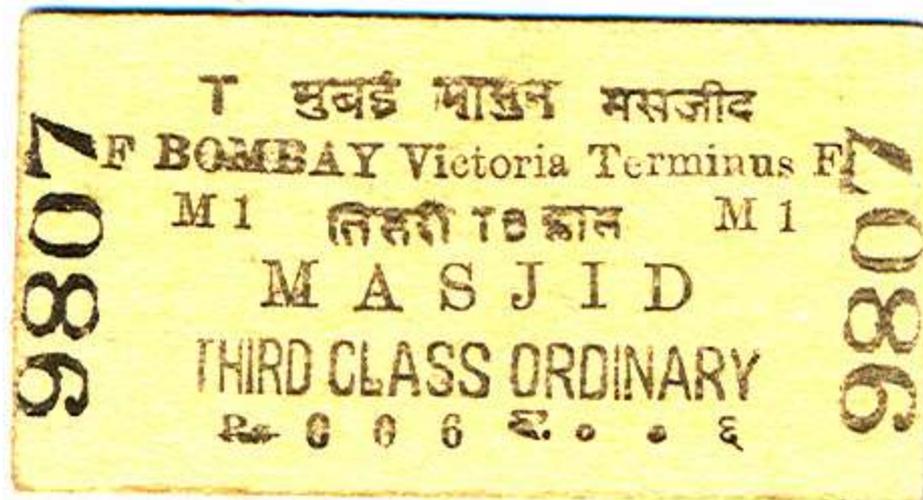
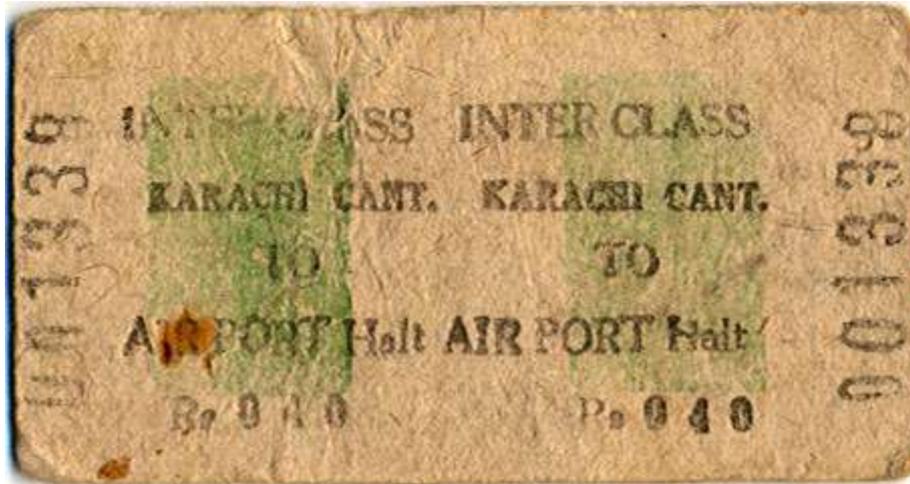
* Strike out words inapplicable.



AIRCRAFT TYPE TICKET BOOKLET



TICKET COLLECTION



FERRY SERVICE



MRTS- CHENNAI



TOKEN EXCHANGE



FAIRY QUEEN LOCO



PINK CITY EXPRESS



YAM 1 HAULED MG TRAIN



A TRIBUTE TO ROYAPURAM



COCHIN HARBOUR TERMINUS



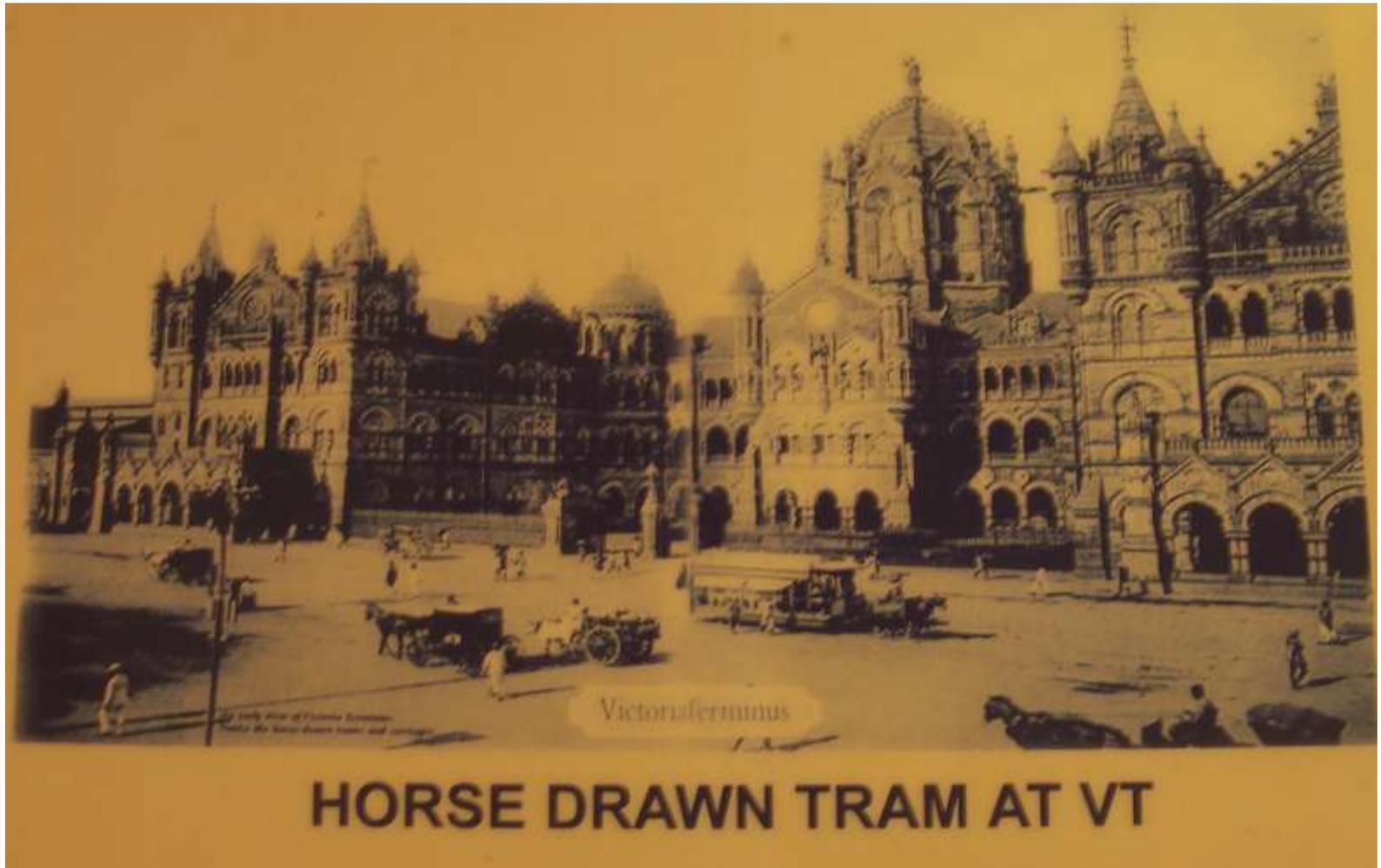
BOMBAY-POONA MAIL- GIPR



CHURCHGATE STATION

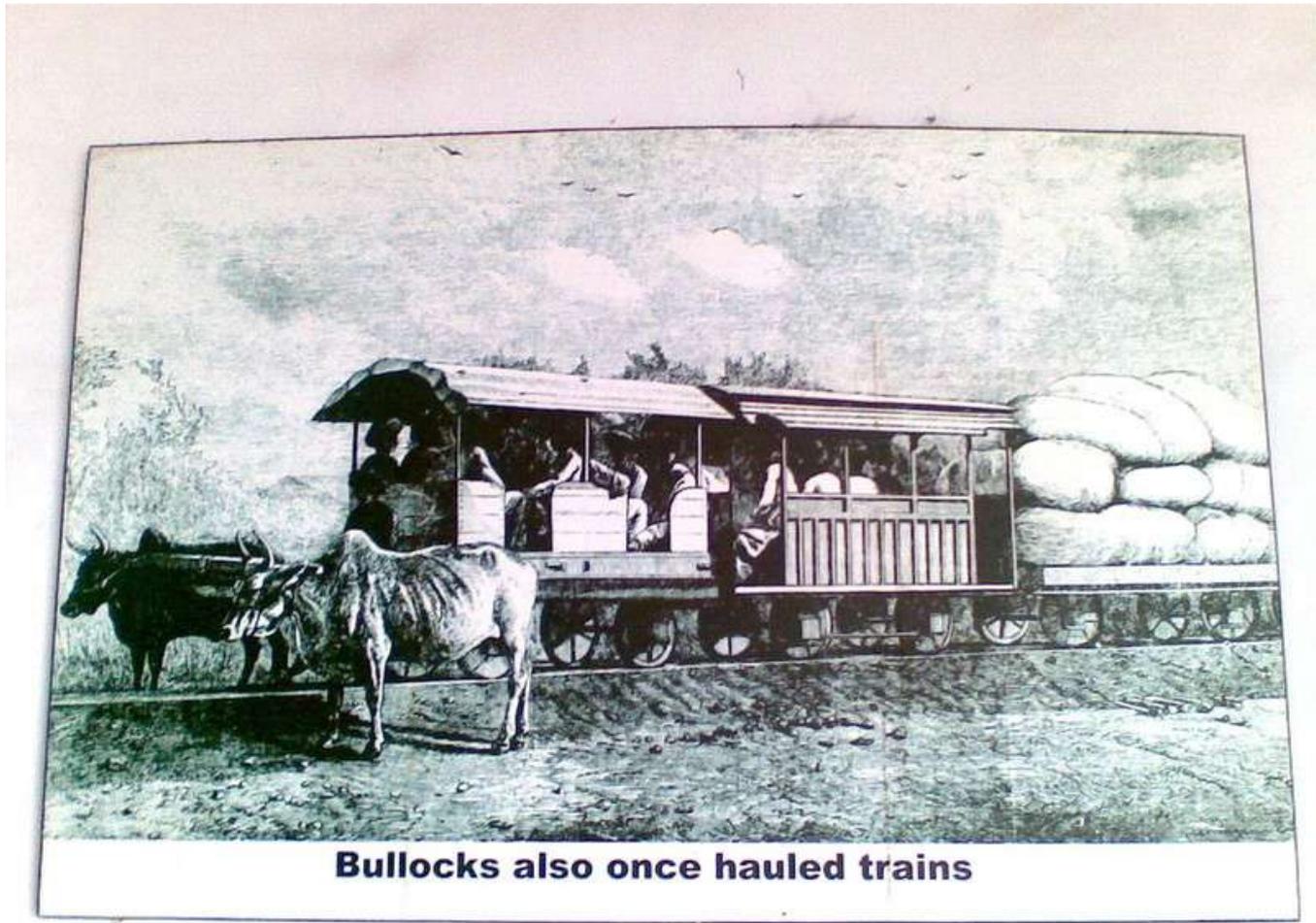


BOMBAY VT



HORSE DRAWN TRAM AT VT

BULLOCK CART TRAIN



Bullocks also once hauled trains

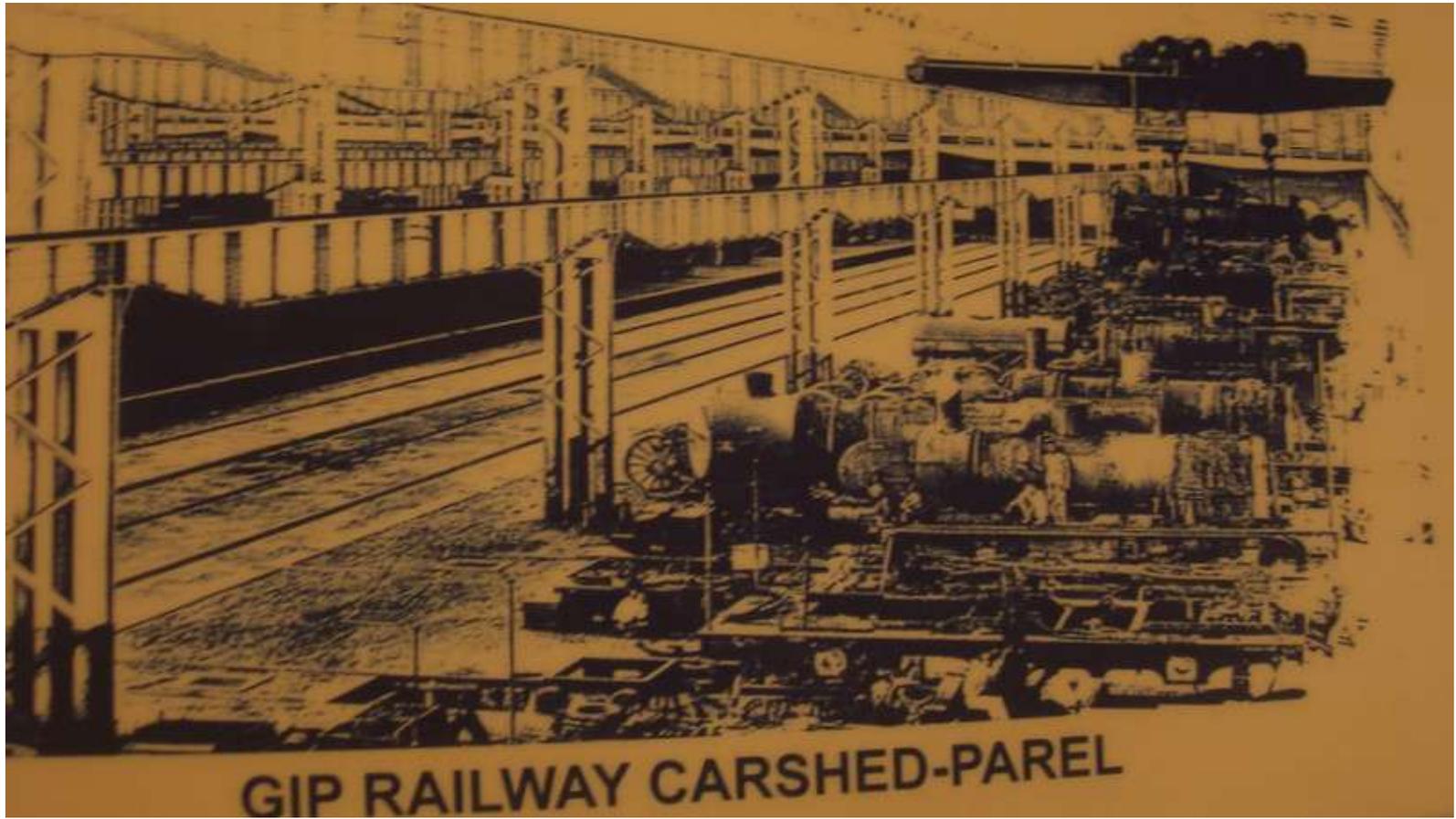
WATERING AT RAJAMUNDRY



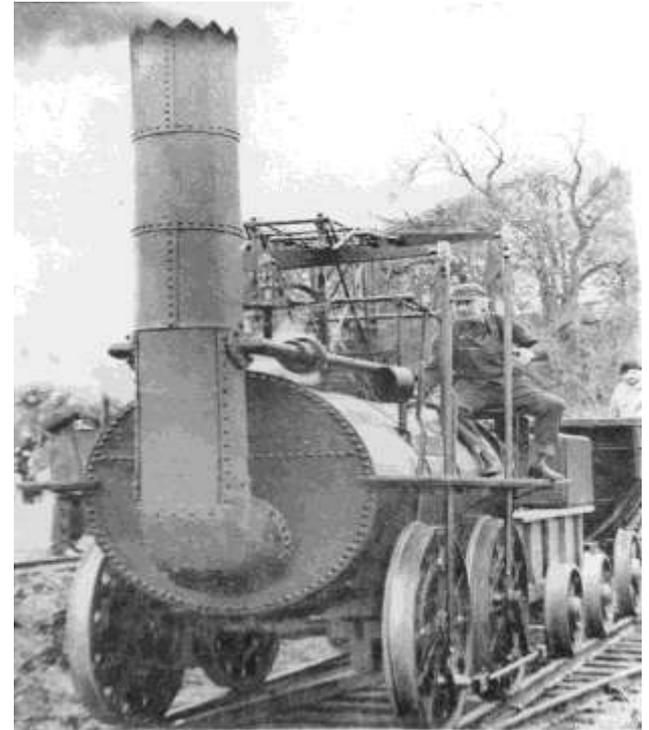
MADURAI MEMORIES



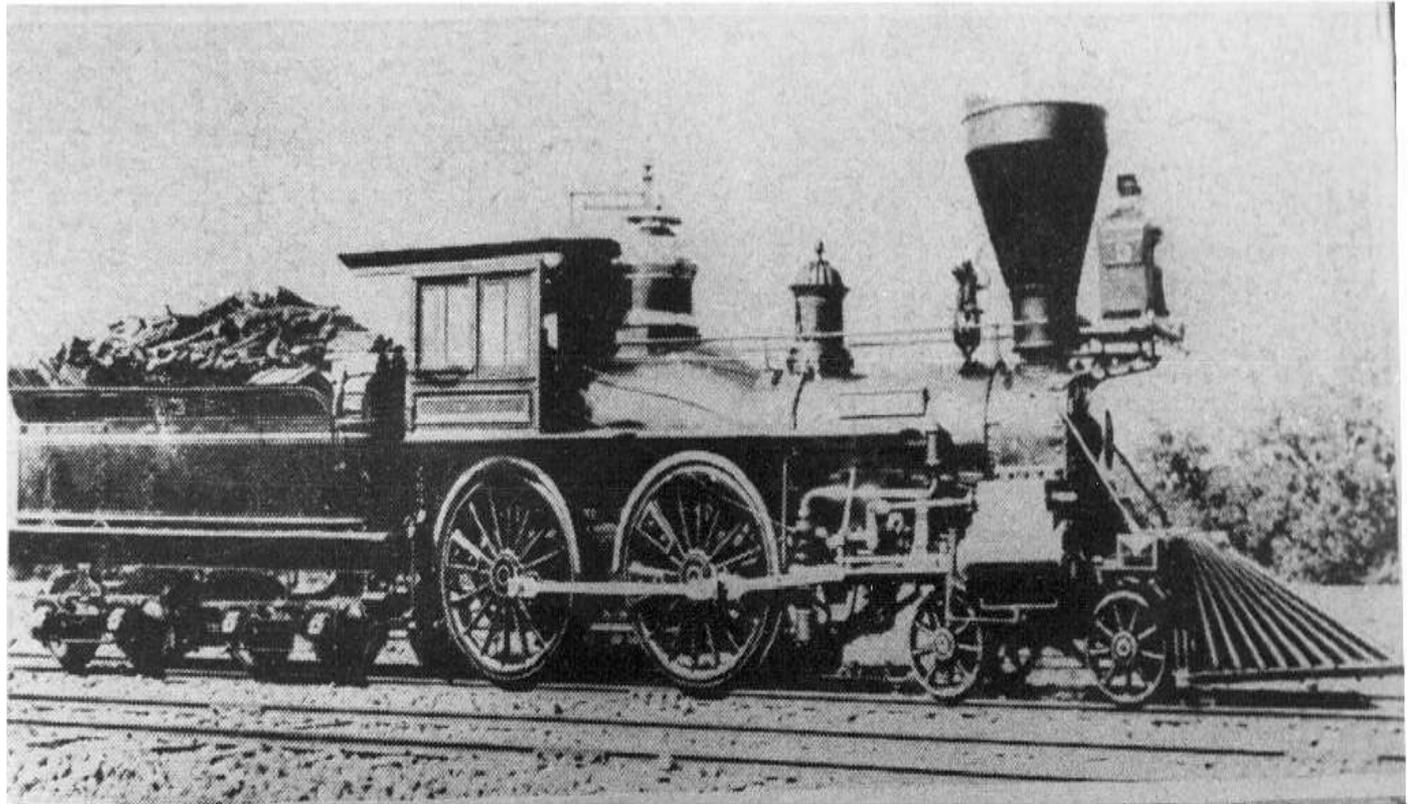
PAREL CAR SHED



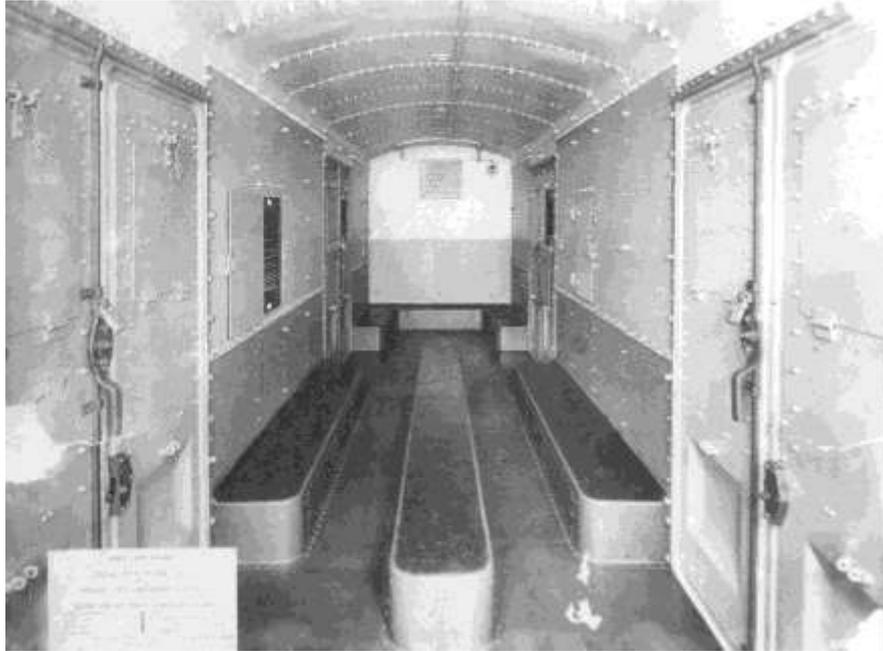
PICTURE COLLECTION



FIREWOOD AS FUEL



COACH INTERIORS



AC AND FIRST CLASS COACH





INVITATION CARD

The Agent of the Great Indian Peninsula Railway

HAS THE HONOUR TO INVITE

D. W. Campbell Esq.

TO

A BANQUET AT JUBBULPORE,

On the 7th March, 1870,

ON THE OCCASION OF THE

OPENING OF THE NORTH EAST EXTENSION OF THE G. I. P. RAILWAY

BY

His Excellency the Viceroy and Governor General.

The favour of an early answer is particularly solicited.

The Ceremony of opening the Railway will take place about 5.30 P.M., and the dinner will be at 8 P.M. on the 7th March. Tents will be provided, but visitors should bring their own bedding and personal requisites.

ELPHINSTONE CIRCLE,
Bombay, February 1870.

BOMBAY'S PRIDE



TIMETABLE

DAILY SERVICES.

CALCUTTA.

Through Daily Mail Train Service.

Via NAGPUR.

Bombay ... dep. 2-0 p.m. 1st day.

Calcutta ... arr. 7-10 a.m. 3rd day.

Calcutta ... dep. 4-36 p.m. 1st day.

Bombay ... arr. 8-45 a.m. 3rd day.

Via JUBBULPORE.

Bombay ... dep. 9-0 p.m. 1st day.

Calcutta ... arr. 3-27 p.m. 3rd day.

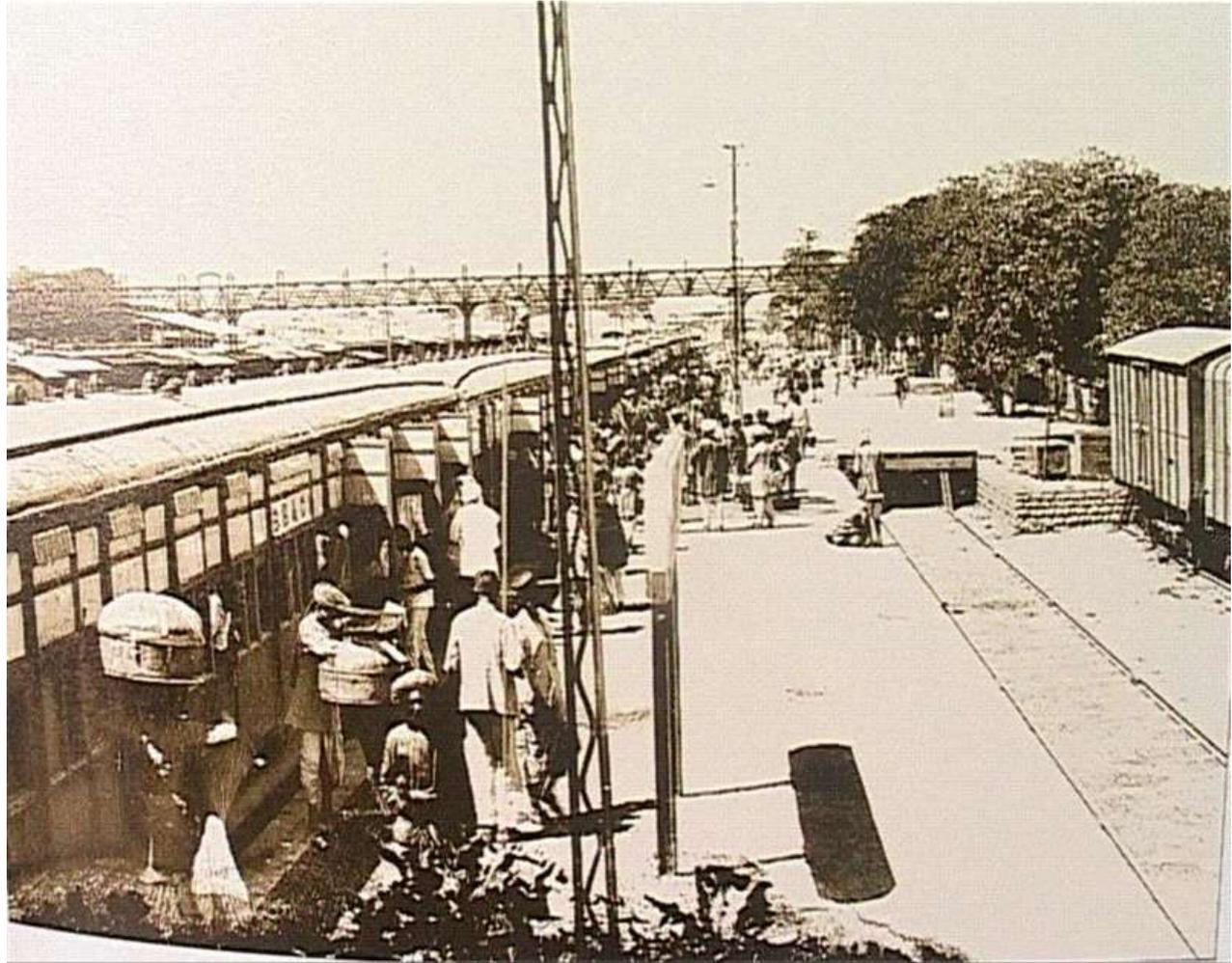
Calcutta ... dep. 9-11 p.m. 1st day.

Bombay ... arr. 1-20 p.m. 3rd day.

Fares from Bombay.

1st Class.	2nd Class.	Inter-mediate.	3rd Class.	1st Class.	2nd Class.	Inter-mediate.	3rd Class.
Rs. 91 1 6	45 9 6	23 6 6	15 10 6	99 1 6	49 9 6	26 11 6	16 6 6

BOMBAY CENTRAL



MADRAS TRAM



BOMBAY- MADRAS MAIL & POSTAL SPL

Madras and Southern Mahratta Railway.



Bombay Madras Postal special arriving at Central Station Madras, Engine T. 644. 4.0. Sept '09



Bombay Madras Postal special - Elephant Crossing Madras, N.234 10.42. temp. single line working.

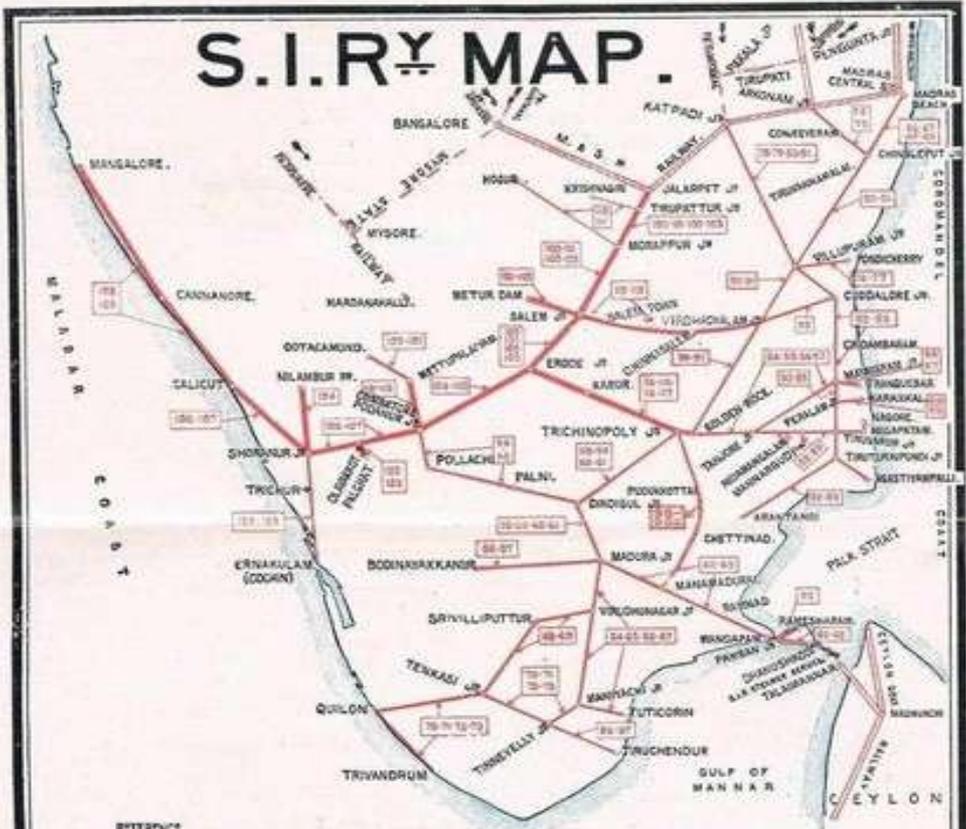
74
4
19

BOAT MAIL- A PRIDE OF SR



Ceylon Boat Mail by Spurr Tank, Madras,
7.30 a.m. Sun behind a cloud. Sept '09.

S.I.R.Y. MAP.



REFERENCE

BROAD GAUGE LINES S.I.R. 1885	
METRE	
NARROW	
RUNNING POWERS S.I.R. D.G.	
FOREIGN RAILWAYS	

FIGURES INDICATE PAGE NUMBERS OF THE TIME-TABLE OF THE RESPECTIVE SECTIONS.

Namuram Subramaniam

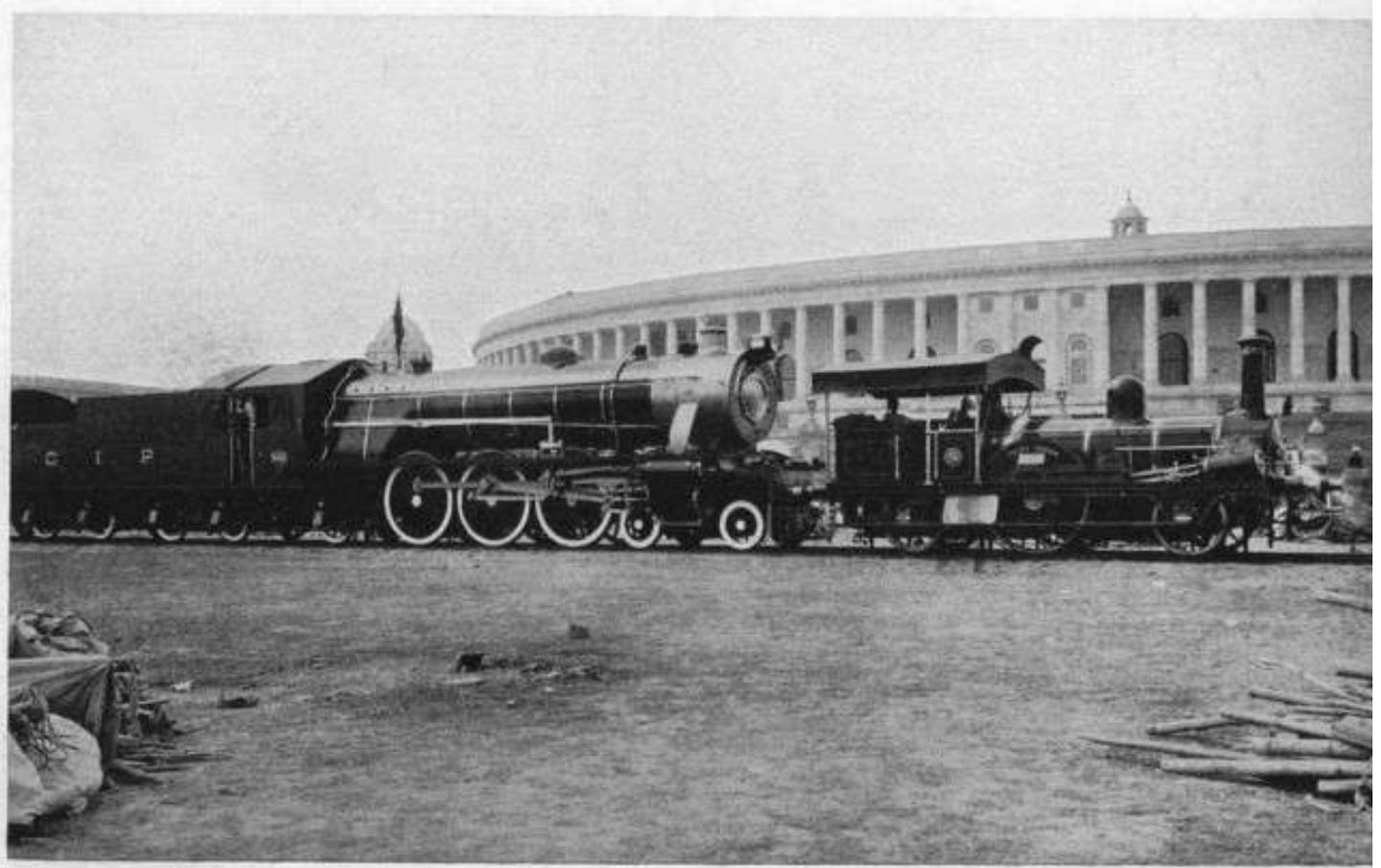
KALKA-SHIMLA RLY-THEN & NOW



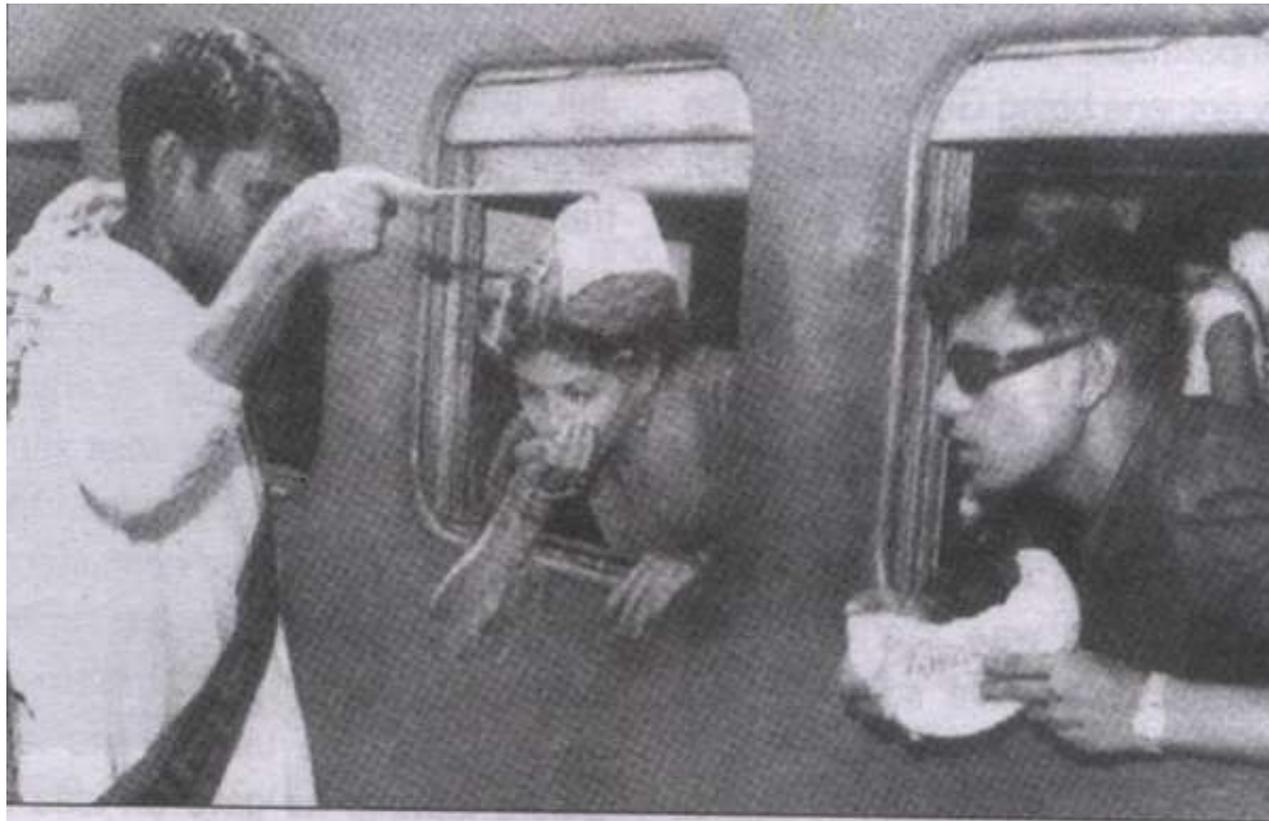
MS. STEAM ENGINE



NO MORE NOW



QUENCH YOUR THIRST



Sarkari Pani

DINING CAR



২০ শতকের শুরুতে রাজার ভারত ভ্রমণের উদ্দেশ্যে প্রস্তুত ভোজন যান

20 वीं मदी के पारम में ममाट का भारत भ्रमण के लिए बनाए गये भोजन यान का दृश्य

Dining Car made for Emperor's visit to India — Early 20th Century

NEW DELHI STATION



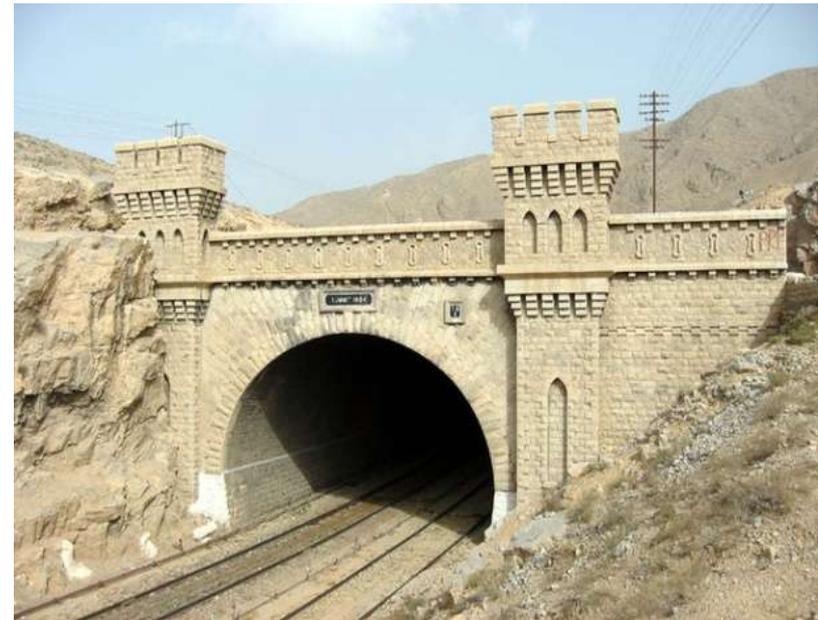
OLDEST TUNNEL



1931 MADRAS EMU



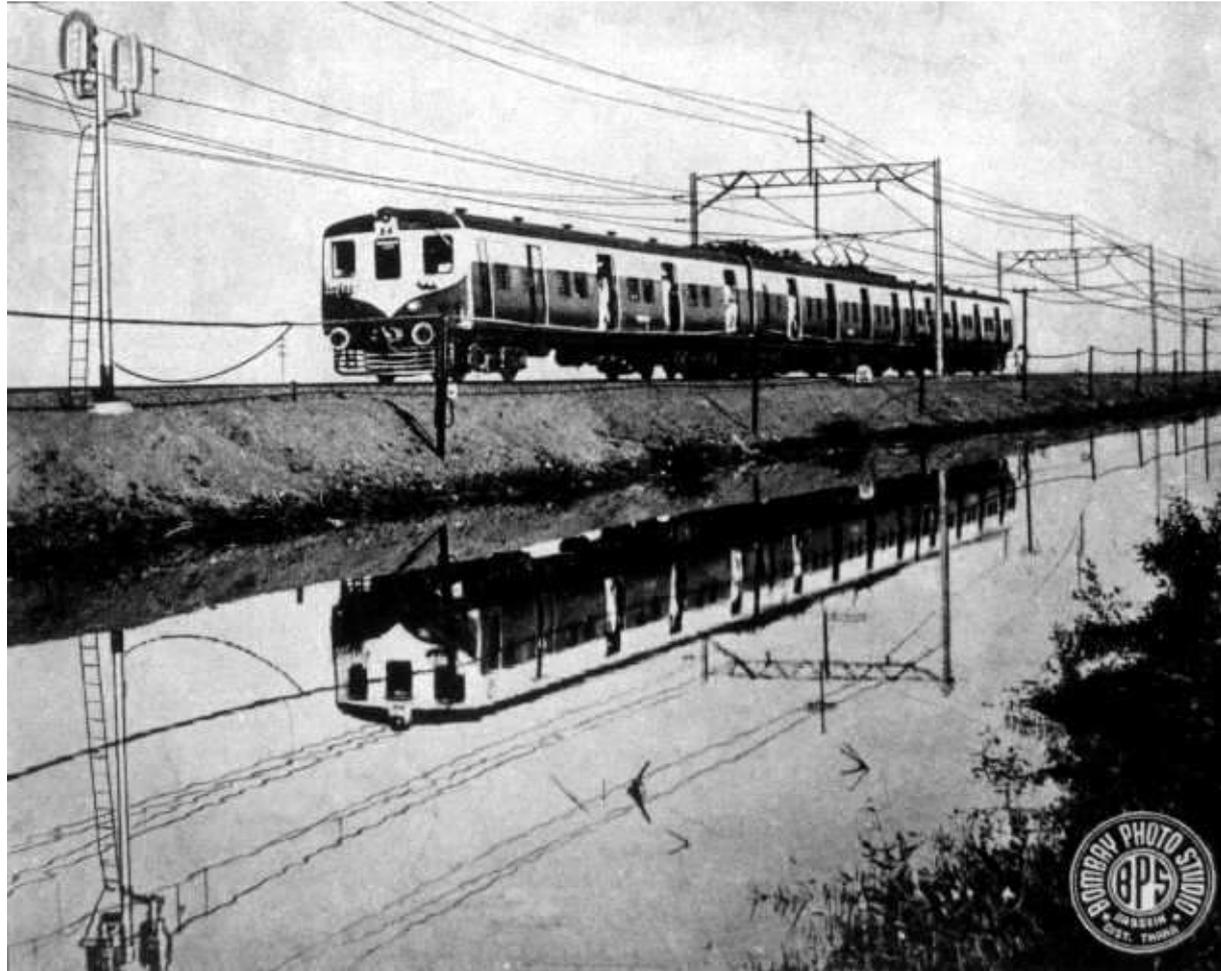
BOLAN PASS



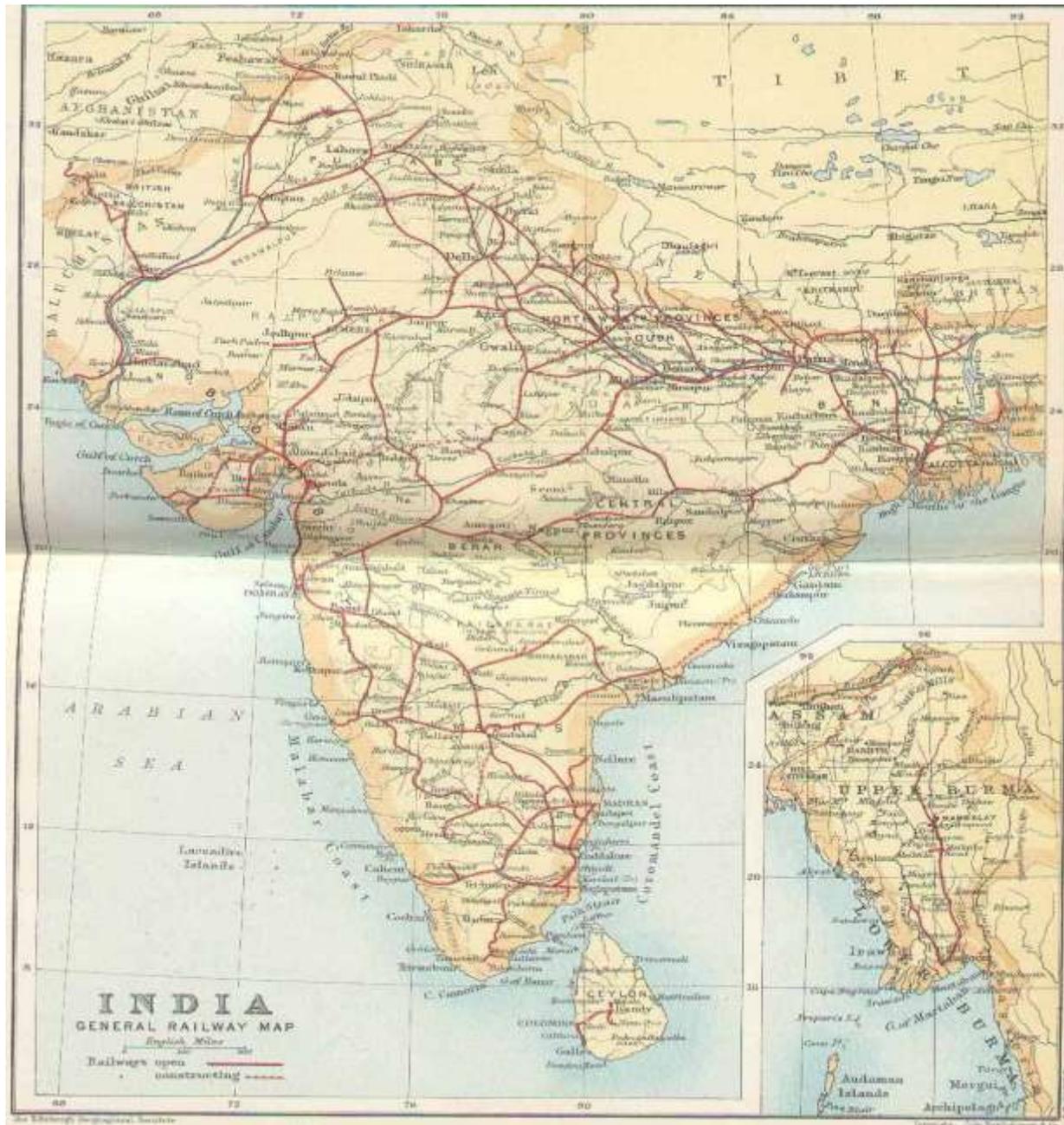
KANPUR & LUCKNOW STN BOARDS



SIG EMU BOMBAY-1960



1893 MAP



LETTER OF COMFORT

- Beloved Sir, I am arrive by passenger train Ahmedpur station and my belly is too much swelling with jackfruit. I am therefore went to privy. Just I doing the nuisance that guard making whistle blow for train to go off and I am running with lotah in one hand and dhoti in the next when I am fall over and expose all my shocking to man and female women on platform. I am got leaved at Ahmedpur station.

This too much bad, if passenger go to make dung that dam guard not wait train five minutes for him. I am therefore pray your honor to make big fine on that guard for public sake. Otherwise I am making big report to papers.

Yours faithfully,

Okhil Chandra Sen



