

HISTORY

South Eastern Railway had its humble origin in Chhatisgarh State Railway way back in 1882 comprising of a Metre Gauge (MG) railway line from Nagpur to Rajnandgaon(149 miles) with its HQ at Nagpur. The construction of the line was prompted by a desire of the then Govt. of Central province to provide quick transportation of food grain from the Chhatisgarh region to other parts as a step to prevent famine.

The Bengal Nagpur Railway Company, popularly known as BNR after its formation in 1887 took over Chhatisgarh State Railway. It converted the MG line into Broad Gauge and extended it to Asansol in the erstwhile East Indian Railway (EIR). By 1891 BNR embraced within its fold the entire main line from Nagpur to Sini via Bilaspur and further to Asansol via Purulia as well as the extended Katni-Umaria line upto Bilaspur. The Sini-Calcutta line extended upto Cuttack was opened for traffic in 1899 and in 1901 BNR took over the line from Cuttack to Visakhapatnam under East Coast railway which was then a State railway. The headquarter of BNR was built at Garden Reach, Kolkata in 1908 and shifted from Nagpur. The growth story of BNR continued and the Raipur-Vizianagaram link was completed in 1931.

The BNR company was brought under the Govt. of India control in 1944. The Narrow gauge (NG) line from Naupada to Parlakhimndi of the Paralakhimndi State railways and the NG line from Rupsa to Baripada of the Mayurbhanj State railways that were a part of the company were merged with the Govt. owned BNR in 1950.

After independence when the various railway systems were reorganized geographically BNR was merged with the East Indian Railway in 1952 to form the Eastern Railway. Very soon the Govt. found this arrangement not very suitable both from the angle of operation and development of the eastern region and carved out of the Eastern railway a new railway zone named South Eastern Railway (SER) in 1955 comprising of the erstwhile BNR. Thus, was born the South Eastern Railway which originally covered the trunk routes of Howrah-Nagpur and Howrah-Visakhapatnam and several other heavily worked sections covering six states of Odisha, West Bengal, Maharashtra, the present day States of Chhatisgarh, Jharkhand and SeemaAndhra and comprising of seven divisions namely; Kharagpur, Khurda Road, Adra (subsequently split to Adra and Ranchi divisions), Waltair, Chakradharpur, Bilaspur and Nagpur. The Kottavalsa-Kirandul line, famously known as K-K line, an engineering marvel for its construction on a treacherous hilly terrain was completed by SER in 1968. SER prides itself on having pioneered the 25Kv system of electrification in Indian railways which was started between Rajkharwan and Dongoaposi of Chakradharpur division in 1960-61. The original transport network of SER covered major steel mills, iron ore, bauxite, manganese, lime stone and coal mines and appropriately earned the sobriquet of *blue chip* railway for its contribution significantly to the revenue of Indian railway.

In 2003 the vast network of SER was trifurcated to carve out East Coast railway comprising of the trunk route from Bhadrak to Viskhapatnam and South East Central railway covering the trunk route from Jharsuguda to Nagpur. In its truncated form SER today straddles three states of Odisha and parts of Jharkhand and West Bengal and still carries nearly 12.75% of the IR's freight traffic with a 4% share of the IR's total route kilometers.

DIVISIONS OF SER

SER today comprises of 4 divisions. They are; Adra, Chakradharpur, Kharagpur and Ranchi.

YEAR OF CONSTRUCTION OF IMPORTANT BG LINES FROM THE DAYS OF
BNR TILL 2011

SI.No	NAME OF THE SECTION	YEAR
1	Construction of Nagpur- Raipur line	1888
2	Construction of Raipur-Kharagpur line	1888-1898
3	Construction of Sini-Asansol line	1889-1890
4	Construction of Bilaspur-Katni line	1886-1891
5	Construction of Kharagpur-Waltair line via Khurda Road	1893-1898
6	Construction of Khurda Road-Puri line	1897
7	Construction of Khargpur-Howrah line	1900
8	Construction of Santragachhi-Shalimar line	1901
9	Construction of Kharagpur-Adra line via Midanpore	1899-1903
10	Construction of Adra-Bhojudihi line	1903
11	Construction of Tatanagar-Gorumahisani line	1911-1922
12	Construction of Rajkharswan-Padapahar line via Dongaoposi	1924-1925
13	Construction of Rourkela-Biramitrapur line	1922-1926
14	Construction of Nirgundi-Talcher line	1927
15	Construction of Raipur-Vizinagaram line	1906-1930
16	Construction of Padapahar-Badajamda-Bolani-Gua line	1925-1960
17	Construction of Bondamunda-Barsuan line	1960-1961
18	Construction of Bimalgarh-Kiriburu line	1964
19	Construction of Bondamunda-Hatia-Ranchi line	1965
20	Construction of Panskura-Haldia line	1968
21	Construction of Cuttack-Paradip line	1973
22	Construction of Jharsuguda-Sambalpur-Titlagarh line	1963-1993
23	Construction of Banspani-Jaroli line	2000
24	Construction of Tamluk-Digha line	2003-2004
25	Conversion of Rupsa-Bangriposi line via Baripda from NG to BG	2006-2011