

OVERVIEW OF JODHPUR DIVISION

HISTORICAL PERSPECTIVE

The First Meter Gauge line on Indian soil, Delhi to Rewari and Farukhnagar Salt branch under the title of Rajputana Railway, was opened on February 14, 1873. The M.G.line was brought to Ajmer on August 1,1875. The construction of the 20 mile long branch line from Karachi to Pali under the banner of Jodhpur Railway, commenced on February 16,1881. The work was completed on February 28,1882. On 24th June 1882, this line was opened for traffic. In the year 1886 Railway Workshop of Jodhpur was set up for maintenance of Rolling Stock on Jodhpur – Bikaner Railway.

This Railway system was working under the control of Jodhpur Railway (JR). Expansion of the Railway network in this area has made considerable headway ever since. Present Jodhpur Division was formed after independence. A new division was formed with headquarters at Jodhpur covering most of the truncated J.R. with marginal adjustments with the neighboring divisions. Presently, two sections of the division viz. Samdari-Bhildi and Ratangarh-Degana are under gauge conversion, after which the whole division will be on BG.

Maharaja Jodhpur owned his private saloons, which were numbered, 1 to 13. The number 13 was built in 1936, for the use of senior officials of Durbar and Jodhpur Railway which were later on used on ‘Palace On Wheels’.

Under Unigauge policy, a large portion of this division i.e. Phulera-Jodhpur, Merta Road-Merta City’, Jodhpur –Luni -Marwar Jn., Luni-Munabao have already been completed. Pipar Road – Bilara section (42 km) has been opened in 2008-09. Samdari- Bhildi section has been opened for Goods traffic on 28.12.09 after Gauge Conversion. Gauge Conversion project of Degana-Ratangarh section is on the verge of completion.

The Division serves the sensitive border areas of Western Rajasthan, i.e. Jaisalmer and Barmer districts where important defence establishments are located. The division handles frequent military movements for carrying army personnel and stores. Nuclear test Site is also located near Pokaran on RKB-JSM section. This division has privilege of running prestigious trains “PALACE ON WHEELS” and “ROYAL RAJASTHAN ON WHEELS”. Division has large number of forts, havelies, old monuments to attract foreign as well as Indian tourists.

Jodhpur division caters to the transport needs of nine semi -urban districts of Rajasthan, namely Jodhpur, Pali Marwar, Nagaur, Jalore, Churu, Bikaner, Barmer, Jaisalmer and Jaipur besides part of Banaskantha district of Gujrat. These are important cultural and industrial centers of Rajasthan. Textiles and handicrafts have particularly contributed to the growth of the region. The deposits of limestone found in Jaisalmer region are large enough to meet the requirement of the country's Steel and Cement plants. Marble & granite are also found in abundance in this region. This division has always served the population of the area during drought. This year too, we supplied drinking water to drought-affected areas of Rajasthan.

ACCELERATED DEVELOPMENT

The deposits of limestone found in Jaisalmer region are meeting the requirement of the country's Steel and Cement plants. Besides limestone, the salt belt around Sambhar Lake promises sustained salt traffic. Deposits of Gypsum found in Mohangarh have potential of six million tons of Gypsum. Its loading is being done in a big way from Thaiyat Hamira on Jodhpur-Jaisalmer section which is likely to further increase in future. Last year, large sources of oil have been found near Barmer. In coming years, this may provide additional traffic to Railways.

Many cement plants have come up in the region. M/s D L F Cement Limited (now Ambuja Cement of Rajasthan Ltd.) situated at Beawar was loading cement from Merta Road station. A number of mini cement plants are also located in this area. White cement plants are located at Gotan and Kharia Khangar. The division has started loading of various items i.e. handicrafts, white cement etc. in containers.
