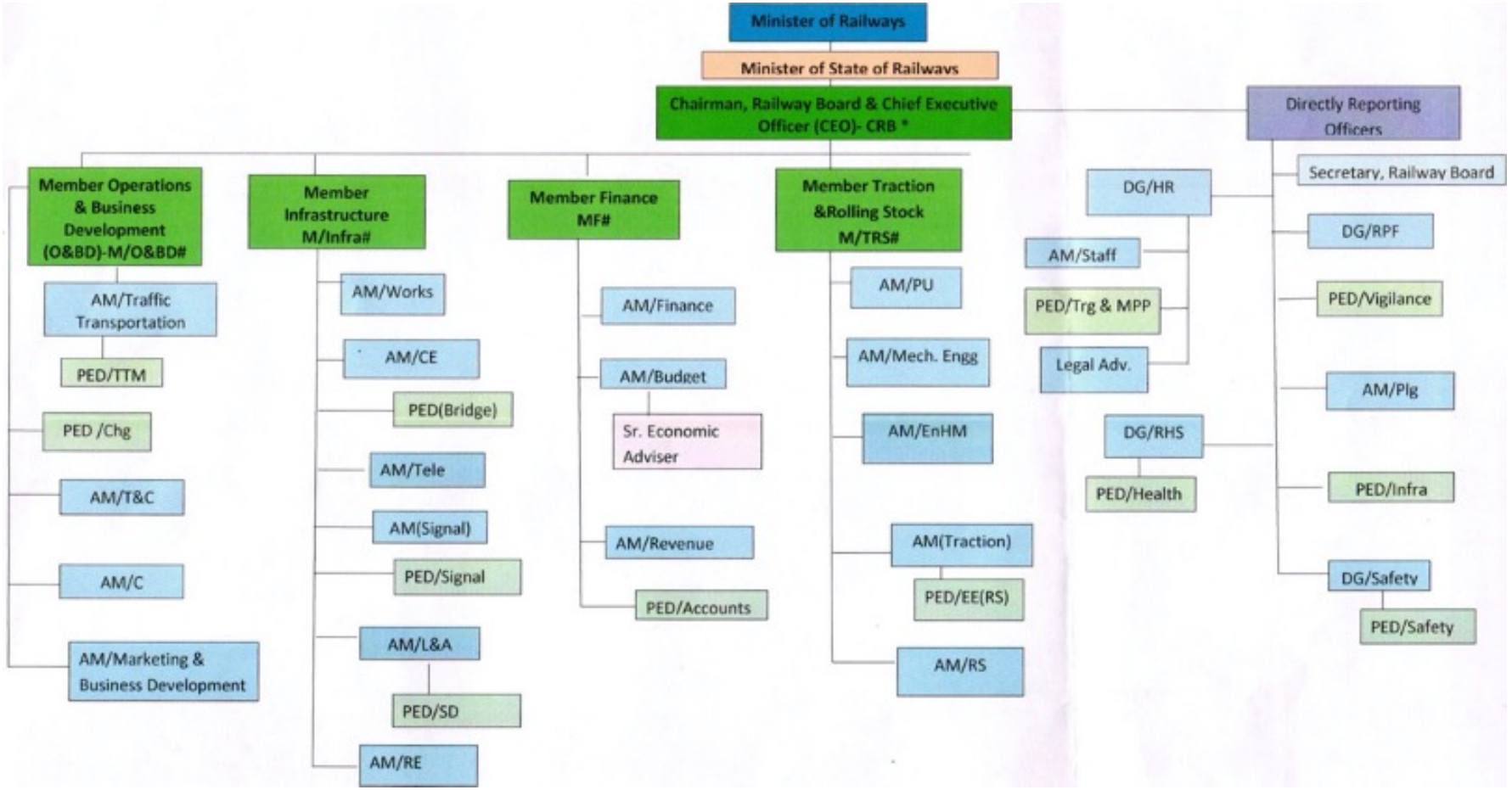
Organisational structure

The ministry has a Union Minister and Minister of State. The Railway Board, which is the apex body of the Indian Railways, reports to parliament through the Ministry of Railways. The Railway Board comprises one Chairman/CEO, Four "members of the Railway Board. It also includes a Director-General (Railway Health Services), Director-General (personal) and a Director-General (Railway Protection Force). A number of directorates report to the Railway Board. Most of the officers posted in Ministry of Railways are either from organised "Group A Railway services" or the Railway Board Secretariat Service

Members of Railway Board:

- Chairman of Railway Board and Chief Executive Officer
- Member Infrastructure
- Member (Traction and Rolling stock)
- Member (Operation and Business development)
- Member (Finance:)
- OSD (Safety)
- Finance Commissioner
- Director General (RHS)
- Director General (RPF)
- Director General (HR)
- Secretary


Minister of Railways
Minister of State of Railways
Chairman, Railway Board & Chief Executive Officer (CEO)- CRB *
Directly Reporting Officers
Secretary, Railway Board
DG/RPF
PED/Vigilance
AM/Plg
PED/Infra
DG/Safety
PED/Safety
DG/HR
AM/Staff
PED/Trg & MPP
Legal Adv.
DG/RHS
PED/Health
Member Operations & Business Development (O&BD)-M/O&BD#
AM/Traffic Transportation
PED/TTM
PED /Chg
AM/T&C
AM/C
AM/Marketing & Business Development
Member Infrastructure M/Infra#
AM/Works
AM/CE
PED(Bridge)
AM/Tele
AM(Signal)
PED/Signal
AM/L&A
PED/SD
AM/RE
Member Finance MF#
AM/Finance
AM/Budget
Sr. Economic Adviser
AM/Revenue
PED/Accounts
Member Traction &Rolling Stock M/TRS#
AM/PU
AM/Mech. Engg
AM/EnHM
AM(Traction)
PED/EE(RS)
AM/RS

Broad Distribution of work to be handled by the Board Members

Chairman Railway Board & Chief Executive Officer(CEO)-CRB	• HR • Safety • Security • Health • Planning • Infrastructure • Vigilance • Efficiency & Research • Public Relations • Heritage • Secretary's Branches • Transformation Cell & • Corporate Co-ordination.
Member (Infrastructure),Railway Board-M/Infra.	• Works, • Civil Engineering • Bridges • Signal & Telecom • Land & Amenities • Station Development & • Railway Electrification
Member {Traction & Rolling Stock(TRS)},Railway Board - M/TRS	• Production Units • Mechanical Workshops • Coaches • Locomotives • Train sets • Environment and House Keeping • Electrical Maintenance of Coaching Stock • Traction Distribution • Power Supply & • Renewable Energy • Materials Management
Member {Operations & Business Development(O&BD)},Railway Board- M/O&BD	• Traffic Transportation • Coaching • Tourism & Catering • Commercial • Non-Fare Revenue • Marketing & Business Development & • IT.
Member (Finance),Railway Board- MF	• Accounts • Finance • Budget • Revenue, • Stat. & Econ & • Economic Unit.

History

In 1901, on the recommendations of Sir Thomas Robertson Committee regarding the administration and working of the railways, an early version of the railway board was constituted. It initially had three members.

In 1905, its powers were formalised by Lord Curzon's government. Its membership consisted of a Government Railway official, who was the Chairman of the Board, a Railway Manager from England and an Agent of a Company Railway. The Board was placed under the Department of Commerce and Industry of the British Indian Government.

In 1921, a reorganisation of the Railway Board was carried out, and a Chief Commissioner of Railways was appointed, who was solely responsible to the Government for decisions on technical matters and for advising the Government on matters of policy. Pursuant to the Acworth Committee's recommendations in 1921, the Railway Board was reconstituted with effect from 1 April 1924. The reconstituted board consisted of the Chief Commissioner, a Financial Commissioner and two members. One was responsible for ways and works, and projects and stores. The other was responsible for general administration, staff and traffic.

In 1929, an additional post at the member level was added to the board. It was given responsibility for staff, so that that the member in charge of traffic could focus solely on transport and commercial matters. During this time, Frank D'Souza became the first Indian member of the board.

In April, 1951 the post of Chief Commissioner was abolished and the senior-most functional member was appointed the Chairman of the Board, resulting in a membership of four.

In October 1954, the Chairman of the Board was made responsible for decisions on technical and policy matters, with the status of a Secretary to Government in the Ministry of Railways. One more Member was also added and the strength of the Board again became five.

In 1988, a new member with responsibility for signals, telecommunication and electrical matters was added to the board. On 16 April 2019 two more members, one with responsibility for signals and telecommunications, and another for material management, joined the board. At this point, the Railway Board had a strength of eight—a Chairman, and seven members. The Chairman is assisted by officers of Railway Board Secretariat Service.

On 24 December 2019, the Union Cabinet decided to reduce the size of the board from eight to five. It also decided to merge its different cadres into a single Railway Management Service. The newly constituted Board will have Members for "Operation,[sic] Business Development, Human Resources, Infrastructure and Finance".

Subsidiary companies

IR is a major shareholder in 16 public sector undertakings (PSU) and other organizations that are related to rail transport in India. Notable among the list are:

Financing, construction and project implementation

- Indian Railway Finance Corporation (IRFC)
- RITES Ltd
- Indian Railway Construction Corporation (IRCON)
- Mumbai Rail Vikas Corporation (MRVC) (51%)
- Rail Vikas Nigam Limited (RVNL)

Land and station development

- Rail Land Development Authority (RLDA)
- Indian Railway Stations Development Corporation (IRSDC)

Rail infrastructure

- Dedicated Freight Corridor Corporation of India Limited (DFCCIL)
- Pipavav Railway Corporation Ltd PRCL (50%)

Passenger and freight train operation

- Konkan Railway Corporation (KRCL)
- Container Corporation of India (CONCOR)

IT and communications

- Centre for Railway Information Systems (CRIS)
- RailTel Corporation of India (RCIL)

Catering and tourism

- Indian Railway Catering and Tourism Corporation (IRCTC)

Manufacturing

Indian Railways is a vertically integrated organization that produces majority of its locomotives & rolling stock at in-house production units, with a few recent exceptions.

Locomotives:

- Chittaranjan Locomotive Works in Chittaranjan, West Bengal manufactures electric locomotives.

- Diesel Locomotive Works in Varanasi, Uttar Pradesh manufactures diesel & electric locomotives.
- Diesel Locomotive Factory in Marhowra, Bihar, a Joint Venture of Indian Railways & General Electric manufactures high capacity diesel locomotives, used especially for freight transportation.
- Electric Locomotive Factory in Madhepura, Bihar, a Joint Venture of Indian Railways and Alstom SA manufactures electric locomotives.
- Diesel-Loco Modernisation Works in Patiala, Punjab upgrades and overhauls locomotives. They also manufacture electric locomotives

Rolling Stock:

- Integral Coach Factory in Perambur, Tamil Nadu
- Rail Coach Factory in Kapurthala, Punjab
- Modern Coach Factory in Raebareli, Uttar Pradesh
- Coach Manufacturing Unit in Haldia, West Bengal[52]

Wheel & Axle:

- Rail Wheel Factory in Bangalore, Karnataka
- Rail Wheel Plant, Bela in Chhapra, Bihar

The repair and maintenance of this vast fleet of rolling stock is carried out at 44 loco sheds, 212 carriage & wagon repair units and 45 periodic overhaul workshops across various zones of IR.

Tracks

As of 31 March 2019, IR network spans 1,23,542 km (76,765 mi) of track length, while the route length is 67,415 km (41,890 mi).Track sections are rated for speeds ranging from 80 to 200 km/h (50 to 124 mph), though the maximum speed attained by passenger trains is 180 km/h (110 mph) during trial runs. Almost all the broad-gauge network is equipped with long-welded, high-tensile strength 52kg/60kg, 90 UTS rails and pre-stressed concrete (PSC) sleepers with elastic fastenings.

1,676 mm (5 ft 6 in) broad gauge is the predominant gauge used by IR and spans 62,891 km (39,079 mi) of route (93.29% of total route network), as of 31 March 2019. It is the broadest gauge in use across the world for regular passenger movement. Broad gauge generated 100% of the freight output (net tonne-kilometres) and more than 99% of the passenger output (passenger kilometres) in the fiscal year 2018–19.

The 1,000 mm (3 ft 3 $\frac{3}{8}$ in) metre gauge tracks and 762 mm (2 ft 6 in) and 610 mm (2 ft) narrow gauge tracks are present on fewer routes. All of these routes, except the heritage routes, are being converted to broad gauge. The metre gauge tracks were 2,839 kilometres (1,764 mi) (4.21% of total route

network) and narrow gauges tracks were 1,685 km (1,047 mi) (2.50% of total route network) as of 31 March 2019.

Electrification

As of 1 April 2020, IR has electrified 58.49% or 39,866 km (24,772 mi) of the total route kilometres. Indian Railway uses 25 kV 50 Hz AC traction on all its electrified tracks.

Railway electrification in India began with the first electric train, between Chhatrapati Shivaji Terminus and Kurla on the Harbour Line, on 3 February 1925 on the Great Indian Peninsula Railway (GIPR) at 1500 V DC. Heavy gradients in the Western Ghats necessitated the introduction of electric traction on the GIPR to Igatpuri on the North East line and Pune on the South East line. On 5 January 1928 1500 V DC traction was introduced on the suburban section of the Bombay, Baroda and Central India Railway between Colaba and Borivili, and between Madras Beach and Tambaram of the Madras and Southern Mahratta Railway on 11 May 1931, to meet growing traffic needs.[53] The 3000 V DC electrification of the Howrah-Burdwan section of the Eastern Railway was completed in 1958. The first 3000 V DC EMU service began on the Howrah-Sheoraphuli section on 14 December 1957.

Research and trials in Europe, particularly on French Railways (SNCF), indicated that 25 kV AC was an economical electrification system. Indian Railways decided in 1957 to adopt 25 kV AC as its standard, with SNCF their consultant in the early stages. The first 25 kV AC section was Raj Kharswan–Dongoaposi on the South Eastern Railway in 1960. The first 25 kV AC EMUs, for Kolkata suburban service, began service in September 1962.

A decision was made to convert the electric traction system of the Mumbai suburban rail network of WR and CR from 1.5kV DC to 25 kV AC in 1996–97. The conversion from DC to AC traction was completed in 2012 by Western Railway, and in 2016 by Central Railway. Since then, the entire electrified mainline rail network in India uses 25 kV AC, and DC traction is used only for metros and trams.

Indian Railways announced on 31 March 2017 that the country's entire rail network would be electrified by 2022.

Signaling and telecommunication

IR uses a range of signalling technologies and methods to manage its train operations based on traffic density and safety requirements.

As of March 2019, around 3,039 km (1,888 mi) of the route uses automatic block signalling for train operations – concentrated in high density routes, large cities and junctions.[3] Remaining routes are based on absolute block signalling with trains manually controlled by signal men from the signal boxes typically located at stations. Few low density routes still use manual block signalling methods with communication on track clearance based on physical exchange of tokens.[56] In a few sections, intermediate block signalling is provided to further enhance line capacity with minimal investment. As of March 2019, 574 block sections have intermediate block signals on IR.

IR primarily uses coloured signal lights, which replaced semaphores and disc-based signalling (dependent on position or colour).[57] IR uses two-aspect, three-aspect and four (or multiple) aspect color signalling across its network.

Station categories

From December 2017, stations are categorised into the Non-Suburban Groups NSG1 to NSG6, the Suburban Groups SG1 to SG3, and the Halt Groups HG1 to HG3 based on the earnings, passenger footfall, and strategic importance Indian Railways will provide minimum essential amenities at each station based on its new categorization.

Before December 2017, stations were classified into A1, A, B, C, D, E, and F categories, based only on the passenger earnings from the sales of platform tickets, thus limiting the ability of IR to better focus its investments in passenger amenities.

Category of stations	Criteria of Earnings (in Rs.)	Criteria of outward Passengers handled
I. **Non-Suburban**		
NSG 1	More than 500 Crore	More than 20 Million
NSG 2	100 to 500 Crore	10 to 20 Million
NSG 3	20 to 100 Crore	05 to 10 Million
NSG 4	10 to 20 Crore	02 to 05 Million
NSG 5	01 to 10 Crore	01 to 02 Million
NSG 6	Upto 01 Crore	Upto 01 Million
Total of (I) 5976		

II. **Suburban**		
SG 1	More than 25 Crore	More than 30 Million
SG 2	10 to 25 Crore	10 to 30 Million
SG 3	Upto 10 Crore	Upto 10 Million
Total of (II) 484		
III. **Halts**		
HG 1	More than 50 Lakh	More than 03 lakh
HG 2	05 to 50 lakh	01 to 03 lakh
HG 3	Upto 05 lakh	Upto 01 lakh
Total of (III) 2153		
Total Number of stations (I+II+III) 8613		

Presently, there are 5976 Non-Suburban Railway Station, 484 Suburban Railway Stations and 2153 Halts, which makes total number of stations as 8613. This categorization of stations has been done for the period 2017-18 to 2022-23.

General Managers shall have powers to categorize a station as NSG-4 category if it is a place of Tourist importance and/or is an important junction station.

In addition, Ministry of Railways has given GMs full powers to sanction out of turn safety related works without any limit. The following amenities will be provided at all the stations irrespective of their category for safe performance of journey by passengers:

- Foot over bridge
- High level platform
- Trolley path for movement of wheel chair

For improving stations and passenger interfaces: More amenities has been provided to lower category of stations like:

- Waiting halls
- Platform shelters
- Lifts
- Escalators
- Digital charts display
- Illumination
- The train/coach indication board

In view of the new criteria even the small station will get the higher level of amenities which will lead to better passenger satisfaction.

Travel classes

IR has several classes of travel, with or without air-conditioning. A train may have one or several classes. Slow passenger trains have only unreserved seating, and the Rajdhani Express, Shatabdi Express, Garib Rath Express, Double Decker Express, Tejas Express, Humsafar Express, Duronto Express, Yuva Express, and Vande Bharat Express have only air-conditioned classes. Fares for all classes differ, and unreserved seating is the least expensive. Fares for the Rajdhani, Duronto Shatabdi and Vande Bharat Express trains include food.

Class	Description
Saloon	IR has started to operate saloon coaches to give hotel ambience on trains. These coaches operate on charter basis i.e. booking is required. These have a master bedroom, one normal bedroom, one kitchen and window trailing. Four to six extra beds are given to accommodate more people.[78] First of these coach was attached to Jammu Mail.
1A	**AC first class**: The most luxurious and expensive class of Indian Railways, with fares almost at par with airfares. There are eight cabins (including two coupes) in a full AC first class coach and three cabins (including one coupe) in a half AC first class coach. The coach has a dedicated attendant and bedding is included in the fare. This air-conditioned coach, present only on popular routes, can carry 18 (full coach) or 10 passengers (half coach).
2A	**AC two tier**: These air-conditioned coaches have sleeping berths across eight bays (full coach). Berths are usually arranged in two tiers in bays of six: four across the width of the coach and two lengthwise across the corridor, with curtains along the corridor. Bedding is included in the fare. A

	coach can carry 48 (full coach) or 20 passengers (half coach).
3A	**AC three tier**: Air-conditioned coaches with 64 sleeping berths. Berths are similar to 2A, but with three tiers across the width and two lengthwise for eight bays of eight. They are slightly less well-appointed, usually with no reading lights or curtains. Bedding is included in the fare.
3E	**AC three tier (economy)**: Air-conditioned coaches with 81 sleeping berths on the Garib Rath Express. Berths are usually arranged as in 3A, but with three tiers across the width and three lengthwise. Appointments are similar to 3A, but bedding is not included. These coaches are also present in some Duronto Express trains as well.
Vistadome	IR operates Vistadome glass roof coaches on some tourist routes. These include Araku Valley, Konkan Railway, Kalka-Shimla Railway, Kashmir Valley, Kangra Valley and Neral-Matheran Route. These coaches' fares are equivalent to AC Executive Chair Car. IR also has plans to start Vistadome on Nilgiri Mountain Railway.
EA	**Anubhuti**: Air-conditioned top-end class of Shatabdi Express. These coaches were introduced in January 2018. The first train to get these coaches was the Chennai Central–Mysuru Shatabdi Express.
EC	**Executive chair car**: An air-conditioned coach with spacious seats and legroom. With four seats in a row, it is used for intercity day travel and is available on the Tejas, Shatabdi Express and Vande Bharat Express.
CC	**AC chair car**: An air-conditioned coach with five seats in a row, used for intercity day travel. Air-conditioned double-deck coaches are used on the Double Decker Express, Shatabdi Express, Vande Bharat Express, and Intercity services.
SL	**Sleeper class**: The sleeper class is the most common coach on IR, with ten or more SL coaches attached to a train rake. They are sleeping coaches with three berths across the width and two lengthwise, without air-conditioning. They carry 72 passengers per coach.
2S	**Second seater**: similar to CC, but without air-conditioning. Double-deck second seaters are used on the Flying Ranee.
UR/GEN	**Unreserved/General**: The least-expensive accommodation, with a seat not guaranteed. Tickets are valid on any train on a route if used within 24 hours of purchase.

Train types

Trains are sorted into categories which dictate the number of stops on a route, their priority on the network, and their fare structure. Each express train is identified by a five-digit number. If the first digit in the train number is 1 or 2, they are long-distance express trains. If the first digit is 0, the train is a special train which will operate for a limited period of time with a different fare structure. A first digit of 5 denotes a passenger train.

The second digit indicates the zone operating the train. However, for high-speed trains, the second digit is either 0 or 2 (the first remains 1 or 2). The third digit denotes the division within the zone which is responsible for maintenance and cleanliness, and the last two digits are the train's serial number. The train numbering system was changed from four digits from December 2010, to accommodate the increasing number of trains.

Train types	Description
Vande Bharat Express	A semi-high-speed, air-conditioned day time journey train with facilities such as Wi-Fi, snack tables, CCTV cameras, hydraulic-pressure doors, and a fire and smoke detection and extinguishing system. It can run at a speed of 200 km/h. It is the first semi-high speed (EMU) (locomotive-less) train set made in India. It was flagged off on 15 February 2019 by Prime Minister Narendra Modi. The model number for this particular train set is Train 18.
Tejas Express	A semi-high-speed, air-conditioned train which had its inaugural run on 24 May 2017, covering 551.7 km (343 mi) in 8 hours 30 minutes. Coaches have bio-vacuum toilets, water-level indicators, tap sensors, hand dryers, integrated Braille displays, an LED TV for each passenger with a phone jack, local cuisine, Wi-Fi, tea and coffee vending machines, magazines, snack tables, CCTV cameras, and a fire and smoke detection and extinguishing system. It can run at a speed of 200 km/h but it is restricted to 130 km/h due to some technical reasons.
Gatimaan Express	The first semi-high-speed, air-conditioned train running between Delhi and Jhansi with a top speed of 160 km/h (99 mph)
Shatabdi Express	Air-conditioned, intercity trains for daytime travel. Unlike the Rajdhani or Duronto Expresses, the Shatabdi expresses make a round trip on the same day. The Bhopal Shatabdi Express (train number 12001/12002) is India's second-fastest train between New Delhi and Agra, with an average speed of 90 km/h (56 mph) and a top speed of 150 km/h (93 mph). The limited-stop trains have Wi-Fi.

Rajdhani Express	Limited-stop, air-conditioned trains linking state capitals to the national capital, New Delhi, with a top speed of 130–140 km/h (81–87 mph). The 2014 railway budget proposed increasing the numbers of Rajdhani and Shatabdi Expresses to 180 km/h (110 mph).
Duronto Express	Non-stop (except for technical halts) service introduced in 2009. In January 2016, it became possible to book tickets from those technical stops. They connect India's metros and major state capitals, and were introduced to equal (or exceed) the speed of the Rajdhani Express. With air-conditioned one-, two-, or three-tier seating, some have non-air-conditioned sleeper-class accommodations.
Humsafar Express	Air-conditioned, three-tier coach trains with LED screens displaying information about stations and train speed, a PA system, vending machines for tea and coffee, charging ports for electronic devices, bio-toilets, smoke alarms, CCTV cameras, curtains, and heating and refrigeration facilities for food. Its inaugural run was between Gorakhpur to Anand Vihar Terminal.
AC Express	Air-conditioned, limited-stop trains linking major cities, with a speed of about 130 km/h (81 mph).
Double Decker Express	Air-conditioned, limited-stop, two-tier express trains for daytime travel
Uday Express	Air-conditioned double decker train for overnight travel.
Garib Rath Express	Air-conditioned, economy, three-tier trains with a top speed of 130 km/h (81 mph).
Yuva Express	Introduced with the Duronto Express to provide air-conditioned travel to young Indians, 60 percent of its seats were reserved for passengers between 18 and 45 years of age. The trains were unsuccessful, and operate only on the Delhi-Howrah and Delhi-Mumbai routes.
Jan Shatabdi Express	A more-economical version of the Shatabdi Express, with air-conditioned and non-air-conditioned classes and a top speed of 110 km/h (68 mph)

Sampark Kranti Express	Express service to New Delhi.
Kavi Guru Express	Introduced in honor of Rabindranath Tagore, four pairs of the trains operate on the network.
Vivek Express	Introduced to commemorate the 150th birth Anniversary of Swami Vivekananda in 2013, four pairs of Vivek Expresses run in the country.
Rajya Rani Express	Introduced to connect state capitals to major cities in that state.
Mahamana Express	Superfast train with Indian Railways' model rake coaches.
Intercity Express	Introduced to connect major cities on short routes with high and semi-high speeds. Trains include the Deccan Queen, Flying Ranee and Bilaspur Nagpur Intercity Express.
Antyodaya Express	Non-reserved, high-speed LHB coaches on peak routes to ease congestion.
Jan Sadharan Express	Non-reserved express trains on peak routes to ease congestion.
Suvidha Express	High priority trains with dynamic pricing on high demand routes.
Superfast Express	Trains with a max speed greater than 100–110 km/h (62–68 mph) and an average speed greater than 55 km/h (34 mph). With stops at very few stations, the tickets for these trains have a superfast surcharge.
Express	Trains with a max speed greater than 100 km/h (62 mph) and an average speed greater than 36 km/h (22 mph), with stops at few stations.

Mail	These trains earlier had separate mail coaches. Nowadays, mail is carried in the luggage coach like all other trains.
Passenger	Slow, economical trains which stop at every (or almost every) station on a route. With generally-unreserved seating, these trains travel at about 40–80 km/h (25–50 mph).
Suburban	These trains operate in Mumbai, Delhi, Kolkata, Chennai, Hyderabad, Ahmedabad, Vadodara, Surat, Bengaluru, Pune and between Kanpur and Lucknow, usually stop at every station, and have unreserved seating.
Metro	Designed for urban transport, the first metro was the Kolkata Metro in 1984.
Mountain Railways	Three of the lines were declared a World Heritage Site as "Mountain Railways of India" by UNESCO.

No.	Railway Zone	Zone Headquarters	Railway Divisions
1	Northern Railway	Delhi	Delhi, Ambala, Firozpur, Lucknow NR, Moradabad
2	Northeast Frontier Railway	Guwahati	Alipurduar, Katihar, Rangiya, Lumding, Tinsukia
3	Eastern Railway	Kolkata	Howrah, Sealdah, Asansol, Malda
4	South Eastern Railway	Kolkata	Adra, Chakradharpur, Kharagpur, Ranchi
5	South Central Railway	Secunderabad	Secunderabad, Hyderabad Vijayawada, GuntakalGuntur, Nanded
6	Southern Railway	Chennai	Chennai, Tiruchirappalli, Madurai, Palakkad, Salem, Thiruvananthapuram
7	Central Railway	Mumbai	Mumbai, Bhusawal, Pune, Solapur, Nagpur
8	Western Railway	Mumbai	Mumbai WR, Ratlam, Ahmedabad, Rajkot, Bhavnagar, Vadodara
9	South Western	Hubballi	Hubballi, Bengaluru, Mysuru,

	Railway		
10	North Western Railway	Jaipur	Jaipur, Ajmer, Bikaner, Jodhpur
11	West Central Railway	Jabalpur	Jabalpur, Bhopal Kota
12	North Central Railway	Allahabad	Allahabad, Agra, Jhansi
13	South East Central Railway	Bilaspur	Bilaspur, Raipur, Nagpur SEC
14	East Coast Railway	Bhubaneswar	Khurda Road, Sambalpur, Waltair
15	East Central Railway	Hajipur	Danapur, DhanbadMughalsarai, Samastipur, Sonpur
16	Konkan Railway		Navi Mumbai
17	Kolkata Metro Railway	Kolkata	Kolkata

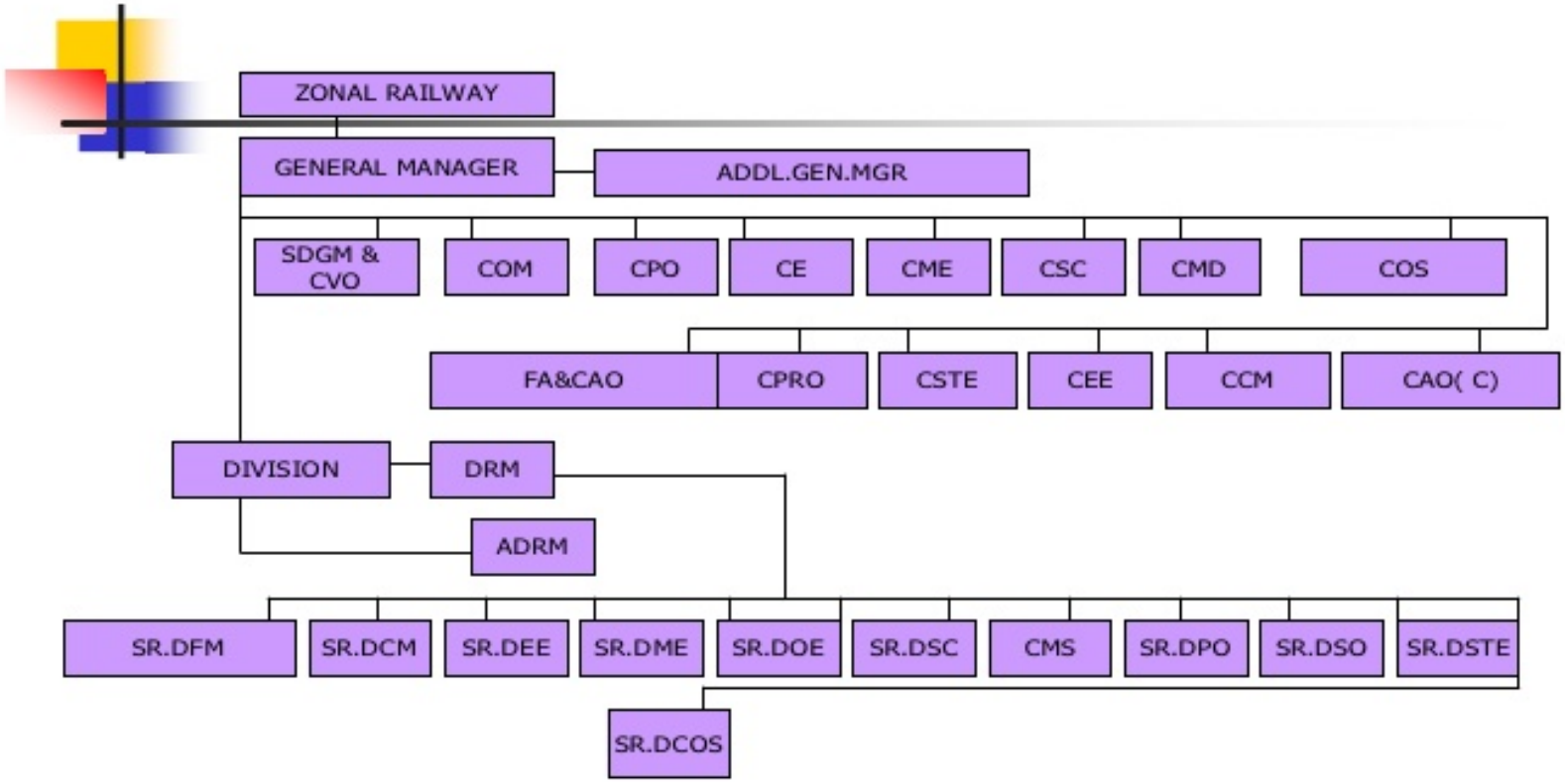
Railway Board Directorates

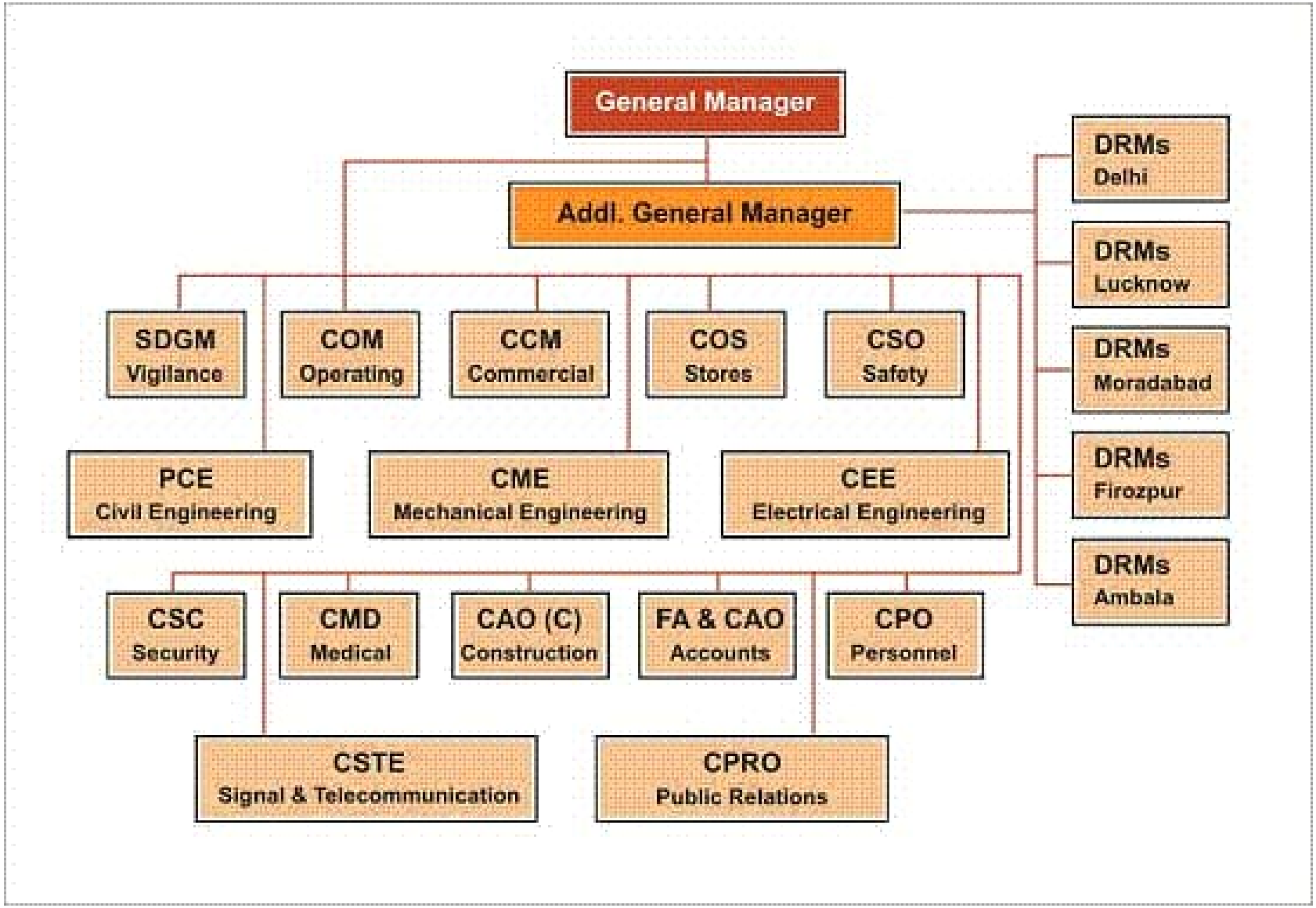
Accounts	Civil Engineering	Coaching	Computerization & Information Systems
Corporate Co-ordination	Economics	Efficiency & Research	Electrical Engineering
Establishment	Finance	Finance (Budget)	Finance (Expenditure)
Health	Infrastructure	Land & Amenities	Legal
Non Fare Revenue (NFR)	Management Services	Mechanical Engg	Mechanical Engg (PU&W)
Official Language	Pay Commission	Planning	Heritage
Public Relation	Environment Management	Transformation Cell	Railway Sports Promotion Board
Secretary Branches	Security	Signal	Statistics & Economics
Stores	Telecommunication	Track	Traffic Commercial
Traffic Transportation	Tourism & Catering	Vigilance	Works

Metropolitan Transport	IRCA	High Power Committee	Safety
High Level Committee for Railway Restructuring	Accounting Reforms	Passenger Amenities Committee	Documents laid in Lok Sabha
Mobility	Technology Mission for Indian Railways	Advisory Group of Experts (AGE)	Bridge & Structue (B&S)

Zonal General Manager

ORGANISATIONAL CHART




General Manager
Addl. General Manager
SDGM
Vigilance
COM
Operating
CCM
Commercial
COS
Stores
CSO
Safety
PCE
Civil Engineering
CME
Mechanical Engineering
CEE
Electrical Engineering
CSC
Security
CMD
Medical
CAO (C)
Construction
FA & CAO
Accounts
CPO
Personnel
CSTE
Signal & Telecommunication
CPRO
Public Relations
DRMs
Delhi
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Lucknow
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Moradabad
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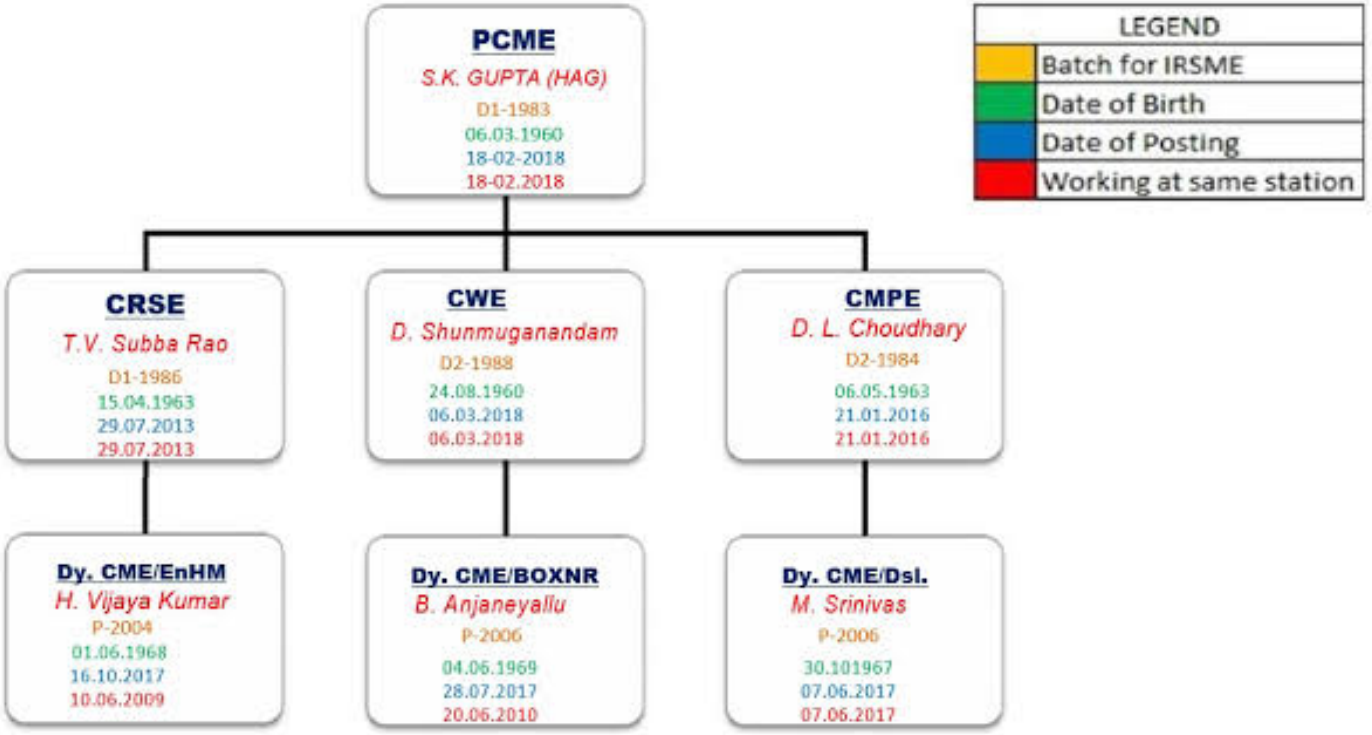
Firozpur
DRMs
Ambala

SWR ORGANISATION CHART - MECHANICAL DEPARTMENT



Interesting facts about Indian Railways:

- Northern Railways is one of nine old zones of Indian Railways and the biggest in terms of a network having a 6807-kilometre route.
- The New Delhi-Bhopal Shatabdi Express is the fastest train in India. The train runs at an average speed of 91 kmph and touches a top speed of 150 kmph on the 195 km Delhi-Agra stretch. The Nilgiri Express with an average speed of 10 kmph has the distinction of being India's slowest train.
- The Vivek Express — from Dibrugarh to Kanyakumari — travels 4,273 km, making it the longest run in terms of total time & distance. Train services between Nagpur and Ajni, situated just 3km apart, form the shortest route.
- The Trivandrum-Nizamuddin Rajdhani Express that travels the 528km stretch between Vadodara and Kota non-stop comes at the top. The Howrah-Amritsar Express has the most number of halts at 115.
- Srirampur and Belapur are two different stations in Maharashtra's Ahmednagar district, at the same location on the railway route but on opposite sides of the track.
- India's oldest working locomotive is the Fairy Queen, manufactured in 1855. It is also the oldest functioning steam engine in the world.
- The world's longest railway platform is in Gorakhpur. It measures 1.35km.

Latest Updates on Indian Railways:

- First fully India-made train (rake) Medha was flagged off at Dadar station in Mumbai, capital of Maharashtra by Railway Minister Suresh Prabhu via video conferencing.
- Indian Railways has unveiled Antyodaya Express, a new train for the unreserved passengers. It was unveiled by Union Railway Minister Suresh Prabhu in New Delhi's Safdarjung station.
- The Union Finance Ministry has agreed to contribute partially to a new dedicated railway safety fund named as 'Rashtriya Rail Sanraksha Kosh' in the upcoming Union Budget 2017-18.
- Indian Railways will soon introduce Tri-Netra (terrain imaging for diesel drivers infrared, enhanced optical and radar-assisted) system on its trains to reduce train accidents.

Indian Railway divides its operations into zones, which are further subdivided into divisions, each having a divisional headquarters. There are a total of 17 zones. Each of the divisions is headed by a Divisional Railway Manager (DRM), who reports to the General Manager (GM) of the zone. ADRM can be appointed from any of the eight organized services of Indian Railways, viz. Indian Railway Service of Signal Engineers (IRSSE) , Indian Railway Accounts Service (IRAS), Indian Railway Personnel Service (IRPS), Indian Railway Service of Engineers (IRSE), Indian Railway Service of Mechanical Engineers (IRSME), Indian Railway Service of Electrical Engineers (IRSEE), Indian Railways Traffic Service (IRTS) and Indian Railway Stores Service (IRSS) for the tenure of three years, but it can be exceeded on the recommendation of Railway Board. The DRM is assisted by one or two Additional Divisional Railway Managers (ADRM) in the working of the division. Divisional officers heading all departments viz. Stores, engineering, mechanical, electrical, signal and telecommunication, accounts, personnel, operating, commercial, safety, medical, security branches report to the Divisional Railway Manager.

Department	Head by		Role & Function
Stores Department	Senior Divisional Material Manager	Sr.DMM	Ensuring material for maintenance of trains (material for all departments except the Engineering Department)
Signal & Telecommunication Engineering Department	Senior Divisional Signal & Telecommunication Engineer	Sr.DSTE	Management of the Signalling and Telecommunication (S&T) infrastructure of the division for Safe Train operations;

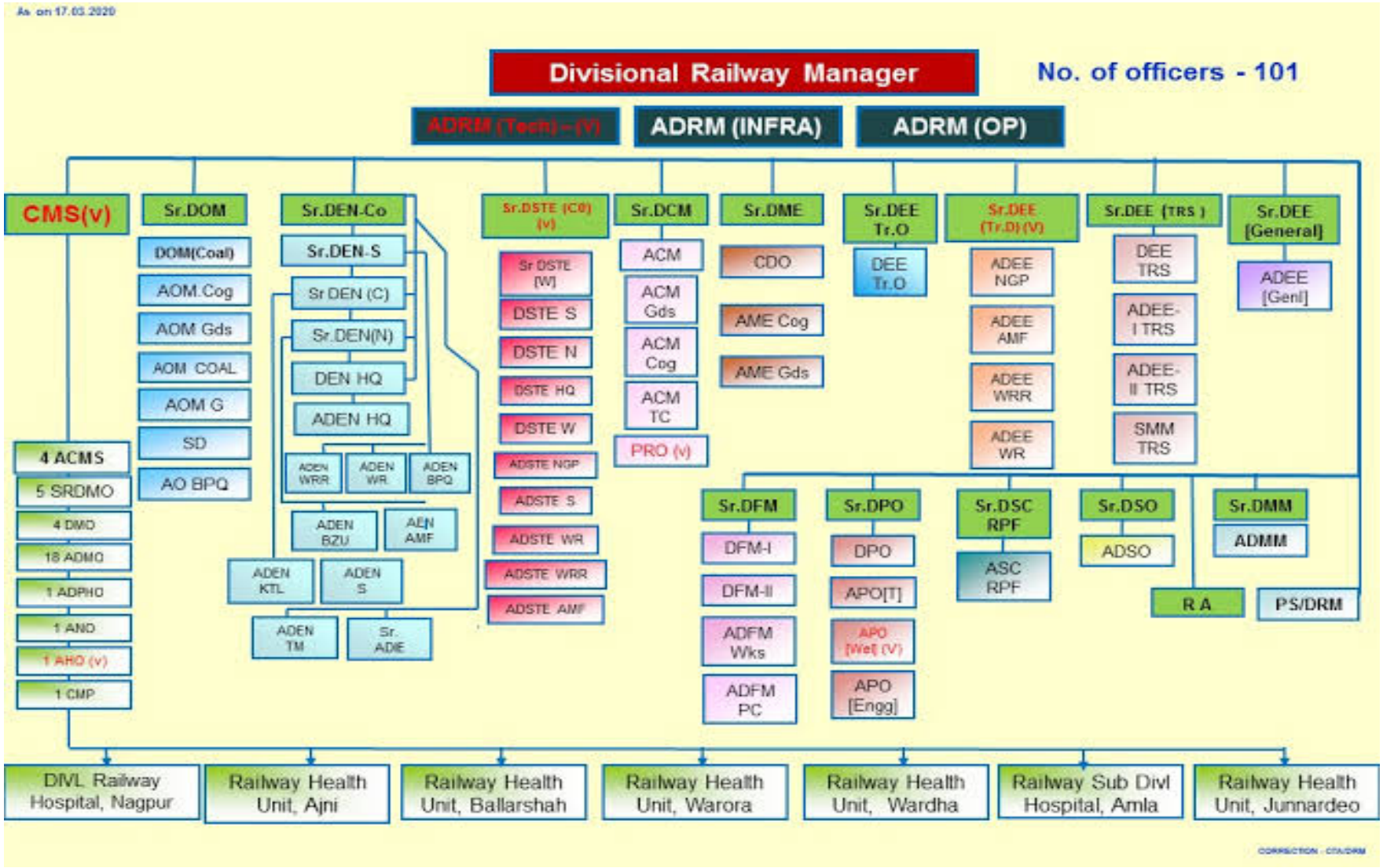
Security Department	Senior Divisional Security Commissioner	Sr.DSC	Security of railway material, passenger and passenger belongings
Safety Department	Senior Divisional Safety Officer	Sr.DSO	Ensuring safety of train operations
Personnel Department	Senior Divisional Personnel Officer	Sr.DPO	HR functions
Operating and Traffic (Transportation) Department	Senior Divisional Operations Manager	Sr.DOM	Train operations
Medical Department	Chief Medical Superintendent	CMS	Providing medical facilities to railway employees and their families
Mechanical Engineering Department	Senior Divisional Mechanical Engineer	Sr.DME	Maintenance of Carriages and Wagons of the Division.
Managing Department	Divisional Railway Manager	DRM	Managing all departments
Engineering Department	Senior Divisional Engineer	Sr.DEN	Maintenance of all fixed assets of the Division, i.e. Track, Bridges, Buildings, Roads, Water

			supply etc.
Electrical Engineering Department (Traction Distribution)	Senior Divisional Electrical Engineer	Sr.DEE (TRD)	Maintenance of Overhead equipment.
Electrical Engineering Department (Operations)	Senior Divisional Electrical Engineer	Sr.DEE (OP)	Maintenance of operations of all locomotives including EMUs/MEMUs and its establishment i.e. Assistant Loco Pilots,Loco Pilots,Loco Inspector and Guards.
Electrical Engineering Department (General)	Senior Divisional Electrical Engineer	Sr.DEE (General)	Maintenance of lighting and power for railway buildings.
Commercial Department	Senior Divisional Commercial Manager	Sr.DCM	Passenger ticketing, ticket checking, booking of freight rakes and collecting fares
Accounts Department	Senior Divisional Finance Manager	Sr.DFM	Financial management of the division

Medical Department- Chief medical superintendent all medical related matters.

Control Room

Every division has a Control Room for train operations, where all the trains in the division are controlled and monitored. There are different types of control rooms such as engineering control, mechanical control etc. which coordinate with operating control and employees of the respective department.


As on 17.03.2020
Divisional Railway Manager
No. of officers - 101
ADRM (Tech) – (V)
ADRM (INFRA)
ADRM (OP)
CMS(v)
Sr.DOM
Sr.DEN-Co
Sr.DSTE (C0) (v)
Sr.DCM
Sr.DME
Sr.DEE Tr.O
Sr.DEE (Tr.D) (V)
Sr.DEE (TRS)
Sr.DEE [General]
4 ACMS
5 SRDMO
4 DMO
18 ADMO
1 ADPHO
1 ANO
1 AHO (v)
1 CMP
DOM(Coal)
AOM Cog
AOM Gds
AOM COAL
AOM G
SD
AO BPQ
Sr.DEN-S
Sr DEN (C)
Sr.DEN(N)
DEN HQ
ADEN HQ
ADEN WRR
ADEN WR
ADEN BPQ
ADEN BZU
AEN AMF
ADEN KTL
ADEN S
ADEN TM
Sr. ADE
Sr DSTE [W]
DSTE S
DSTE N
DSTE HQ
DSTE W
ADSTE NGP
ADSTE S
ADSTE WR
ADSTE WRR
ADSTE AMF
ACM
ACM Gds
ACM Cog
ACM TC
PRO (v)
CDO
AME Cog
AME Gds
DEE Tr.O
ADEE NGP
ADEE AMF
ADEE WRR
ADEE WR
DEE TRS
ADEE-I TRS
ADEE-II TRS
SMM TRS
ADEE [Genl]
Sr.DFM
DFM-I
DFM-II
ADFM Wks
ADFM PC
Sr.DPO
DPO
APO[T]
APO [Wel] (V)
APO [Engg]
Sr.DSC RPF
ASC RPF
Sr.DSO
ADSO
Sr.DMM
ADMM
R A
PS/DRM
DIVL Railway Hospital, Nagpur
Railway Health Unit, Ajni
Railway Health Unit, Ballarshah
Railway Health Unit, Warora
Railway Health Unit, Wardha
Railway Sub Divl Hospital, Amla
Railway Health Unit, Junnardeo
CORRECTION : CTA/DRM

ORGANIZATION STRUCTURE

MINISTER OF RAILWAYS

MINISTER OF STATE OF RAILWAYS (S)

MINISTER OF STATE OF RAILWAYS (G)

RAILWAY BOARD

CHAIRMAN
RAILWAY BOARD

MEMBER TRAFFIC | MEMBER STAFF | MEMBER ENGINEERING | MEMBER TRACTION | MEMBER ROLLING STOCK | FINANCIAL COMMISSIONER

DIRECTOR GENERAL/RPF

DIRECTOR GENERAL/RHS
DIRECTOR GENERAL/PERS

SECRETARY
ESTT. MATTERS | ADMN. MATTERS

DIRECTOR GENERAL/S&T
DIRECTOR GENERAL/RS

ZONAL RAILWAYS (OPEN LINE)	PRODUCTION UNITS	OTHER UNITS	CPSE/CORP
GENERAL MANAGERS	GENERAL MANAGERS	GENERAL MANAGERS	BCL
CENTRAL	CHITTARANJAN LOCOMOTIVE WORKS	CENTRAL ORGANIZATION FOR RAILWAY ELECTRIFICATON	BSCL
EASTERN	DIESEL LOCOMOTIVE WORKS, VARANASI	NF RAILWAY (CONSTRUCTION)	BWEL
EAST CENTRAL	INTEGRAL COACH FACTORY, CHENNAI	CAO (R) *	CONCOR
EAST COAST	RAIL COACH FACTORY, KAPURTHALA	CENTRAL ORGANIZATION FOR MODERNISATION OF WORKSHOPS (COFMOW)	DFCCIL
METRO **	RAIL WHEEL FACTORY, YELAHANKA	INDIAN RAILWAY ORGANIZATION FOR ALTERNATE FUELS (IROAF)	IRCON
NORTHERN	MODERN COACH FACTORY, RAE BARELI	DIRECTOR GENERAL	IRCTC
NORTH CENTRAL	CAO (R) *	NATIONAL ACADEMY OF INDIAN RAILWAYS, VADODARA	IRFC
NORTH EASTERN	DIESEL LOCO MODERNIZATION WORKS/PATIALA	DG & EX-OFFICIO GM	KMRCL
NORTHEAST FRONTIER	RAIL WHEEL PLANT, BELA	RDSO, LUCKNOW	KRCL
NORTH WESTERN			MRVC
SOUTHERN			RCIL
SOUTH CENTRAL			RITES
SOUTH EASTERN			RVNL
SOUTH EAST CENTRAL			Autonomous Bodies/ Authorities
SOUTH WESTERN			CRIS
WESTERN			RLDA
WEST CENTRAL			

** METRO RLY, KOLKATA.

* CHIEF ADMINISTRATIVE OFFICER (RAILWAYS)