**Chapter 1**

**Recognition of Need**

* 1. **Introduction**

In this paper we are going to make an analysis on the prevailing system of Bangladesh Railway.

Rail transport in Bangladesh (then the British India) began on 15 November 1862, when 53.11 km of 5 ft 6 in (1,676 mm) line was opened between Darshana in Chundaga District and Jagotee in Kustia District. On 1 January 1871, extension of Dashana – Jagotee Railway line up to Galanda by Eastern Bengal Railway.

On 4 January 1885, a further 14.98 km 1,000 mm (3 ft 3+3⁄8 in) ([metre gauge](https://en.wikipedia.org/wiki/Metre_gauge_railway" \o "Metre gauge railway)) line was opened. In 1891, the [Bengal Assam Railway](https://en.wikipedia.org/wiki/Bengal_Assam_Railway) was constructed with the assistance of the government. It was later run by the Bengal Assam Railway Company.

On 1 July 1895, two sections of metre gauge railway were constructed by English railway companies. One connected [Chattogram](https://en.wikipedia.org/wiki/Chattogram) and [Comilla](https://en.wikipedia.org/wiki/Comilla) (149.89 km). The other connected [Laksam Upazila](https://en.wikipedia.org/wiki/Laksam_Upazila" \o "Laksam Upazila) and [Chandpur](https://en.wikipedia.org/wiki/Chandpur,_Bangladesh) (50.89 km).

In 1947, at the time of the [Partition of India](https://en.wikipedia.org/wiki/Partition_of_India), the Bengal Assam Railway was divided into two parts. The 2,603.92 km of track located in [East Pakistan](https://en.wikipedia.org/wiki/East_Pakistan), came under the control of the central [Government of Pakistan](https://en.wikipedia.org/wiki/Government_of_Pakistan). On 1 February 1961, the Eastern Bengal Railway was renamed the [Pakistan Eastern Railway](https://en.wikipedia.org/wiki/Pakistan_Eastern_Railway). In 1962, control of the Pakistan Eastern Railway was transferred to the [Government of East Pakistan](https://en.wikipedia.org/wiki/Government_of_East_Pakistan). On 9 June 1962, by order of the president, the Pakistan Eastern Railway management was assumed by a Railway Board.

In 2005, the total length of the Bangladesh Railway was 2,855 km. There was 660 km of broad gauge track (mostly in the western region), 1,830 km of metre gauge track (mostly in the central and eastern regions) and 365 km of [dual gauge](https://en.wikipedia.org/wiki/Dual_gauge) track. In 1998, the [Jamuna Bridge](https://en.wikipedia.org/wiki/Jamuna_Bridge) was built to connect the previously divided east and west rail networks in dual gauge.

In 2010, funding was received for a bridge over the [Titas River](https://en.wikipedia.org/wiki/Titas_River" \o "Titas River). In September 2010, the Government of Bangladesh approved ten rail development projects costing 19·9 billion [Bangladeshi taka](https://en.wikipedia.org/wiki/Bangladeshi_taka) including plans for new tracks and [rolling stock](https://en.wikipedia.org/wiki/Rolling_stock).

In 2011, [Sheikh Hasina Wazed](https://en.wikipedia.org/wiki/Sheikh_Hasina), the Prime Minister of Bangladesh, officiated at the start of construction of a link which would cross several rivers to reach [Cox's Bazar](https://en.wikipedia.org/wiki/Cox%27s_Bazar). The 100 km of [...] gauge line started from the [railhead](https://en.wikipedia.org/wiki/Railhead) at [Dohazari](https://en.wikipedia.org/wiki/Dohazari" \o "Dohazari), southeast of Chittagong. The plan was to reach Satkania, Dulahazra, Chakarin, Edgaon, Ramu and Cox's Bazar, with four major river bridges and a 28 km branch from Ramu to Gundum. In 2013, the [Chhattogram Circular Railway](https://en.wikipedia.org/wiki/Chittagong_Circular_Railway" \o "Chittagong Circular Railway) was completed.

In 2015, construction of a 15 km branch to [Agartala](https://en.wikipedia.org/wiki/Agartala), [Tripura](https://en.wikipedia.org/wiki/Tripura) in [Northeast India](https://en.wikipedia.org/wiki/Northeast_India) commenced. In 2017, land acquisition took place to facilitate the construction.