

# F.M.S.Railway - KTMB Historical Date

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Hafiz

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## 1900 - 1950

### 1900

- 1 August 1900 - Opening section Kuala Kubu - Kalumpang
- 1 September 1900 - Opening section Bukit Mertajam - Nibong Tebal
- 15 September 1900 - Opening section Enggor - Kuala Kangsar
- 1 November 1900 - Opening section Perak boundary - Tanjong Malim
- 1 November 1900 - Opening section Kalumpang - Tanjong Malik
- The main backbone of railway tracks linked Penang (Prai) to Seremban.
- [Opening of the Victoria Railway Bridge across Perak River in Perak.](#)

### 1901

- Formation of F.M.S.R in July 1901 at which time the Perak and Selangor Railways were still separated until the completion of bridges in 1903.
- 1 May 1901 - Opening section Bagan Serai - Alor Pongsu.
- 1 July 1901 - Opening section Kuala Kangsar - Padang Rengas.
- [Two pairs of 4-6-0 locomotives built for the Selangor Railway became FMSR class D when they were taken over by the FMSR in July 1901.](#)
- [A pair of 4-6-0 locomotives built for the Perak Railway became FMSR Class E when they were taken over in July 1901.](#)
- [A pair of 4-4-0 locomotives built for the Selangor Railway became F class when taken over by the FMSR in July 1901.](#)
- 15 Sept 1901 - Port Swettenham officially opened to traffic.



Tank Road Station

## 1902

- 1 February 1902 - Opening section Alor Pongsu - Pondok Tanjong
- 1 May 1902 - Opening section Taiping Bukit - Gantang
- 1 May 1902 - Opening section Tapah Road - Bidor
- 1 May 1902 - Opening section Nibong Tebal - Krian River
- 14 June 1902 - Opening section Kajang - Bangi

## 1903

- First Bukit Timah Station opened in 1903 by Pei Wah avenue and lasted until 1932 when the second station was opened on the new deviation line to Tanjong Pagar.
- 1 Jan 1903 - The Singapore-Kranji Railway line was announced completed. The section from Tank Road to Bukit Timah was opened.
- 1 February 1903 - Opening section Bangi - Batang Benar.
- 2 April 1903 - Opening section Batang Benar - Seremban.
- 10 Apr 1903 - The Woodlands extension was completed. The first passenger trains began transporting travelers to Bukit Timah Station.
- The railway builders began in July, 1903, and took the rails from Seremban Station towards the Malacca State boundary at Tampin, where a junction was effected with the branch to the port of Malacca.
- 15 July 1903 - Opening section Bukit Bantang - Padang Rengas.
- 15 July 1903 - Opening section Bidor - Sungkai.
- 15 July 1903 - Opening section Slim River - Tanjong Malim.
- 17 July 1903 - The first train on the line ran with Sultan of Perak and his entourage on board.
- 15 August 1903 - Opening section Sungkai Slim - River.

- Railway line between Perai - Seremban complete.
- Line between Tank Road and Woodlands in Singapore opened for service.
- Amalgamation of Perak and Selangor State Railways to form FMSR, owner-manager of Port Swettenham
- Edwin Spooner are the first FMSR General Manager.

#### 1904

- [1st Disember - Tampin - Melaka line opened for service](#)

#### 1905

- The 15 miles branch from Ipoh, in Perak, to Tronoh, which serves the Kinta Valley tin-mines, was built.
- 15 July 1905 - Opening section Seremban - Tampin
- 1 December 1905 - Opening section Tampin - Malacca Town
- 1 December 1905 - Opening section Batu Road - Batu Caves
- 7 November 1905 - Station Kuang was remodeled at a cost \$ 1707.40

#### 1906

- 1 October 1906 - Opening section Tampin - Gemas.

#### 1907

- 21 Jan 1907 - The extension to Pasir Panjang was completed.
- [Sixty engines of the Class H being built between 1907 - 1914](#)

#### 1908

- [The first batch of 5 Class I were delivered from Kitson in 1908.](#)
- 1 March 1908 - opening section Gemas - Segamat
- [15 October 1908 - Opening section Ipoh - Tronoh.](#)
- Keretapi Sungei Ujong was purchase by FMSR in Julai 1908 after 7 years operational.

#### 1909

- 24 March 1909 - Opening section (junction) Teluk Anson - New Wharves.
- 1 July 1909 - Opening section Segamat - Johore Bahru. The whole of the railway through Johore was brought into service, and through communication was thus established with Penang.
- 11 September 1909 - Opening section Tronoh - Tronoh mines.
- The West Coast Line between Prai in Penang state and Johor Bahru completed and opened.
- The Johore Railway was completed delivering most of the surface mail from central and western Peninsular Malaya due for Singapore.

#### 1910

- 4 April 1910 - Opening section Gemas - Bahau.
- [4 April 1910](#) - Opening section Bahau - Kuala Pilah.
- 1 October 1910 - Opening section Bahau - Triang.
- Construction of Kuala Lumpur Railway Station begin.
- 1 October 1910 - A goods wagon ferry service commenced and operated until the construction of the Johor causeway in 1923.

## 1911

- 1 August 1911 - Opening section Triang - Semantan

## 1912

- 1 March 1912 - Opening section Semantan - Kuala Krau
- 16 November 1912 - Opening section Kuala Krau - Kuala Teh
- [Railway line construction in Kedah between Bukit Mertajam and Alor Setar begin.](#)
- The Johore locomotives were taken over by the FMSR in 1912 1913
- 1 February 1913 - Opening section Connaught Bridge - Junction Kapar.
- 15 May 1913 - Opening section Kuala Teh - Tembeling.
- 1 June 1913 - Opening section Kapar - Jeram.
- 1 September 1913 - Opening section Jeram - Assam Jawa.
- 1 September 1913 - Opening section Port Swettenham Junction - Salak South Junction.
- Beginning study in Perlis for railway construction to connect Perlis and Kedah with other Malay State.

## 1913

- [The Singapore Government Railway was purchased by the FMSR.](#)
- 3 February 1913 - The decision to commence the line to Batu Arang from Kuang.

## 1914

- The first 32 miles of the northern division out of Tumpat were opened for traffic in 1914, while the southern section had been advanced 146 miles from Gemas well up into the State of Pahang.
- 15 February 1914 - Opening section Assam Jawa - Kuala Selangor
- 1 May 1914 - Opening section Ampang Junction - Ampang
- 4 May 1914 - Opening section Tumpat - Tanah Merah
- 19 October 1914 - Opening section Bukit Mertajam Pinang Tunggal
- [Railway line construction from Alor Setar to Padang Besar begin.](#)

## 1915

- 1 March 1915 - Opening section Pinang Tunggal - Gurun.
- 1 July 1915 - Opening section Tanah Merah Riverside.

- 1 September 1915 - Opening section Kuang Junction - Batu Arang.
- 4 October 1915 - Opening section Gurun - Alor Star.

**1916**

- FMSR no. 1 ended its day as shunting locomotive at the Sentul workshop.

**1917**

- 15 October 1917 - Opening section Alor Star - Bukit Ketri
- 15 October 1917 - Opening section Tembeling - Kuala Lipis
- [Kuala Lumpur Railway Station construction complete.](#)

**1918**

- 1 February 1918 - Opening section Batu Arang - Batang Berjuntai
- 1 March 1918 - Opening section Bukit Metri - Padang Besar
- The properties and estates previously under the Singapore Railway were sold to the Government of the Federated Malay States for \$4,136,000 and the railway renamed the Federated Malay States Railway (F.M.S.R.)
- 1 March 1918 - Connection with Siam rail network, Hat Yai - Padang Besar
- [1 July 1918 - F.M.S.R network begin it's service with Siam rail network spanning a distance of 1195 miles.](#)

**1919**

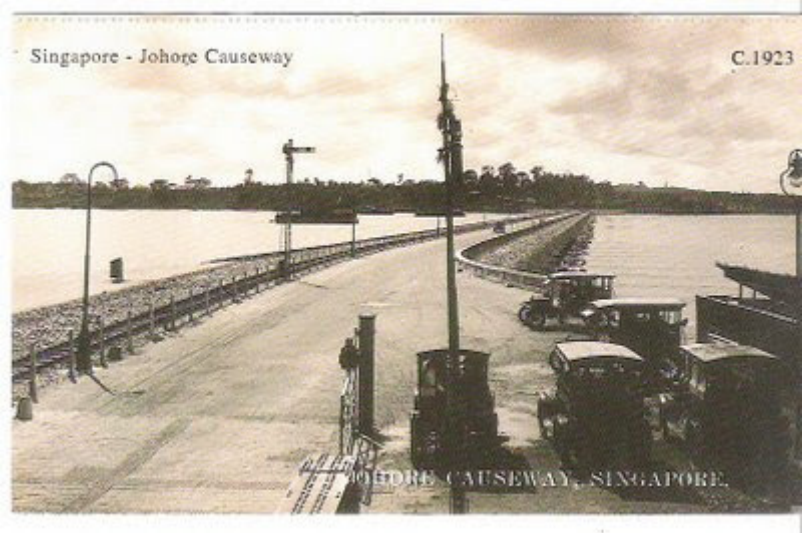
- First International Express from Thonburi to Malaya

**1920**

- Building of the Guillemard Bridge was begun in 1920
- 1 September 1920 - Opening section Pasir Mas - Rantau Panjang

**1921**

- 16 March 1921 - Opening section Kuala Lipis - Padang Tungku
- [FMSR numbers 214 to 233, the FMSR Class L was introduced in 1921](#)
- 01 November 1921 - Hat Yai-Sungai Kolok Line opened ; bridge connecting with FMSR at Rantau Panjang
- Rail construction to east coast from Mersing begin



Causeway 1923

**1923**

- 17 September 1923 - Opening section Johore Bahru - Woodlands
- 15 November 1923 - Opening section Padang Tungku - Chigar Perah
- First train carrying goods travels across the Malaysia-Singapore Causeway on 17 September ; followed by the first passenger train on 1 October the same year.

**1924**

- Guillemard Bridge was opened in July.
- 21 July 1924 - Opening section Tanah Merah - Krai
- 1 August 1924 - Opening section Kuala Kubu Road - Rasa (deviation)

**1925**

- 7 September 1925 - Opening section Salak South Junction - Sungei Besi (2nd track)

**1926**

- Enggor railway bridge suffered damage by flooding and decided the train from the north to Kuala Kangsar

**1927**

- 17 October 1927 - Opening section Krai - Manek Urai
- 5 December 1927 - Opening section Chigar Perah - Merapoh

**1928**

- [A series of 5 0-6-2T locomotives Class T built by Bagnall for dock shunting.](#)

**1930**

- 14 July 1930 - Opening section Merapoh - Gua Musang
- 14 July 1930 - Opening section Manek Urai - Kuala Gris

**1931**

- 5 September 1931 - Opening section Gua Musang - Kuala Gris
- East Coast Line between Gemas and Bahau, Mentakap, Kuala Lipis, Gua Musang, Tumpat and Sungai Golok completed with the opening of the last stretch between Gua Musang and Kuala Gris in Kelantan.
- Peel Bridge at Kemubu, 235-1/2 miles from Gemas, collapsed because of the abnormal rise of the river.

## 1932

- 3 May 1932 - Opening section Bukit Timah Singapore, Tanjong Pagar
- [The Tanjong Pagar Station was officially opened by Sir Cecil Clementi.](#)

## 1936 - 1937

- The Tank Road to Bukit Timah line is dismantled.

## 1941

## 1948

- Malayan Railway Administration were created under The Malayan Railway Ordinance 1948 to manage railways previously managed by the states under FMS Railway. Malayan Railway Administration was later renamed as Keretapi Tanah Melayu (KTM).

## 1949

- 1 February 1949 - Night mail train from Kuala Lumpur to Penang was derailed between Banir and Temoh soon after emergency was declare.