Indian Railways line history

2. North Eastern Railway

The following is a summary of history of the lines of the North Eastern Railway as it was formerly constituted (i.e. between 1955 and the reorganisations of 2002-3). Opening and closure dates are for regular traffic, dates in brackets are for goods traffic. The condition of the lines, including spelling of place names, is, as far as possible, as at Independence (15th August 1947). Letters in brackets after a place name indicate a physical junction to another system. Lines are organised geographically, according to their branching from the main line. A code precedes the name of the line. This uses a formula based on the geographical organisation:

X is the main line
X1 is the first branch
X1.1 a line off the first branch

and so on. The system does not number lines used for goods traffic only (indicated by a G), lines closed before 1947 (indicated by a ~ before the name of the line) or lines opened after 1947 (indicated by a + sign). (det) indicates a line detached from the main system.

The main source has been the ‘History of Indian Railways Supplement’ (Simla, 1968), a copy of which is available at the British Library. This is a list of the opening dates and distances (in kilometres – some discrepancies due to conversion possibly) of the various lines opened up to around 1955. As far as possible, the information has been cross-referenced with the Indian Railways Administrative Reports (various titles, issued variously in London, Simla and Delhi). Information on lines opened after around 1955 is derived from publicly available internet sources and must be regarded as highly speculative. There is no satisfactory system map for the North Eastern Railway available on-line and thus the current status of many lines remains unclear.

The history of the lines of the North Eastern Railway has been particularly hard to trace and even harder to satisfactorily list. At Independence the lines which went on to form the NER belonged to the Oudh Tirhut Railway with a few miscellaneous add-ons. The OT has been here divided into three systems:

Any information and clarification gratefully received. Comments welcomed. My apologies in advance for any errors, particularly in regard to spelling of names.

# = gauge change
* = diversion
< xxx to xxx> = via ferry

MG = Metre gauge
BG = Broad gauge

BNW = Bengal and North Western Railway
BNW(Tir) = Tirhut Railway (Bengal and North Western worked)
R&K = Rohilkund and Kumaon Railway
C-B = Cawnpore-Barabanki Railway (B&NW and R&K worked)
BBCI(MG) = Bombay, Baroda and Central India Railway (Metre gauge system)
North Eastern Railway

The North Eastern Railway was formed on 14th April 1952 by the amalgamation of the Assam Railway, the Oudh Tirhut Railway and the Fatehgarh District (Achnera-Cawnpore line) of the Bombay, Baroda and Central India Railway.

On 15th January 1958, all lines east of Katihar were transferred to Northeast Frontier Railway.

On 1st October 2002, Samastipur and Sonpur Divisions were transferred to East Central Railway.

Oudh Tirhut Railway

The Oudh and Tirhut Railway was formed on 1st January 1943 by the amalgamation of the Bengal and North Western Railway, the Tirhut Railway (BNW worked), the Mashrak-Thawe Extension Railway, (BNW worked), the Rohilkund and Kumaon Railway and the Lucknow-Bareilly Railway (R&K worked). The Oudh and Tirhut Railway was later renamed the Oudh Tirhut Railway and merged with the Assam Railway to form the North Eastern Railway on 14th April 1952.

former Bengal and North Western Railway lines

The Bengal and North Western Railway was owned and worked by the Bengal and North Western Railway Company (registered 23rd October 1882, dissolved October 1946). The Bengal and North Western Railway was merged into the Oudh and Tirhut Railway on 1st January 1943.

BNW: Bengal & North Western main line (Metre gauge: 301 miles)
- Sonepur to Mankapur (219 miles) opened 15 January 1885
- Mankapur to Gonda (17 miles) opened 2 April 1884
- Gonda to Colonelganj (18 miles) opened (29 Oct 1891) 1 Feb 1892
- Colonelganj to Jarwal Road (11 miles) opened 1 February 1892
- Jarwal Road to Bahramghat (5 miles) (inc. Elgin Bridge) opened 18 December 1896
- Bahramghat to Burhwal (4 miles) opened 24 November 1896
- Burhwal to Barabanki (Broad gauge: 17 miles)¹ opened 1 April 1872?
- # Burhwal to Barabanki (Broad to Mixed gauge) converted 24 November 1896
- # Burhwal to Barabanki (Mixed to Metre gauge) converted around 1943
- * Dighwara-Goldingganj diversion (7 miles) opened around 1960?
- # Barabanki to Chhapra? (Metre to Broad gauge) converted 1981?
- # Chhapra Kacheri to Dighwara (MG to BG: 10 miles) converted autumn 2006

BNW1: Digha branch (Metre gauge: 6 miles)
- Sonepore (Sonpur) to Palaezaghat (6 miles) opened 15 January 1885
- < Palezaghat to Dighaghath by ferry > closed around 1982

BNW2: Banwarichak branch (Metre gauge: 5 miles?)
- Sonpur to Banwarichak (Baniwari Chak?) (5 miles?) opened 15 January 1885
- closed after 1955
- ~ Banwarichak loop line (6 miles?)
- Banwari Chak to Dighwara (6 miles?) opened 15 January 1885
- closed before 1920?

BNW3: Chapra-Thawe line (Metre gauge: 65 miles)
- Chapra (Chhapra) to Mashrak (26 miles) opened 20 March 1910
- Mashrak to Thawe (39 miles)² opened 12 January 1931

¹ Believed to have opened as part of the Bahramghat branch of the Oudh and Rohilkhand Railway. Upon conversion to mixed gauge, the Metre gauge track formed part of the Cawnpore-Burhwal Railway which was managed as part of the Oudh and Rohilkhand Railway. The Oudh and Rohilkhand Railway was merged into the East Indian Railway on 1st July 1925. This section of the Cawnpore-Burhwal Railway was worked by the Bengal and North Western Railway and was transferred to the Oudh and Tirhut Railway on 1st January 1943(?).

² Opened as the Mashrak-Thawe Extension Railway. The Mashrak-Thawe Extension Railway was owned by the Government of India and worked by the Bengal and North Western Railway. The Mashrak-Thawe Extension Railway was merged into the Oudh and Tirhut Railway on 1st January 1943.
BNW4: Chapra-Allahabad line (Metre gauge: 200 miles)
Chapra (Chhapra) to Revelganj (7 miles)
Revelganj to west of Revelganj (1 mile)
west of Revelganj to Bakulaha (5 miles) (Inchcape Bridge)
Bakulaha to Phephna (33 miles)
Phephna to Ghazipur (31 miles)
Ghazipurghat to Aurnrihar (26 miles)
Aurnrihar to Benares (Varanasi) City (EI) (20 miles)
Benares Cant. (BNW) to Benares City (BNW) (2 miles)\(^3\)
Benares Cant. (Junction) (EI) to Madhosingh (29 miles)
Madhosingh to Jhusi (41 miles)
Jhusi to Izat Bridge (3 miles)
Izat Bridge to Allahabad City (1 mile)

~ old Manjhi branch (Metre gauge: 3 miles)
Revelganj to Manjhi (3 miles)

~ old Chandiaraghat branch (Metre gauge: 2 miles)
Bakulaha to Chandiaraghat (2 miles)

BNW4.1: Phephna-Indara line (32 miles)
Phephna to Indara (32 miles)

BNW4.2: Mirzapur branch (Metre gauge: 7 miles)
Madhosingh to Mirzapurghat (6 miles)
Mirzapurghat to Chilhi (½ mile)

BNW5: Maharajganj branch (Metre gauge: 4 miles)
Daronda to Maharajganj (4 miles)
# Duraundha to Maharajganj (Broad gauge: 4 miles)

BNW6: Sawan-Captainganj line (Metre gauge: 79 miles)
Sawan (Siwan) to Thawe (18 miles)
Thawe to Turkauha (Tamkuki Road) (23 miles)
Turkauha to Captainganj (Kaptanganj) (38 miles)
# Siwan to Thawe (Metre to Broad gauge: 18 miles)

BNW7: Bhatni-Benares Chord (Metre gauge: 79 miles)
Bhatni to Tartipur (17 miles)
Tartipur to Mau (26 miles)
Mau to Aurnrihar (36 miles)
# Bhatni to Aurnrihar (Metre to Broad gauge)

BNW7.1: Barhaj branch (Metre gauge: 13 miles)
Salimpur to Barhaj Bazar (13 miles)

BNW7.2: Dohrighat branch (Metre gauge: 54 miles)
Indara to Dohrighat (22 miles)

BNW7.3: Shahganj branch (Metre gauge: 62 miles)
Mau to Azamgarh (27 miles)
Azamgarh to Shahganj (35 miles)

BNW7.4: Jaunpur branch (Metre gauge: 36 miles)

\(^3\) Opened as the Benares City branch of the **Oudh and Rohilkhand Railway**. The Oudh and Rohilkhand Railway was absorbed by the East Indian Railway on 1st July 1925. This line was worked by the Bengal and North Western Railway and its successors from opening and was transferred to the North Eastern Railway on 27th February 1953.
Aunrihar to Jaunpur (36 miles) opened 21 March 1904

BNW8: Bagaha branch (Metre gauge: 60 miles)
- Gorakhpur to Chhitaunighat (60 miles) opened 7 February 1907
- Chhitaunighat to Bagaha (4 miles) opened 9 August 1912
- Chhitaunighat to Bagaha (6 miles) closed

BNW9: Gorakhpur-Gonda loop (Metre gauge: 135 miles)
- Gorakhpur to Uska Bazar (temporary station) (38 miles) opened 15 December 1886
- Uska Bazar (temporary) to Uska Bazar (1 mile) opened 1 March 1887
- Uska Bazar to Barhni (31 miles) opened 5 January 1905
- Barhni to Tulsipur (23 miles) opened 15 January 1906
- Tulsipur to Bahrampur (19 miles) opened 1 June 1898
- Bahrampur to Gonda (22 miles) opened 15 December 1896
* Gonda diversion (+1 mile) converted 1 July 1905

BNW9.1: Nautanwa branch (Metre gauge: 25 miles)
- Pharenda (Anandnagar) to Nautanwa (25 miles) opened 1 December 1925
converted around 1985?

BNW9.2: Jarwa branch (Metre gauge: 9 miles)
- Gainsari to Jarwa (9 miles) opened 12 April 1906

BNW10: Ayodhya branch (Metre gauge: 20 miles)
- Mankapur to Nawabganj (Gonda) (14 miles) opened 24 February 1884
- Nawabganj to Lakarmandi Bridge (Katra) (6 miles) opened 1 December 1884
< Nawabganj to Ayodhya (Ajodhya) (by ferry) >
# Mankapur to Katra (19 miles) converted April 2003?

+ Katra-Ayodhya line (Broad gauge: 6 miles)
- Katra to Ayodhya (6 miles) opened 15 April 2003

BNW11: Nepalganj branch (Metre gauge: 70 miles)
- Gonda to Bahraich (37 miles) opened 2 April 1884
- Bahraich to Nepalganj (Naipalganj) Road (34 miles) opened 15 December 1886

BNW11.1: Kataran Ghat branch (Metre gauge: 42 miles)
- Nanpara to Mihinpurwa (15 miles) opened 15 December 1896
- Mihinpurwa to Kataran Ghat (27 miles) opened 25 March 1898

BNW12: Sitapur branch (Metre gauge: 60 miles)
- Burhwal to Sitapur (R&K) (60 miles) opened 13 March 1911
+ Sitapur station curve (Metre gauge: 1 mile?)
- Sitapur station curve (1 mile?) opened after 1955

~ Goghra Fairweather line (Metre gauge: 3 miles)
- Jarwal Road to Goghraghat (3 miles) opened 1 February 1892
- Goghraghat to Bahramghat (6 miles) opened (24 Feb) April? 1892 closed 18 December 1896?

~ Bahramghat branch (Broad gauge: c. 4 miles)
- Burhwal to ‘Bahramghat’ (c. 4 miles) 4 opened 1 April 1872?
closed around 1943?

4 Believed to have opened as part of the Bahramghat branch of the Oudh and Rohilkhand Railway.
The Tirhut Railway (originally Tirhoot Railway) was originally owned by the Provincial Government, ownership is believed to have been later transferred to the Government of India. The Tirhut Railway was worked by the Government of India as part of the Indian State Railways from opening to late 1886, as the Tirhoot State Railway from late 1886 to 30th June 1890 and by the Bengal and North Western Railway from 1st July 1890. The Tirhut Railway was merged into the Oudh and Tirhut Railway on 1st January 1943.

BNW(Tir): Tirhut main line (Metre gauge: 168 miles)
- Sonepur to Hajipur ‘South June’ (Anwarpur) (3 miles) opened (1) 25 August 1887
- Hajipur ‘South’ to ‘North’ Junc (1 mile) opened 1 October 1884
- Hajipur ‘North’ to Bachhwa (44 miles) opened 1 April 1900
- Bachhwa to Barauni Junc (10 miles) opened 1 May 1883
- Barauni Junc to Thana Bihpur (66 miles) opened 1 March 1900
- Thana Bihpur to Katurea (17 miles) opened 1 February 1901
- Katurea to Kuriesel (4 miles) opened 26 June 1902
- Kuriesel to Kathiaw West (22 miles) opened 7 March 1901

BNW(Tir): Patna branch (Metre gauge: 1 mile)
- Hajipur ‘South Junction’ to Hajipur Ghat (1 mile) opened 1 October 1884
- Hajipur Ghat to Patna (by ferry) closed

BNW(Tir): Hajipur-Muzaffarpur line (Metre gauge: 32 miles)
- Hajipur to Muzaffarpur (32 miles) opened 26 October 1884

BNW(Tir): Bachhwa-Bagaha line (Metre gauge: 177 miles)
- Bachhwa to Dalsing Sarai (6 miles) opened 1 May 1883
- Dalsing Sarai to Samastipur (15 miles)\(^5\) opened 1 November 1875
- Samastipur to Muzaffarpur (32 miles) opened 24 February 1877
- Muzaffarpur to Mothari (49 miles) opened 1 February 1883
- Mothari to Bettia (26 miles) opened 20 December 1883
- Bettia to Narkatiganj (24 miles) opened 17 January 1906
- Narkatiganj to Bagaha (26 miles) opened 1 May 1907
- Bagaha to Gandak Bridge (½ mile) opened 9 August 1912
  # Bachhwa to Bagaha? (Metre to Broad gauge) converted 1975?

~ old Ganges branch (Metre gauge: 10 miles)
- Dalsingsarai to Chumpta Ghat (10 miles)\(^6\) opened 1 November 1875
  closed 1886/87?

BNW(Tir): Samastipur-Khagaria line (Metre gauge: 53 miles)
- Samastipur to Rusera Ghat (18 miles) opened 21 December 1912
- Rusera Ghat to Hasanpur Road (11 miles) opened 7 May 1915
- Hasanpur Road to Khagaria (25 miles) opened 7 November 1915
  # Khagaria to Hasanpur (Metre to Broad gauge) converted Autumn 2006
  # Hasanpur Road to Ruseraghats (Metre to Broad gauge) converted Spring 2007

BNW(Tir): Samastipur-Narkatiaganj loop (Metre gauge: 142 miles)
- Samastipur to Darbhanga (23 miles)\(^7\) opened 1 November 1875
- Darbhanga to Sitamarhi (42 miles) opened (1 July) 1 November 1890
- Sitamarhi to Riga (6 miles) opened (1 Jan) 1 May' 1891
- Riga to Dhang (9 miles) opened (1 July) 1 November 1891
- Dhang to Bairagnia (2 miles) opened (1) 15 March 1892
- Bairagnia to Narkatiaganj (57 miles) opened 20 December 1907

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\(^5\) Opened for famine relief traffic on 17th April 1874.
\(^6\) Opened for famine relief traffic on 17th April 1874. Extended on temporary tracks to a new station seven miles upstream on 23rd December 1878.
\(^7\) The section from Samastipur to Darbhanga was opened for famine relief traffic on 17th April 1874.
# Samastipur to Darbhanga (Metre to Broad gauge)
converted c. 1983

BNW(Tir)3.2.1: Nirmali branch (Metre gauge: 45 miles)
Darbhanga to Jhanjharpur (24 miles) opened 1 February 1883
Jhanjharpur to Gangeria (13 miles) opened (8 Apr) 6 May 1886
Gangeria to Nirmali (7 miles) opened (8 Apr) 1 Nov 1886

~ Nirmali-Pertabganj line (closed: 32 miles)
Nirmali to Bhaptaiah (10 miles) opened (15 Nov 1887) 1 Jan 1888
Bhaptaiah to Pertabganj (14 miles) opened (1 Oct 1888) 1 Jan 1889
Pertabganj to Kunwaghat (8 miles) opened 14 November 1890
* Rahopur-Pertabganj diversion (4 miles) opened 1 May 1912
closed 1934

BNW(Tir)3.2.1.1: Jaynagar branch (Metre gauge: 30 miles)
Sakri to Jaynagar (30 miles) opened 14 January 1905

+ Laukaha branch (Metre gauge: 15 miles?)
Jhanjharpur to Laukaha Bazar (15 miles?) opened 1976

BNW(Tir)3.3: Raxaul branch (Metre gauge: 18 miles)
Sagauli to Raxaul (18 miles)8 opened 1 March 1899

BNW(Tir)3.4: Bhiknathori branch (Metre gauge: 21 miles)
Narkatiaganj to Bhiknathori (21 miles) opened 12 February 1906

BNW(Tir)4: Semaria Ghat branch (Metre gauge: 7 miles)
Barauni Junction to Semaria Ghat (7 miles) opened 1 May 1883

BNW(Tir)5: Monghyr branch (Metre gauge: 7 miles)
Saheb Kamal to Monghyr Ghat (7 miles) opened 1 March 1900
< Monghyr Ghat to Monghyr >

BNW(Tir)6: Supaul branch (Metre gauge: 45 miles)
Mansi to Simri Bakhtipur (Makhana Bazar) (16 miles) opened 15 December 1907
Simri Bakhtipur to Supaul (29 miles) opened 1 March 1907
# Mansi to Saharsa (Metre to Broad gauge) converted Summer 2006

~ Supaul-Bhaptaiah line (Metre gauge: 15 miles)
Supaul to Baptaiah (15 miles) opened 1 March 1907
closed around 1942
reopened around 1970?

+ Bhaptaiah-Forbesganj line (Broad gauge: 60+ miles)
Bhaptaiah to Forbesganj Junction (60+ miles) opened around 2000?

BNW(Tir)6.1: Madhepura branch (Metre gauge: 12 miles)
Saharsa to Baijnathpur (4 miles) opened 15 March 1908
Baijnathpur to Dauram Madhepura (8 miles) opened 4 October 1918
~ Baijnathpur to Dauram Madhepura (8 miles) closed 1954?
* Saharsa station diversion (½ mile) opened 1954?

BNW(Tir)6.1.1: Budhamghat branch (Metre gauge: 14 miles)
Baijnathpur to Budhamghat (14 miles) opened 15 March 1908

+ Murliganj extension (Metre gauge: 7 miles)
Madhepura to Murliganj (7 miles) opened 1954

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8 Opened as the **Segowlie-Raxaul Railway**. The Segowlie-Raxaul Railway was owned by the Segowlie-Raxaul Railway Company and worked by the Bengal and North Western Railway. The Segowlie-Raxaul Railway was absorbed by the Tirhoot Railway around 1920.
<table>
<thead>
<tr>
<th>Section</th>
<th>Length (miles)</th>
<th>Date of Opening</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thana Bihpur to Bararighat</td>
<td>11</td>
<td>16 October 1901</td>
</tr>
<tr>
<td>Bararighat to Mahadeopurghat</td>
<td>4</td>
<td>1 December 1918</td>
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<tr>
<td>Barari to Bhagalpur Kachery</td>
<td>3</td>
<td>15 May 1906</td>
</tr>
<tr>
<td>Bhagalpur Kachery to Bhagalpur (EI)</td>
<td>1</td>
<td>23 December 1910</td>
</tr>
</tbody>
</table>
The Rohilkund and Kumaon Railway was owned and worked by the Rohilkund and Kumaon Railway Company (registered 6th October 1882). The Rohilkund and Kumaon Railway was transferred to the Government of India and merged into the Oudh and Tirhut Railway on 1st January 1943.

R&K: Lucknow-Bareilly line (Metre gauge: 199 miles)
- Lucknow to Sitapur (55 miles)\(^9\) opened 16 November 1886
- Sitapur to Lakshimpur (28 miles)\(^10\) opened 15 April 1887
- Lakshimpur to Gola Gokaran Nath (22 miles)\(^11\) opened 4 December 1887
- Gola Gokaran Nath to Pilibhit (58 miles)\(^12\) opened 1 April 1891
- Pilibhit to Bhojeepura (24 miles)\(^13\) opened 15 November 1884
- Bhojeepura to Bareilly (12 miles)\(^14\) opened 1 October 1884

~ Powayan Steam Tramway (Narrow gauge: 37 miles)\(^15\)
- Mailani to Khotra opened 1894
- Khotra to Powayan (14 miles) opened 18 May 1891
- Powayan to Shahjahanpur opened 1890 closed 1918

R&K1: Kaurialaghat branch (Metre gauge: 50 miles)\(^16\)
- Mailani to Sarda River (15 miles) opened 1 January 1893
- Sarda River to Sohela River (9 miles) opened (10 Mar) May? 1893
- Sohela River to Sonaripur (6 miles) opened (18 March) May? 1894
- Sonaripur to Kaurialaghat (21 miles) opened 2 January 1911 closed
- ~ Tikunia to Kaurialaghat

R&K1.1: Chanda Chauki branch (Metre gauge: 6 miles)\(^17\)
- Dudwa to Chanda Chauki (6 miles) opened 4 April 1903 closed

R&K1.2: Gauri Phanta branch (Metre gauge: 14 miles)\(^18\)
- Dudwa to Gauri Phanta (14 miles) opened 15 April 1914 closed

R&K2: Barmdeo branch (Metre gauge: 39 miles)\(^19\)
- Pilibhit to Barmdeo (Tanakpur) (39 miles) opened 15 May 1912

R&K3: Pilibhit-Shahjahanpur line (Metre gauge: 52 miles)
- Pilibhit to Bisalpur (23 miles) opened 24 February 1911
- Bisalpur to Shabaznagar (26 miles) opened 13 January 1912

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\(^9\) Opened as part of the **Lucknow-Sitapur-Seramow Provincial State Railway.** The Lucknow-Sitapur-Seramow Provincial State Railway was owned by the Provincial Government and worked as part of the Indian State Railways. The Lucknow-Sitapur-Seramow Provincial State Railway merged with the Bareilly-Pilibheet Provincial State Railway to form the Lucknow-Bareilly Railway on 1st January 1891. The Lucknow-Bareilly Railway was owned by the Government of India and worked by the Rohilkund and Kumaon Railway. The Lucknow-Bareilly Railway was merged into the Oudh and Tirhut Railway on 1st January 1943.

\(^10\) Opened as part of the **Lucknow-Sitapur-Seramow Provincial State Railway.**

\(^11\) Opened as part of the **Lucknow-Sitapur-Seramow Provincial State Railway.**

\(^12\) Opened as part of the **Lucknow-Sitapur-Seramow Provincial State Railway.**

\(^13\) Opened as part of the **Bareilly-Pilibheet Provincial State Railway.** The Bareilly-Pilibheet Provincial State Railway was owned by the Provincial Government and worked by the Rohilkund and Kumaon Railway. The Bareilly-Pilibheet Provincial State Railway merged with the Lucknow-Sitapur-Seramow Provincial State Railway to become the Lucknow-Bareilly Railway on 1st January 1891.

\(^14\) Opened as part of the **Bareilly-Pilibheet Provincial State Railway.**

\(^15\) This line was opened as the **Powayan Steam Tramway.** The Powayan Steam Tramway was owned by the Powayan Steam Tramway Company and worked by the Powayan Steam Tramway Company from opening until 16th December 1900 and by the Rohilkund and Kumaon Railway from 17th December 1900 until closure.

\(^16\) Opened as a branch of the **Lucknow-Bareilly State Railway.**

\(^17\) Opened as a branch of the **Lucknow-Bareilly State Railway.**

\(^18\) Opened as a branch of the **Lucknow-Bareilly State Railway.**

\(^19\) Opened as a branch of the **Lucknow-Bareilly State Railway.**
Shahbaznagar to Shahjahanpur (3 miles) opened 18 March 1916

R&K3.1: Carewganj branch (Metre gauge: 5 miles)
Shahbaznagar to Carewganj (Karuganj) (5 miles) opened 13 January 1912

R&K(G): Bareilly grain market branch (Metre gauge: 2 miles (goods only))
Izatnagar to Bareilly grain market (Shamatgunj goods) closed around 1980?

R&K: Bareilly grain market branch (Metre gauge: 2 miles (goods only))
Izatnagar to Bareilly grain market (Shamatgunj goods) 20 opened (1 April 1894)

R&K4: Bhojeepura-Kathgodam line (Metre gauge: 54 miles)
Bhojeepura to Kathgodam (54 miles) opened 1 October 1884

R&K4.1: Lalkua-Ramnagar line (Metre gauge: 53 miles)
Lalkua to Ramnagar (53 miles) opened (20 Apr 1907) 11 Jan 1908?

R&K4.1.1: Moradabad branch (Metre gauge: 31 miles)
Kashipur to Got (27 miles) opened 11 January 1908
Got to Moradabad (4 miles) opened 10 May 1908

R&K5: Kashganj branch (Metre gauge: 65 miles)
Bareilly to Soron (56 miles) opened 29 January 1906
Soron to Kashganj (BBCI) (9 miles) 21 opened 4 January 1885

20 Opened as a branch of the Lucknow-Bareilly State Railway.
21 Opened as the Soron branch of the Cawnpore-Achnera Provincial State Railway. The Cawnpore-Achnera Provincial State Railway was absorbed by the Rajputana-Malwa Railway on 1st October 1886. This section was transferred to the Rohilkund and Kumaon Railway on 1st January 1906.
Bengal Assam Railway

The Bengal Assam Railway was formed on 1st January 1942 by the amalgamation of the Eastern Bengal State Railway and the Assam-Bengal Railway. The Indian sections of the Bengal Assam Railway became the Assam Railway on 15th August 1947. The Assam Railway merged with the Oudh-Tirhut Railway on 14th April 1952 to form the North Eastern Railway. These branches were retained by the North Eastern Railway after 1958.

former Eastern Bengal Railway lines

The Murliganj and Behariganj branches were transferred to the Oudh-Tirhut Railway on 15th August 1947 and returned to the Assam Railway in 1949.

EB9.3.1: Murliganj branch (Metre gauge: c. 35 miles)
- Purnea (Purnia Junction) to Murliganj (c. 35 miles) opened 20 March 1929
- * Murliganj diversion (c. ½ mile) opened around 1950
- # Murliganj to Banmankhi Junction (Metre to Broad gauge) converted around 2005

EB9.3.1.1: Behariganj branch (Metre gauge: 19 miles)
- Banmankhi to Behariganj (19 miles) opened 1 August 1929
- * Banmankhi Junction to Behariganj (Metre to Broad gauge) converted around 2005
Bombay, Baroda and Central India Railway

The Achnera-Cawnpore line and branches were transferred to the North Eastern Railway on 14th April 1952.

BBCI(MG)5.2: Achnera-Cawnpore line (Metre gauge: 252 miles)
- Achnera Junction to Mathura (23 miles)\(^{22}\) opened 7 November 1881
- Mathura to Hathras (29 miles)\(^{23}\) opened 26 October 1875
- Hathras to Kasganj (34 miles)\(^{24}\) opened 1 July 1884
- Kasganj to Farukhabad (67 miles)\(^{25}\) opened 14 April 1884
- Farukhabad to Miranserai (37 miles)\(^{26}\) opened 1 February 1881
- Miranserai to Cawnpore (Kanpur) (49 miles)\(^{27}\) opened 15 December 1880
- # Kanpur to Farukhabad (Metre to Broad gauge: 86 miles) converted Spring 2006
- # Mathura to Kasganj (Metre to Broad gauge) converted 2 May 2009

BBCI(MG)5.2.1: Vrindavan branch (Metre gauge: 7 miles)
- Mathura (Muttra) to Vrindavan (Brindaban) (7 miles)\(^{28}\) opened 26 August 1889

BBCI(MG)5.2.2: Bithur branch (Metre gauge: 5 miles)
- Mandhana to Bithur (5 miles)\(^{29}\) opened 10 November 1885

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\(^{22}\) Opened as the Muttra-Achnera Provincial State Railway. The Muttra-Achnera Provincial State Railway was owned by the Provincial Government and worked by the Rajputana Railway until 31st December 1881 and by the Rajputana-Malwa Railway from 1 January 1882. The Muttra-Achnera Provincial State Railway merged with the Cawnpore-Farukhabad and Muttra-Hathras Provincial State Railways to form the Cawnpore-Achnera Provincial State Railway on 1st July 1884. The Cawnpore-Achnera Provincial State Railway was owned by the Provincial Government and worked by the Rajputana-Malwa Railway. The Cawnpore-Achnera Provincial State Railway was absorbed by the Rajputana-Malwa Railway on 1st October 1886. The Rajputana-Malwa Railway was owned by the Government of India and was worked by the Government of India from formation until 31st December 1905 and by the Bombay, Baroda and Central India Railway from 1st January 1906. The Rajputana-Malwa Railway was absorbed by the Bombay, Baroda and Central India Railway on 8th April 1907.

\(^{23}\) Opened as part of the Muttra-Hathras Provincial State Railway. The Muttra-Hathras Provincial State Railway was owned by the Provincial Government and worked by the Indian State Railways. The Muttra-Hathras Provincial State Railway merged with the Muttra-Achnera and Cawnpore-Farukhabad Provincial State Railways to form the Cawnpore-Achnera Provincial State Railway on 1st July 1884.

\(^{24}\) Opened as part of the Cawnpore-Achnera Provincial State Railway.

\(^{25}\) Opened as an extension of the Cawnpore-Farukhabad Provincial State Railway.

\(^{26}\) Opened as part of the Cawnpore-Farukhabad Provincial State Railway. The Cawnpore-Farukhabad Provincial State Railway was owned by the Provincial Government and was worked by the Rajputana Railway to 31st December 1881 and by the Rajputana-Malwa Railway from 1st December 1882. The Cawnpore-Farukhabad Provincial State Railway merged with the Muttra-Hathras and Muttra-Achnera Provincial State Railways to become the Cawnpore-Achnera Provincial State Railway on 1st July 1884.

\(^{27}\) Opened as part of the Cawnpore-Farukhabad Provincial State Railway.

\(^{28}\) Opened as the Brindaban branch of the Rajputana-Malwa State Railway.

\(^{29}\) Opened as the Bithur branch of the Cawnpore-Achnera Provincial State Railway.
East Indian Railway

Cawnpore-Barabanki Railway

The Cawnpore-Barabanki Railway was owned by the Government of India and managed as part of the East Indian Railway, and was worked by the Bengal and North Western Railway and the Rohilkund and Kumaon Railway and their successors. The Cawnpore-Barabanki Railway was transferred to the North Eastern Railway on 27th February 1953.

C-B1: Cawnpore-Aishbagh line (Metre gauge: 45 miles)
Cawnpore (BBCI) to Aishbagh (R&K) (45 miles)\(^{30}\) opened (25 Apr) 15 May 1897

C-B2: Daliganj-Barabanki line (Metre gauge: 18 miles)
Daliganj (R&K) to Barabanki (BNW) (18 miles)\(^{31}\) opened 24 November 1896

\(^{30}\) Opened as the Cawnpore-Burhwal Railway (Metre Gauge Link). The Cawnpore-Burhwal Railway was owned by the Government of India and managed as part of the Oudh and Rohilkhand Railway (East Indian Railway from 1st July 1925). The Cawnpore-Burhwal Railway was renamed the Cawnpore-Barabanki Railway around 1943.

\(^{31}\) Opened as part of the Cawnpore-Burhwal Railway.