

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)	
Sonepur (Sonpur) to Palezaghat (6 miles)	opened 15 January 1885?
< Palezaghat to Dighaghat by ferry >	
	closed around 1982
BNW2: Banwarichak branch (Metre gauge: 5 miles?)	
Sonpur to Banwarchak (Baniwari Chak?) (5 miles?)	opened 15 January 1885
	closed after 1955
~ Banwarchak 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)	opened (15 April) 15 May 1891
Revelganj to west of Revelganj (1 mile)	opened (15 Mar) 1 April 1899
west of Revelganj to Bakulaha (5 miles) (Inchcape Bridge)	opened 7 February 1912
Bakulaha to Phephna (33 miles)	opened (15 Mar) 1 April? 1899
Phephna to Ghazipur (31 miles)	opened 11 March 1903
Ghazipurghat to Aunrihar (26 miles)	opened (15 Mar) 1 April? 1899
Aunrihar to Benares (Varanasi) City (EI) (20 miles)	opened (15 Mar) 1 April? 1899
Benares Cant. (BNW) to Benares City (BNW) (2 miles) ³	opened (15 Mar?) 1 April 1899
Benares Cant. (Junction) (EI) to Madhosingh (29 miles)	opened 1 March 1909
Madhosingh to Jhusi (41 miles)	opened 21 April 1909
Jhusi to Izat Bridge (3 miles)	opened 1 November 1912
Izat Bridge to Allahabad City (1 mile)	opened 9 May 1913
~ old Manjhi branch (Metre gauge: 3 miles)	
Revelganj to Manjhi (3 miles)	opened (15 Mar) 1 April? 1899 closed 7 August 1912?
~ old Chandiaraghat branch (Metre gauge: 2 miles)	
Bakulaha to Chandiaraghat (2 miles)	opened (15 Mar) 1 April? 1899 closed 7 August 1912
BNW4.1: Phephna-Indara line (32 miles)	
Phephna to Indara (32 miles)	opened 15 March 1899
BNW4.2: Mirzapur branch (Metre gauge: 7 miles)	
Madhosingh to Mirzapurghat (6 miles)	opened 1 March 1909
Mirzapurghat to Chilh (½ mile)	opened 25 October 1910 closed
BNW5: Maharajganj branch (Metre gauge: 4 miles)	
Daronda to Maharajganj (4 miles)	opened 1 April 1907 closed 1980
# Duraundha to Maharajganj (Broad gauge: 4 miles)	reopened 1 August 2003
BNW6: Sawan-Captainganj line (Metre gauge: 79 miles)	
Sawan (Siwan) to Thawe (18 miles)	opened 1 April 1907
Thawe to Turkauha (Tamkuki Road) (23 miles)	opened 15 March 1913
Turkauha to Captainganj (Kaptanganj) (38 miles)	opened 26 April 1913
# Siwan to Thawe (Metre to Broad gauge: 18 miles)	converted early 2006
BNW7: Bhatni-Benares Chord (Metre gauge: 79 miles)	
Bhatni to Tartipur (17 miles)	opened 15 December 1896
Tartipur to Mau (26 miles)	opened 8 June 1898
Mau to Aunrihar (36 miles)	opened (15 Mar) 1 April? 1899
# Bhatni to Aunrihar (Metre to Broad gauge)	converted c. 1978?
BNW7.1: Barhaj branch (Metre gauge: 13 miles)	
Salimpur to Barhaj Bazar (13 miles)	opened 1 December 1897
BNW7.2: Dohrighat branch (Metre gauge: 54 miles)	
Indara to Dohrighat (22 miles)	opened 21 March 1904 closed
BNW7.3: Shahganj branch (Metre gauge: 62 miles)	
Mau to Azamgarh (27 miles)	opened 8 June 1898
Azamgarh to Shahganj (35 miles)	opened 14 February 1903
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 Balrampur (19 miles)	opened 1 June 1898
Balrampur to Gonda (22 miles)	opened 15 December 1896
* Gonda diversion (+1 mile)	opened 1 July 1905
	converted around 1985?
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 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: Kataranian Ghat branch (Metre gauge: 42 miles)	
Nanpara to Mihinpurwa (15 miles)	opened 15 December 1896
Mihinpurwa to Kataranian 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 Goghrahat (3 miles)	opened 1 February 1892
Goghrahat 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**.

former Tirhut Railway lines

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 Junc' (Anwarpur) (3 miles)	opened (1) 25 August 1887
Hajipur 'South' to 'North' Junctions (1 mile)	opened 1 October 1884
Hajipur 'North' to Bachhwara (44 miles)	opened 1 April 1900
Bachhwara to Barauni Junction (10 miles)	opened 1 May 1883
Barauni Junction to Thana Bihpur (66 miles)	opened 1 March 1900
Thana Bihpur to Katarea (17 miles)	opened 1 February 1901
Katarea to Kursela (4 miles)	opened 26 June 1902
Kursela to Katihar West (22 miles)	opened 7 March 1901
BNW(Tir)1: 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)2: Hajipur-Muzaffarpur line (Metre gauge: 32 miles)	
Hajipur to Muzaffarpur (32 miles)	opened 26 October 1884
BNW(Tir)3: Bachhwara-Bagaha line (Metre gauge: 177 miles)	
Bachhwara 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 Motihari (49 miles)	opened 1 February 1883
Motihari 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
# Bachhwara 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)3.1: 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 Ruseraghat (Metre to Broad gauge)	converted Spring 2007
BNW(Tir)3.2: 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

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 Ghangeria (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 Bhaptiahi (10 miles)	opened (15 Nov 1887) 1 Jan 1888
Bhaptiahi 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 Bakhtiarpur (Makhana Bazar) (16 miles)	opened 15 December 1907
Simri Bakhtiarpur to Supaul (29 miles)	opened 1 March 1907
# Mansi to Saharsa (Metre to Broad gauge)	converted Summer 2006
~ Supaul-Bhaptiahi line (Metre gauge: 15 miles)	
Supaul to Bhaptiahi (15 miles)	opened 1 March 1907
	closed around 1942
	reopened around 1970?
+ Bhaptiahi-Forbesganj line (Broad gauge: 60+ miles)	
Bhaptiahi 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 (¼ 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

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.

BNW(Tir)7: Bhagalpur branch (Metre gauge: 19 miles)

Thana Bihpur to Bararighat (11 miles)

opened 16 October 1901

Bararighat to Mahadeopurghat (4 miles)

opened 1 December 1918

< Mahadeopurghat to Barari >

Barari to Bhagalpur Kachery (3 miles)

opened 15 May 1906

Bhagalpur Kachery to Bhagalpur (EI) (1 mile)

opened 23 December 1910

former Rohilkund and Kumaon Railway lines

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 Bhojeepera (24 miles) ¹³	opened 15 November 1884
Bhojeepera 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
~ Tikunia to Kaurialaghat	closed
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

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-Bareilly 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 closed around 1980?
R&K(G): Bareilly grain market branch (Metre gauge: 2 miles (goods only)) ²⁰ Izatnagar to Bareilly grain market (Shamatgunj goods)	opened (1 April 1894)
R&K4: Bhojeepera-Kathgodam line (Metre gauge: 54 miles) Bhojeepera 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) Got to Moradabad (4 miles)	opened 11 January 1908 opened 10 May 1908
R&K5: Kashganj branch (Metre gauge: 65 miles) Bareilly to Soron (56 miles) Soron to Kashganj (BBCI) (9 miles) ²¹	opened 29 January 1906 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 Miransera (37 miles) ²⁶	opened 1 February 1881
Miransera 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
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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 1st 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 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**.