

From the pages of history

Beginning

The Rohilkund and Kumaon Railway Company started construction and working of a railway line from Bhojeepera to Kathgodam under a contract dated 12 October 1882. This was the main line, 53.92 miles in length sanctioned in 1882 and opened on 12 October 1884.

Later on, this line was extended from Bareilly to Soron in 1906. The railway line Kasganj - Soron section was constructed by the State Government in 1885 when it was constructing the Kanpur - Achnera section. Later on, when the R&KR constructed the Bareilly - Soron line, the short section Soron - Kasganj was given over to it. The extensions from Moradabad to Kashipur, from Kashipur to Ramnagar and Lalkuan to Kashipur were completed by 1908. The railway lines from Pilibhit to Carewganj and Shahbaznagar were completed by 1916. Powayan Light Railway, a distance of about 40 miles from Shahjahanpur via Powayan to Mailani which was taken over by the R&KR in 1900 was dismantled in 1915.16 and its materials were carried to the Middle East theatre of the First World War 1914 – 1919.

The Bareilly-Kasganj section, 63.95 miles, was opened in 1906.

The portion from Soron to Kasganj was taken over from the Rajputana Malwa Railway in the same year. Under a contract dated 8 September 1890, the working and completion of the Lucknow–Bareilly Railway was transferred to the Company. The combined system continued to expand until 1916 when the company's lines had total route mileage of 258.72 and the State lines of 311.16.

For years the control of the Rohilkund and Kumaon Railway including Lucknow– Bareilly Railway, and that of the Bengal and North Western Railway including the Tirhoot Railway, was under single management. This continued till 31 December 1942 when the two company owned systems were acquired by Government, prior to their consolidation into the Oudh Tirhoot Railways.

The first section of this line was opened on 12 October 1884 when Bhojeepera–Kathgodam was connected with Bareilly, a distance of 12 miles. The Lucknow–Bareilly Railway was taken over by the Rohilkund and Kumaon Railway Company in an unfinished state on 1 January 1891.

The Lucknow-Bareilly Section was worked virtually as an integral part of the Rohilkund and Kumaon Railway system.

In 1943 January 1, a new tributary emerged and was called Outh & Tirhoot Railway (OTR)

This was possible when the lines owned by the erstwhile and already merged identity of Bengal and North Western Railway (BNWR) and Rohilkund and Kumaon Railway (RKR) companies were acquired by the State. Together with the Tirhoot State Railway, Mashrak Thawe Extension (formerly managed by BNWR) on behalf of the state and Lucknow Bareilly Railway (formerly managed by RKR) were amalgamated as one State Railway System called the Oudh and Tirhoot Railway.

From Kasganj the line took a westerly direction upto Mathura (105 kilometres) from where it went south for 34 kilometres and met at Achnera. From Kanpur there was a direct route to Agra via Tundla. The construction of railway line from Achnera to Kanpur was, therefore, considered important. It was not only to constitute an important feeder to Rajputana–Malwa Railway but was also to serve the thickly populated area inhabiting near Ganga. Rajputana–Malwa railway was made over to BB & CI in 1886.

Kanpur–Achnera section was constructed in phases viz., Kanpur–Farrukhabad, Farrukhabad–Hathras and Hathras–Achnera sections. It was also made over to BB & CI.

The old telegraph line upto Fatehgarh was dismantled by the Telegraph Department and a new line was put along the railway line. Every station was connected with this lines. During 1882–83, additional sidings, quarters were constructed.

Opening of different rail sections over ROHILKUND & KUMAON RAILWAY

Main Lines

Bhojeepera-Kathgodam 12.10.1884

Extension-

Kashganj Extension

Bareilly to Soron 29.01.1906

Soron to Kashganj 04.01.1885

Ramnagar Extension

Moradabad to Got 10.05.1908

Got to Kashipur 11.01.1908

Kashipur to Ramnagar 01.04.1907

Kashipur Extension

Lalkua to Kashipur 15.12.1907

Shahjahanpur Extension

Pilibhit to Bishalpur 24.02.1911

Bishaipur to Carewganj 13.01.1912

Shabhaznagar to Shahjahanpur 18.03.1916

Lucknow-Bareilly Railway Main Line

Lucknow to Sitapur 15.11.1886

Sitapur to Lakhimpur 15.04.1887

Lakhimpur to Gola Gokaran Nath 15.12.1887

Gola Gokarannath to Pilibhit 01.04.1891

Pilibhit to Bhojeepera 15.11.1884

Bhojeepera to Bareilly 12.10.1884

Branches & Extension

Bareilly Grain Siding 01.04.1894

Kauriala Ghat Extension

Mailane to Sarda	01.01.1892
Sarda to Sohela	10.03.1893
Sohela to Sonaripur	18.03.1894
Sonaripur to Kaurilaghat	02.01.1911

Chandan Choki Extension

Dudhwa to Chandan Choki	01.04.1903
-------------------------	------------

Gauri Phanta Extension

Dudhwa to Gauri Phanta	15.04.1914
------------------------	------------

Barmdeo Extension

Pilibhit to Barmdeo	15.05.1912
---------------------	------------

Three Generations that shaped history

It is only fitting that one of the existing three divisions of NER, Izzatnagar has been named after them. In addition, the bridge over River Ganga at Allahabad on the Varanasi-Allahabad line is also called the Izat Bridge.

The first of the troika Alexandar Izat was the second Agent of BNWR from 1883 to 1904 and it was in this period that the main line of this Railway from Sonapur via Chupra, Siwan, Gorakhpur to Lucknow was laid. The Gonda-Gorakhpur loop and major portion of Chapra-Benaras-Allahabad line was also laid.

Lt. Col. W.R. Izat who was the son of A. Izat was the Agent of BNWR from 1920 to 1927.

His son Sir J. Ronnie Izat was the Agent of BNWR from 1941 to 1944 and it was in his time that the Oudh Tirhoot Railway came into existence in 1942 and he was the first Agent upto 1944.

The father-son-grandson troika saw over the destiny of this Railway for a Period of 131 years which were important years of formation of North Eastern Railway. No wonder the lads are an inseparable part of History of North-Eastern Railway.