

**British Balochistan Borders Cover by North West State Railway...  
A Politic, Logistic & Strategic Move of British Raj in 19<sup>th</sup> Century.**

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**Abstract:**

*The aim & objectives of study to highlight the Gigantic Railway Network of Communication in North-West part of British India. In order to cater the Commercial, Logistic & Defense Strategic Services; East India Company (EIC-1612-1857) devised a mega project in this area. The Balochistan Painesville occupied the massive area; & consists of more than 350,000 sq.km. The Balochistan possesses a unique history in British Empire. Geographically; it comprises mostly on Mountains, Plateaus, Barren & Deserted area. Balochistan located on Arabian Sea & buffer state between Iran & Afghanistan Borders. Post 1857; a new era begins in India; British Raj adopted modern method of communication. In this regard; Government established multiple Railway Lines & Stations. Therefore; British officers & engineers were posted. In 1870; a Gigantic Railway Network plan initiated to connect the entire region by Railway line. British Govt. realized the Strategic importance of Balochistan So it was mandatory to protect the border from the Great Game. I have special focus on the Baluchistan Railway & highlight the value & importance of Bridges, Tunnels Railway Infrastructure in North West of British Colon. The British Raj laid down more than 100 railway stations, 1400 km Railway line 30 Tunnel & 800 small, medium & large scale bridges. British Imperialism was on stake in WW-I&II, So during war Britain achieved the success on behalf of North West Railway.*

**Introduction & Background:** The Means of Communication is very significant for any country or Region. East India Company (EIC) stepped in India (1612-1857) as a mercantile company but later EIC control over the entire Subcontinent. In 1804; Railway Locomotive invented by Richard Trevithick, the following decade improved the Steam Engine. Later the massive demand of cargo & passenger it has change the means of transportation. In Europe, the Railway Companies operating their business very successfully.

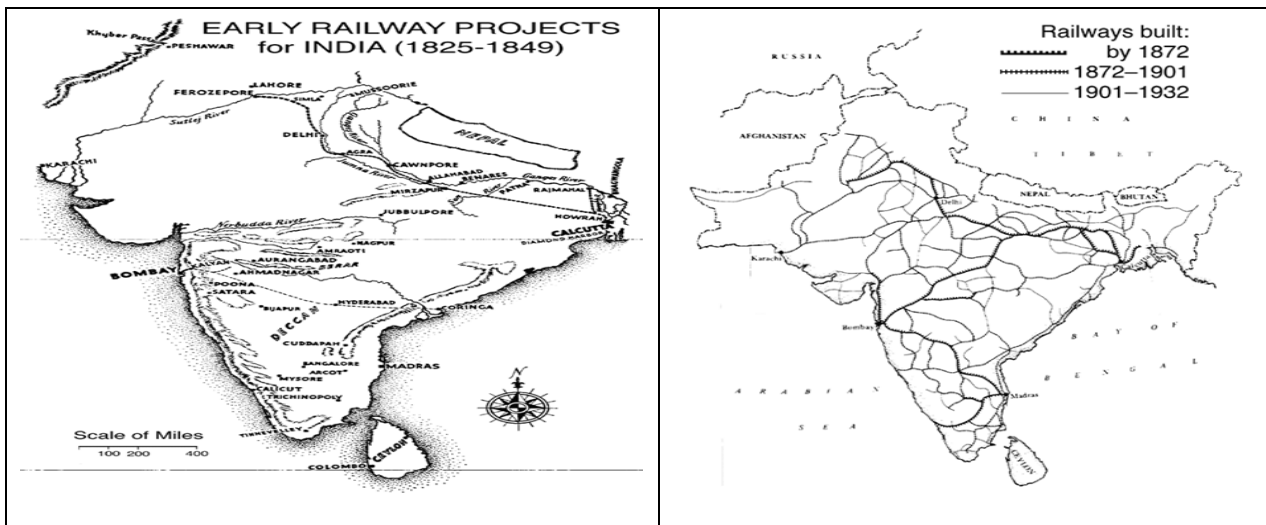
			
East India Railway 1835 Established....	Great India Peninsula Railway 1849-1865.....	Scinde & Punjab Railway: 1870-1886.....	North-Western State Railway: 1886-1947.

In 1832; East India Company purposes the modern infrastructure of Railway in India, eventually the history of railway begins in Subcontinent. The EIC introduced, “East Indian Railway” (EIR) launched Railway System in East India South & North India, a Company such as the Great Indian Peninsula Railway, (GIPR) South Indian Railway, Bombay, Baroda & Central India Railway and the North-Western Railway operated in

other parts of India. The GIPR established on 1<sup>st</sup>, June 1845 in London with four million GBP Capital.<sup>1</sup>Indian Railway History-Part-I-1853-69.www.indianrailway.org.comThe Great Indian Peninsula Railway Company incorporated on August 01, 1849 in India. In mid-19<sup>th</sup> century; EIC introduced Road, Rail & Telegraph for modern means communication. The Governor General of India Lord Delhaize gave approval of the Scinde Railway & enlisted as Railway Company in July 1855. The Scinde Railway started work in December 1855. Mr. T.A. Yarrow & William Author Breton completed its first survey for Northern India & submitted report on June 15, 1857.<sup>2</sup>Indian Railway History--Part- II- 1870-99.www.indianrailway.org.com –

**Map of North**

**West of British India 1850-70. Fig. No.1& 2**



**Time  
Line  
of**

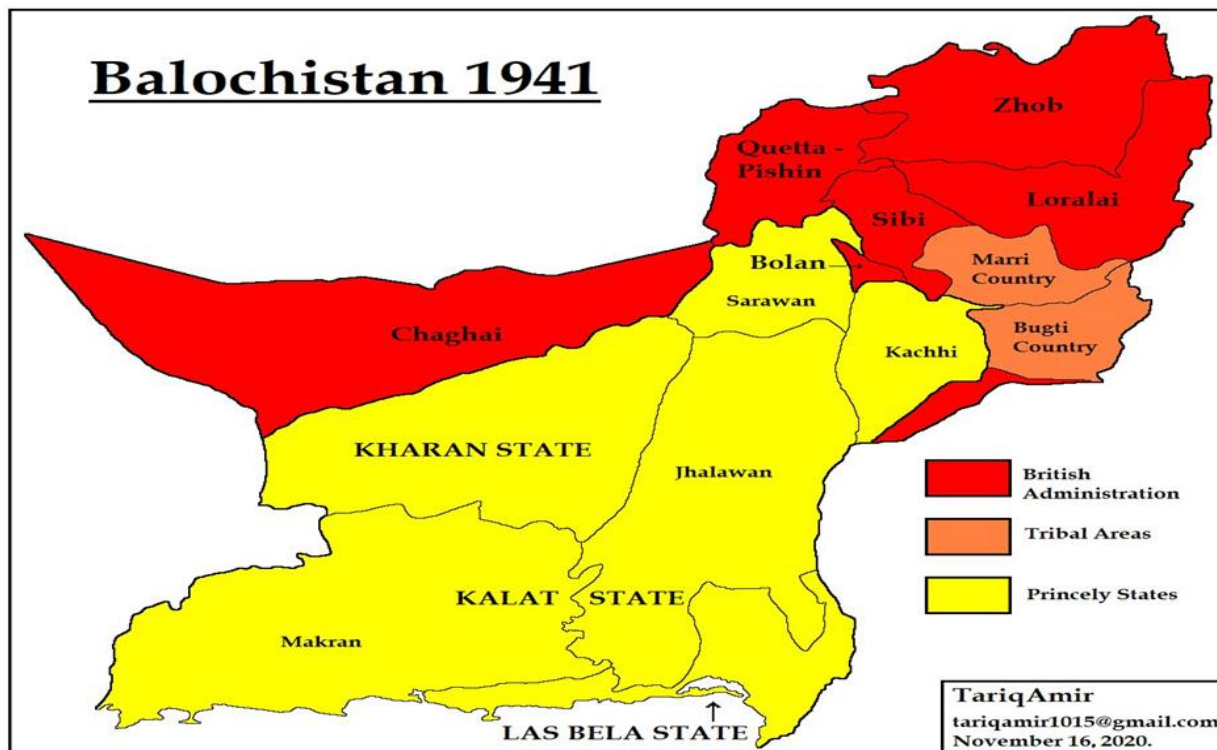
**Railway Companies in Sindh & Punjab British India; 1849-86.**

1. Great Indian Peninsula Railway (GIPR) Company incorporated on August 01, 1849.
2. Scinde Railway (SR) operated in Sind Karachi Port during the British Raj--1855-85.
3. Punjab Railway (PR) operated during the British Raj in Punjab Province 1857-85.
4. Multan—Lahore---Amritsar Section Survey by Scinde & Punjab Railways-----1859.
5. Multan--Lahore Track 200 miles-----312 Km Completed 1865.
6. Lahore – Amritsar Track 31 miles -----50 Km completed 1867.
7. The Scinde, Punjab, Delhi Railway (SP&DR) formed on 1870 from the-----.
8. Delhi Railway Companies. ----- As per the Railway Act of India 1869.
9. Punjab Northern State Railway Established in British India-----1876-1886.
- 10.

3. Sir Macdonald Stephen, The History of the East Indian Railway, 1906, pp.68.

Initially; trains were operated for cargo services. First Train commenced from Red-Hills to Chintadripet Bridge in Madras on 1836-37. GIPR was initially proposed for a length of (2,100 km) to connect Bombay with the interior of the Indian Peninsula to the major City & Ports. It meant to increase the export of cotton, silk, opium, sugar and spices & others products & Raw-Material from India. On April 16, 1853; first passenger train in British India operated by GIPR between Bori Bunder (Mumbai) to Thane. Following years GIPR

extended the Railway Tracks in other parts of India. From 1855; Scinde Railway (SR) started operation in Sindh in British Raj 1855-85. 4. Sir W. P. Andrew, pp.387. A massive contract of 174-km long Railway Line to be awarded to (SR) Scinde Railway to construct a meter gauge between Karachi & Kotri; the work commenced on April 18, 1858 & inaugurated by Sir Bartle Ferrier (Commissioner of Karachi). The mega project completed after three years on May 13, 1861. The Railway Service opened for public & it was the first railway line for public in North-West of India. On 1857; Punjab Railway (PR) was founded 1857-85. The Scinde & Punjab Railway completed its survey on 1859 & (**Multan-Lahore- 312-km & Lahore-Amritsar Sections 50-km** 362-km railway line contract awarded to **Scinde & Punjab Railways**. Both companies have joint venture & completed mega project on December 1865. 5. H.C. Hughes, *Saga Journal*, November 1962, pp.54-62. From Multan to Kotri there was no Road & Rail Link so it was a dare for Defense & Economic needs. The British Govt. proposed a 680-Km Railway including Gigantic Bridges on River Sutlej & Indus. British Government proposed survey for the North-West Region on 1865; Sutlej River Bridge & Railway Line works started in 1872 by accomplished multiple Surveys of British Engineers. Finally; Indus Valley State Railway (IVSR) awarded contract in 1872 & on June 07, 1878; Empress Bridge Bahawalpur Inaugurated by Director General; Public Works Department (PWD); Col. Sir Andrew Clark. PWD paid a vital role in history of British Raj; the PWD was Central & Major Department of British India. PWD responsible for Irrigation, Railway, Civil Engineering, Road, and Building & Town Planning. Military Installation was core of the job. PWD established on 1848, further it legitimized on 1854. 6. James Richard Bell CE. Paper No 1682- Published 1881, pp. 242. Initially, there were three major branches were combined in (Civil, Railway & Military in Public Works Department, later in 1866-68, all Units split due to the importance of each department. PWD is one of the oldest departments of British India; the Royal Civil Engineers & Architects of UK were inducted & trained here. So British Engineers paid a vital role for British Imperialism. The Map of Northern-Western part of India & Red Line highlighted the missing Railway line. It was a mega project to bridge the North-West to the Punjab Province. The Project having commercial & Strategic significance from Multan to Kotri 680 Km railway line was about to be constructed. The Government of India approved the project & commenced in 1872, Mr. Alexandra Meadow Randal (1829-1918) designed & Mr. William St. John Galway, (1833-91) as Chief Engineer constructed the Empress Bridge over Sutlej River. Earlier he successfully completed the Jhelum River Bridge (Alexandra 1876). The Sutlej Bridge also known as Adam Wahan Bridge is the only rail bridge over Sutlej River in British India. 7. H.C. Hughes, *Saga Journal*, Vol No. 6, Issue 4, - November 1964, pp.1-4.



Actually,

Baluchistan territory comprises with multiples geographical features, vast desert, huge Rives and Plateaus & Rigid Mountains. To connect the Geographical Region; British Engineers faced these obstacles & decided to build Historical Bridges, Tunnels which was basic challenge for Railway Infrastructure. The British Raj laid down more than 1400 km Main Railway line, Branch Line & Chord Line; more than 100 Railway Stations, 30 major or minor Tunnels & 800 small, medium & large scale Bridges.<sup>8</sup> Holdich, T. Hungerford, The Indian Borderland 1880-1900, pp.122. The Baluchistan remains the biggest territory of British India. From 1800-1947AD British control over Baluchistan by Chief Commissioner, it was less than fifty percent of total area. In given map shows the political position of British Raj. Although; Tribal System also remains implemented in Baluchistan & British Govt. facilitate the Princely State & Tribal Lords. Kalaat State 1512-1955, Makkran State 1745-1955, Les Bella State 1742-1955 & Kharan State 1697-1955 possess the Princely status in Mughal era and remains loyal & allied with British Raj.

In 1830; East India Company (EIC) took a little interest in North West part of Subcontinent. Actually; EIC focused on Province of Punjab & Sindh. Punjab was under Throne of Maharaja Ranjeet Singh 1799-1849 & Sindh was ruled by Talpur 1785-1843. In 1838; EIC & Ranjeet Singh has joint adventure to replant the deposed King of Shah Shuja in Kabul (Afghanistan). In recent past; Russians extended bilateral relation on Central Asia & Afghanistan & have influence on Kabul. As per plan joint forces would attack multidimensional, one side attack from Khyber Pass, second Adam Khel Pass & 3<sup>rd</sup> Quetta side. The Forces

assemble at District Shikarpur of Sindh & further marches to Quetta via Bolan Pass & approaches to Kandahar & Kabul. 9. Barmani, Dr. Abbas. *The Great Game: Afghanistan and Balochistan* 2008, pp.87.



The Theory of The Great Game refer to the Revelry between Russians & Britains. Both Nations wanted to control the Central Asia but Afghanistan was a Buffer State.

“SAVE ME FROM MY FRIENDS!”

Unfortunately; Strategies failed & Dost Muhammad Khan retrieves the throne. In first Anglo-Afghan war British faced heavy loss and campaign gone useless & War ended in a disastrous. The British Forces first ever engaged on Anglo-Afghan War 1838-42 & realized the multiples deficiencies on Strategic & Foreign Front. Eventually; British army retained Bolan Pass, Quetta, Chaman and Kandahar. The British Raj first time ever recognized the strategic value of Quetta & adjacent area. The following years, military check post & cantonments were established in entire region for political, logistic & military strategies. The dramatic political change occurred by the Conquest of Sind by the British General Sir Charles Napier in 1843. Sindh annexed with EIC & later Punjab also annexed and Ranjeet Singh's legacy comes to ends in 1849. 10. Heathcote, T. A. *Balochistan, the British & the Great Game*. 2015, pp.192. Eventually, East India Company up holds a strong control over the Subcontinent. From 1849-57; EIC proposed multiples mega projects in region. But Post War of 1857; the political & military scenario suddenly changed; EIC replaced by British Indian Government. British “Think Tank” decided to procurement of Baluchistan & Frontier Boarder. North West part was a buffer state between Iran & Afghanistan. In 1857; The Chairman of the Scinde, Punjab & Delhi Railway, Mr. William Andrew suggested that Railways to the Bolan & Khyber Passes would have a great strategic role in future to any Russian aggression 11. Burace. R. Isaac, *In the Forward Policy & its Results*, 1900, pp53.. No action was taken until 1876, when Britain decided to keep at least one route into Afghanistan open all year round to permit the rapid

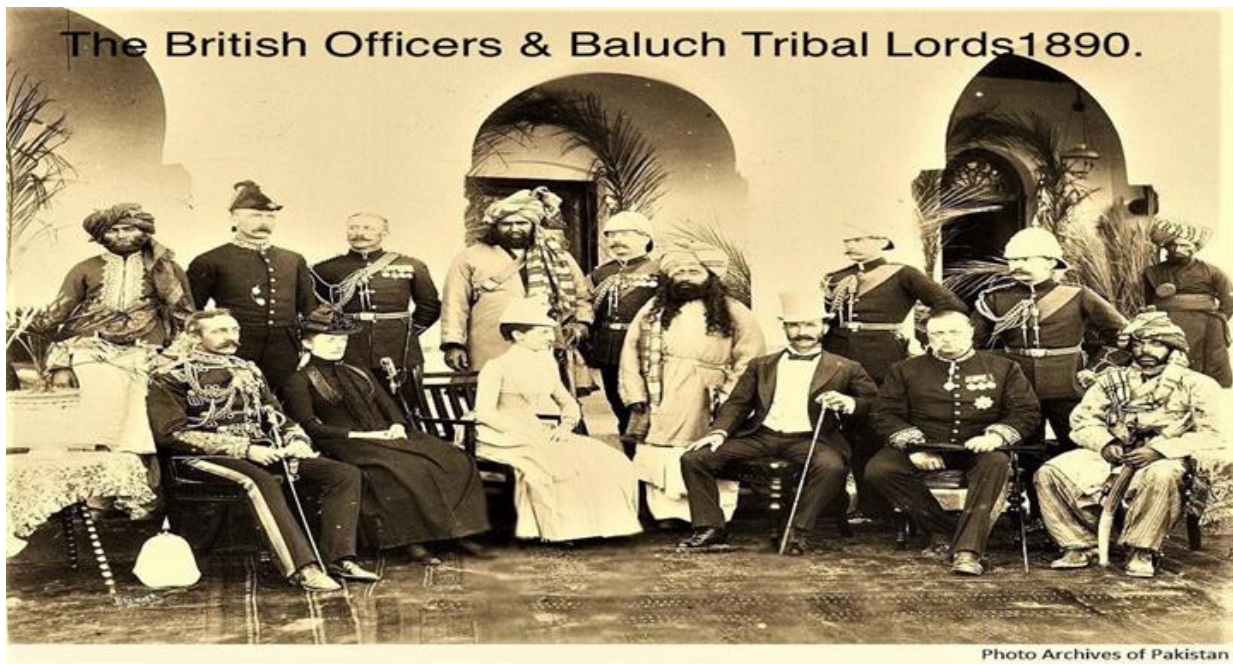
deployment of troops from Karachi to counter any threat to India. Orders were given that a railway should be built to Quetta, near the Afghan border, and this developed into a scheme to reach Kandahar. Since the India Colonized; the British paid less attention in North West part of Subcontinent, because Central & Eastern India was major focus in British Empire. The Baluchistan Province remains part of British Raj 1800-1947; it was last edge of North West of British India. Secondly; USSR (Communism) was ultimate challenge for British Empire. Strategically; British wanted to control over the entire region. In meanwhile; British faced 2<sup>nd</sup> Anglo-Afghan War 1878-80 & again results were not in favor of the British Army. British Raj decided to cover the area by installed the Cantonments & engages the Political Development in Baluchistan.<sup>12</sup> Balfour, Lady Betty, London, 1901, pp.187.

The Amir of Afghanistan sandwiched between the British lion and the Russian bear. Punch, 30 November 1878.

<b>1<sup>st</sup> Afghan Anglo War 1838-42AD---- Treaty of Rawalpindi, 1842.</b>
<b>2<sup>nd</sup> Afghan Anglo War 1878-80AD---- Treaty of Gandamak, May 26, 1879.</b>
<b>3<sup>rd</sup> Afghan Anglo War 1919-19AD---- Treaty of Rawalpindi, August 08, 1919.</b>

Mr. Sir Robert Groves Sandeman (1835-92) a brilliant military officer in British India, he posted in Baluchistan as Chief Commissioner as well as Special Agent to Governor General of India (1866-92). He initiated Political Pacification in North West with on behalf of Governor General of India. Actually he was architect of British Diplomacy in Baluchistan among the Princely State, Tribal Lords & Urban Community. Mr. Sandeman initiated the political discourse and series of Treaties with Baluchistan. Princely State of Baluchistan has serious internal issues; Mr. Sandeman not only settles them & made the allied of British Govt. In 1877; British Govt. declared the Princely States of as Baluchistan Agency, after the Treaty of Kalaat in 1876 signed by Tribal Lords of Balch, where they accepted the Imperial Supremacy. Thereafter, Mr. Sandeman introduced Semi Political System & Tribal Reconciliation Theory in Balochistan Agency, which remains effect from 1877-1947.<sup>13</sup> Thornton, T. Henry, Colonel Sir Robert Sandeman His Life and work, 2017, pp. 156. However in start; process of dialogue was opposed by the high official level but it produced tremendous results for colonization of British India. The province originally transformed from 1876-91 by three treaties between Col. Sandeman & Khan of Kalaat. In 1854; Treaty was renewed by Khan of Kalaat, he accepted the suzerainty of British Raj. Hereafter; British army increases the political & military might in Quetta and extended influence over the Kalaat & took responsibility for internal and external peace and security. British deputed the troops in this regard. The Treaty of 1854 was a treaty of alliance offensive and defensive. Actually, Treaty of 1854 was reaffirmed the Treaty of 1876 by Lord Lytton (with recommendation of Sandeman's approval).<sup>14</sup> Awan, A. B. In Balochistan: Historical and Political Processes, 1985, pp.92. Herein after; The British Administration secures the rights to nominate the local "Sardar" and in case of dispute the final decision would made by Governor General of India. British Raj granted honorary scholarship for local Sardar & Tribal

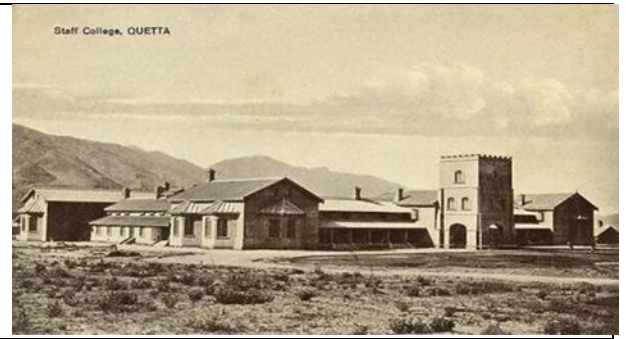
Lords. Initially; 50000/Rs allocated for Khan of Kalaat & following years the amount was double 100000/Rs. 15. Aitcheson, C. U., A Collection of Treaties, 1892, pp. 209. Others Tribal Lords were also blessed with same tradition but amount was not equal to Khan of Kalaat. Having a successful treaty, British Raj lunched mega projects like telegraphs, cantonment, railways & roads were made for trade route and in this way the reign comes under control of British Empire.



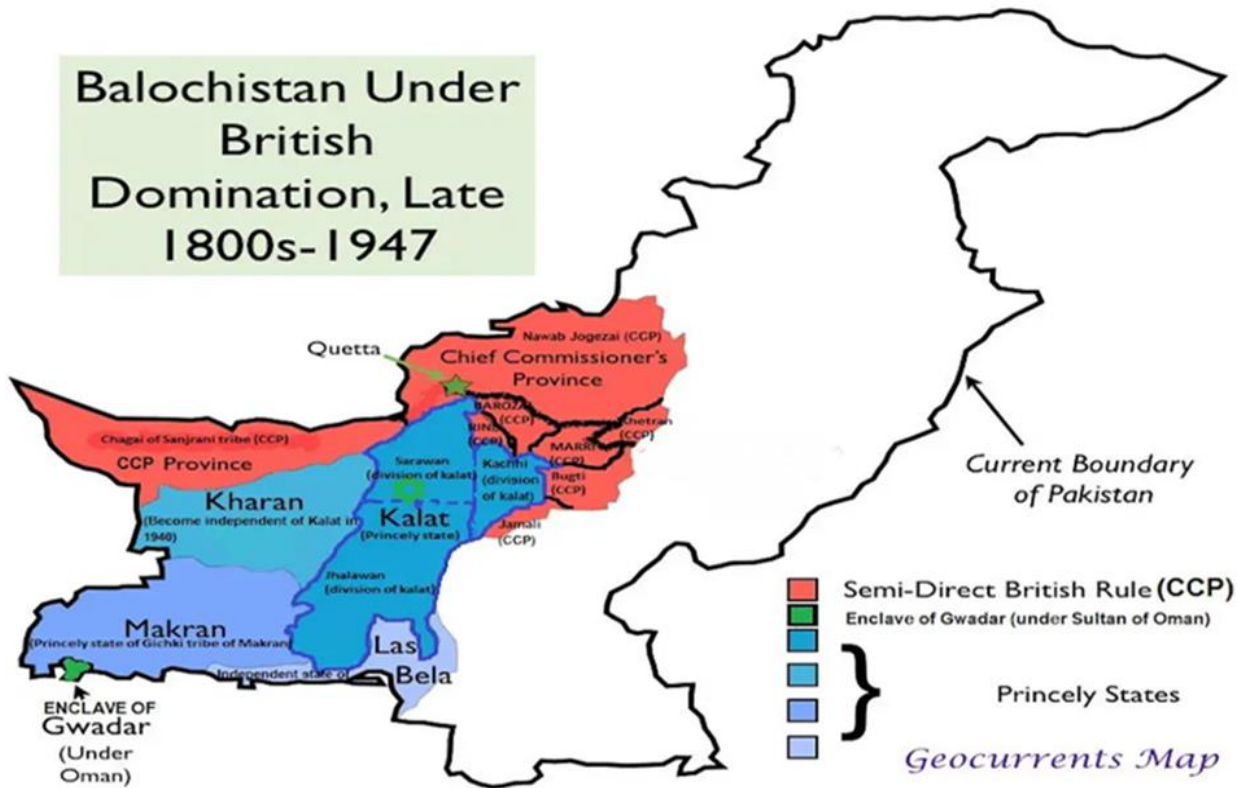
The Khan of Kalaat was the Chief of Baluchistan Confederacy & British Government recognized the value of Kalaat trade route & paid him 800,000/Rs annually. In 1890 & 1891; a series of politico-military expeditions were carried out, which resulted in the occupation of Zhob Valley & foundation of Cantonment. 16. First Administration Report of the Baluchistan Agency, Calcutta, 1886.

In 1893, a controversy arose between the Khan of Kalaat & Chief Commissioner of Baluchistan. Mr. James Browne frame charge sheet against Mir Khudadad Khan's outrageous conduct in management. Finally, Mir Khudadad Khan deposed and his son Sir Mir Mahmud Khan succeeded as Khan of Kalaat. Regular British Army stationed at Quetta, Chaman, Fort Sandeman, Loralai and Zhob. Furthermore; Police Force & Levy Crops were deployed for the maintain the Law & Order.

Occupied the Quetta City .....	1876
Established the Cantonment of Quetta .....	1877
Take Over the District Administration.....	1879
Take Over The Kharan.....	1883
Take Over The Bori Valley & Loralai... ..	1886 & 1903
Take Over The Chhaggi & Sanjrani Territory ...	1889
Take Over The Noushki Niabat.....	1899
Naseerabad occupied.....	1903
Established the Army Staff Collage in Quetta....	1905
Established the Telegraph System in Quetta.....	1910



**Balochistan Under British Domination, Late 1800s- 1947**



In II-Afghan War 1878-80; British control of rest of these areas and next year Treaty of Gandamak signed. Mr. Yaqoob Khan, the King of Afghanistan, as per accord accepted suzerainty on the Districts of Pishin, Quetta, Loralai, Sibi and Zhob to the British Raj. The British Baluchistan Administration consists of six districts by Chief Commissioner & only 46,960 sq. miles possessed. 17. Tucker, A. L., Sir Robert G. Sandeman: *Peaceful Conqueror of Baluchistan*. 1921, pp.121. Chief Commissioner worked as Administrative head & as well as Agent for Princely States & Tribal Lords. The District Political Agents work as the Collectors, District Magistrates and Judicial Authority, District Political Agent as follows: Quetta-Pishin, Sibi, Zhob, Loralai, Bolan Pass and Chagai. The British Indian Govt. was deeply concern in Baluchistan so they posted the strong Civil & Military Administration in Baluchistan. From 1876-1947; Chief Commissioner was responsible for Political & Law & Order. In last seven decades; forty-seven Chief Commissioner were posted, Sir Robert



Groves Sandeman thrice time, Sir H. Shakespeare Barnes & John Ramsay five times in British Colonial Rule in Baluchistan. In 1767; the premier comprehensive Survey of India for multiple purposes conducted by Col. Sir R. T. Henry (1838-1922) by the mapping the vast holdings area of East India Company. It remained in operation following decades & until Independence. On 1886; Mr. Henry publishes with updated information, political & geographical boundaries & Rail & Road Infrastructure.

<b>1<sup>st</sup> Phase of Railway in Baluchistan: Rohri to Quetta &amp; Chaman .....1874-1880</b>
<b>2<sup>nd</sup> Phase of Railway in Baluchistan: Quetta to Pashin &amp; Kandahar ...1880-1885</b>
<b>3<sup>rd</sup> Phase of Railway in Baluchistan: Zohb Valley State Railway..... 1916-1920</b>
<b>4<sup>th</sup> Phase of Railway in Baluchistan: Quetta to Dunzap State Railway. 1905-1922</b>

In 1874; Railway Survey was conducted by Engineer (PWD). Military Works Branch of PWD in British India Govt. proposed the **Sind-Pishin State Railway-- (SPSR)** strategic & logistic rail line project. From 1874-1880; (Ruk) Rohri to Quetta Railway line lay down. It was 535-km long & more than 36 Railway Stations constructed. Initially; it was completed up to the Quetta but later it extended up to the Chaman & further plans to approaches at Kandahar. 18. Luni, Aziz. 1992. The Scindy & Punjab & Delhi Railway Company awarded the contract. According to Indian Gazetteer 1880; the works commenced Rohri to Sibi Junction on October 06, 1879 & finalized on January 14, 1880. The Project of 133 miles Railway line completed on war footing. More than 5000 people worked day and night in wilderness & water less desert of Baluchistan. 19 Lipsett, H. Caldwell, In Lord Curzon in India 1898-1903. London: 1903, pp.45. This extraordinary job has no parallel example in the history of railway engineering. In 1880; Kandahar State Railway proposed by PWD & finally on 1881 it runs between Sibi to Kandahar. It was most challenging project of Indian Railway history, Bolan Pass, Mashkaf Valley, Chappar Rift & multi-mountains, River belts across by the Railway Engineers.

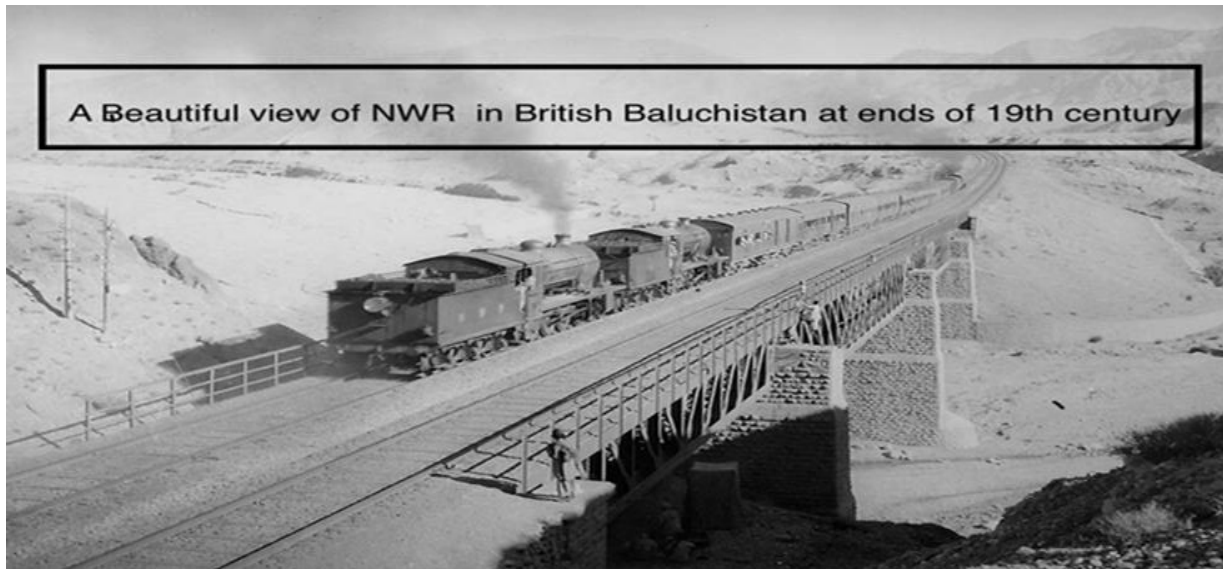


**Elgin Bridge in the Dozan Gorge (Bolan Pass) British Baluchistan.**

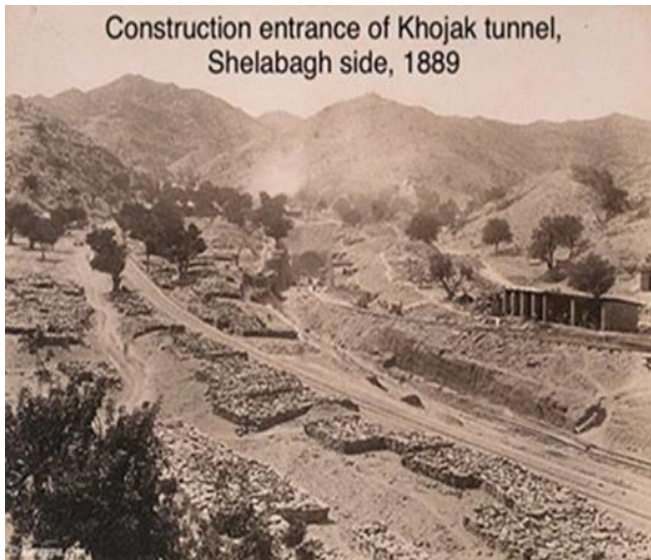
Since railway was the fastest way to transport troops, Russia was swiftly embroidering Asian deserts with steel threads east of the Don River even as British engineers hastened to match stitch for stitch

through the Subcontinent and across the shale and limestone barriers of the Suleman Mountains and the Bolan Pass. 20 Syed, J. H. The British Advent in Balochistan, 2007, pp.53-75.

Since the 19<sup>th</sup> Century, British military think-tank was worried, if the Russia might advance through Afghanistan towards India Colonial Rule and it was permanent threat to British in the subcontinent. In case of full scale aggression by Russian, British India would be defense less in North West Frontier, so it was essential for politics of “Great Game” in Central Asia by the two rivals Russian vs. Victorian.

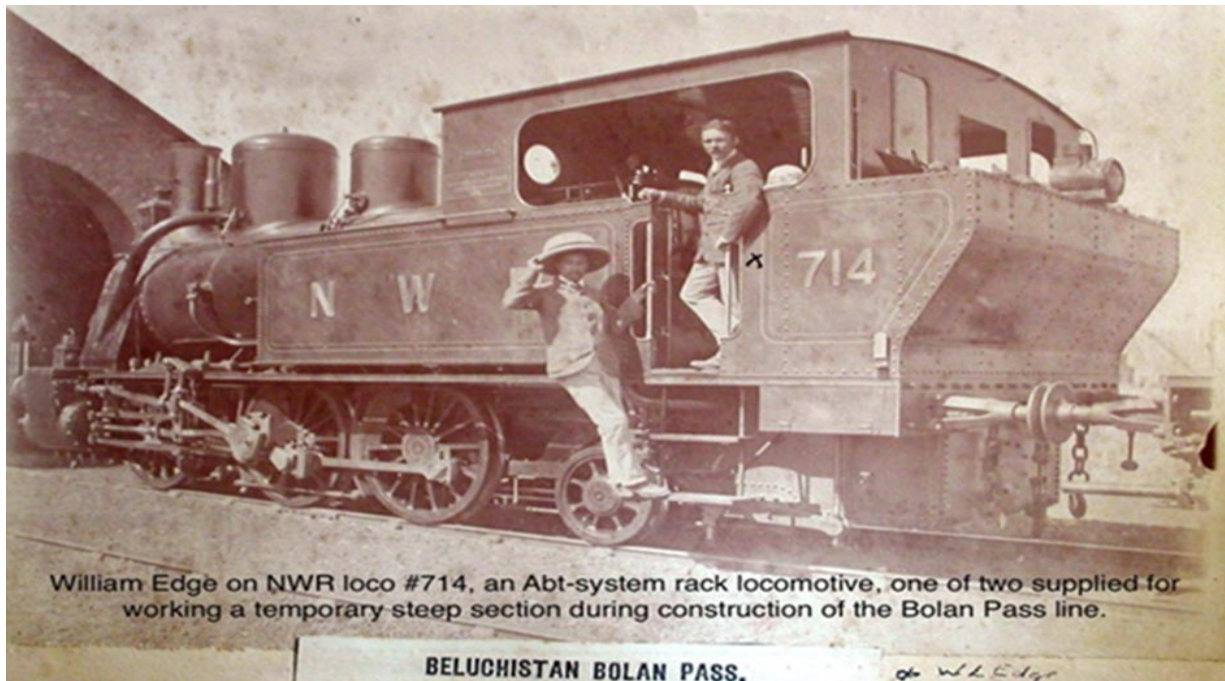


In March 1880; Britain & Persia agreed the Herat Convention. Persia would take control of Herat City of Afghanistan & British troops to be stationed there & lay out the Railway or Telegraph Office. On other side, Russia installed the mega Railway Line in Turks- Russian in 1880. 21 O'Ballance, Edgar, London 2002, pp. 121. Later on 1910; Russian proposed a Trans-Persia mega project from Tehran to Yezd, Kerman, Seistan and Noushki. This raised the risk of Russian troops being able to occupy Kandahar and Quetta, outnumbering available Indian army forces. 22. Aurang Zaib, SARJANA, Vol. 36, No. 1, June 2021, pp. 74-87. But Amir of Afghanistan, (Abdul Rehman-Rule-1880-1901) banned the project of Railway & Telegraph on the support of Russian.



The Khojak Tunnel constructed by the [“Sind-Pishin State Railway”](#) (SPSR). The [“Quetta Railway”](#) ordered by British Government in 1876 as a Strategic Policy. The Section from Ruk Junction-Sibi opened 1880, constructed by the SPSR which extended from Sibi via Quetta, Mushkaf and Bostan 1887. [23. Edmund, Yorke, Playing the Great Game: 448pp.;](#) The [“Mushkaf-Bolan Section” through the Bolan Pass](#) was a major challenge for construction. British Railway Engineers built wonderful Railway Bridges & Tunnels in North West, Khojak Tunnel is also one of them and it located at Khawaja Amran Mountain, 113 km from Quetta City & connects the towns of Sanzala and Shelabagh in Qilla Abdullah District. [24. Mughal, Owais, Khojak Tunnel, December, 2006, pp.1-3.](#) Over 320 km long, the line reached Quetta in March 1887, through barren mountains inhabited by armed tribesmen. The Length of Khojak Tunnel is 3.9km (2.4miles), it was gigantic & never constructed before. Equipment & Machinery ordered from England. Massive labor recruited from all parts of India. On April 14, 1888; Work carried out & and on September 5, 1891 Tunnel was completed. [25. Aurang Zaib & Dali, A. B. M. 2002, pp.13-24.](#)

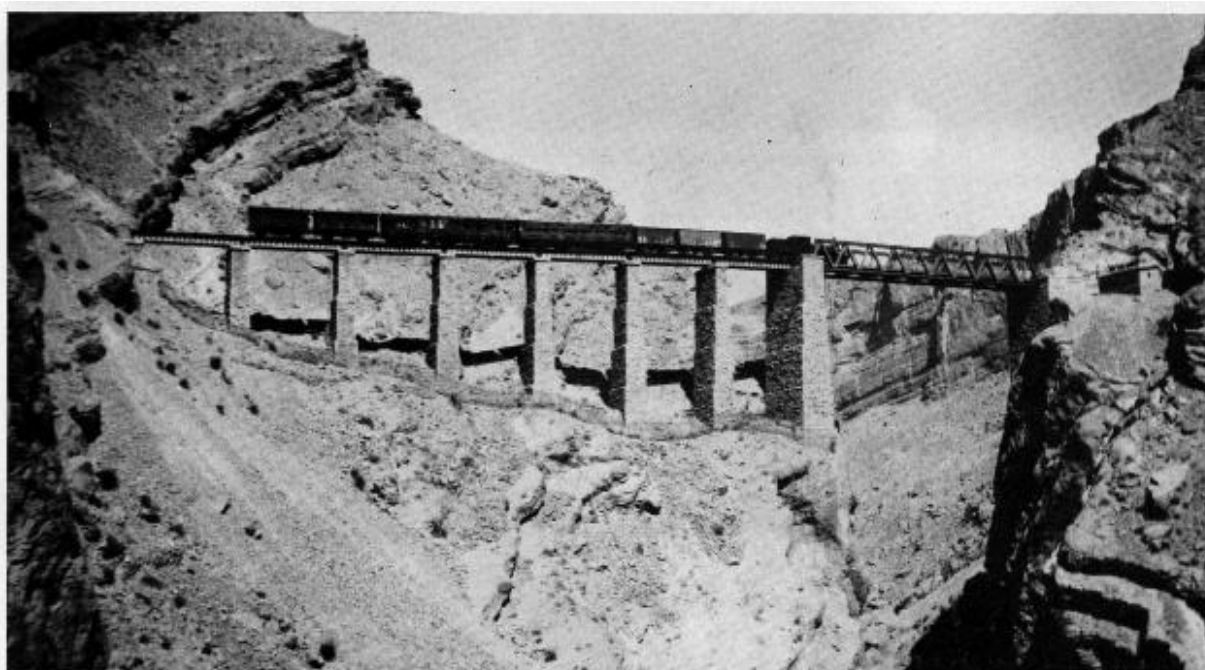




On September 30, 1891; the Chaman Extension Railway was opened, linking Bostan, north of Quetta, to the Afghan frontier. The buffer stop lay 5 km beyond Chaman fort, and just 200 m short of the Durand line, the Afghanistan-India border which was drawn around the railway when the frontier was fixed by Sir Mortimer Durand in 1893. 26 Malleon, Lt. Col. W. 1983, pp. 176. A supply depot was set up at Chaman containing the rails, sleepers and bridge parts required to extend the line the remaining 108 km to Kandahar in the event of a military emergency. The Sind-Pashin railway project completed by the hard work of Railway Engineers in late 19<sup>th</sup> century; but this was not full stop of Railway. By start of 20<sup>th</sup> century; British Central Indian Railway, proposed the “Zohb Valley State Railway” (ZVSR). The (NWR- Zone) carried out the task in First World War & completed on 1916-20; it was branch line from Bostan Junction to Zohb. 27. Mughal, Owais, Khojak Tunnel, December, 2009, pp.2-3

This portion consists of 300 km and comprises on nine Railway Stations included, Bostan Junction, Khanai, Churmian, Kan Mehtarzai, Muslimbagh, Kila Saifullah, Alozai, Badinzai & Zhob. This project was specially lunched for Mining of Chrome, there was dare demand in World War -I. 28. Syed, F. U. S. Baluchistan, British Rule, 2013, pp.23-30.The Quetta-Taftan Railway Line was major military route of British forces to link with Iran; it starts from Quetta station and continue beyond Koh-e-Taftan station in high mountains in west. Its length is 612 kilometers (380 mi) to the Iranian border.

The  
“Trans-



*N.W.R. Heavy L on a mixed train in the 1930s crosses the Chappar Rift over the Louise Margaret Bridge, opened by the Duchess of Connaught on March 27, 1887, and named after her. The rails are 230 ft. above the stream. The L and Heavy L locomotives were practically the only power on this route from Sibi to Quetta for nearly 50 years. (Photo: P. S. A. Berridge)*

**Baluchistan Railway Line**” was built as the part of Strategic Military connection between British India & Iran. Mr. Lord George Hamilton, Secretary of State for India, approved the project on 1902 and work commenced on November 15, 1905. Mr. P.C. Young worked as Engineer-in-Chief and finally accomplished the uphill task on 1<sup>st</sup>. October 1922, & reached the British Railway Line to Iran (Dunzap now Zahedaan). NWR made it possible another challenge.<sup>29</sup>Rashid, Salman, *Stealth in Steel: Kandahar State Railway*, March 28, 2013, pp.3-5. In given below table further extension of NWR was made in different part of the Region. By the end of 19<sup>th</sup> & start of 20<sup>th</sup> century; British Indian government was much depended on NWR, they further extended the Railway Projects which were in pipeline. In the given detail shows, how much British Engineers were enthusiast for Railway Infrastructure in North West of India. Until 1899; North Western State Railway owned 602 Steam Locomotives, 2121 Coaches & 10312 Goods Wagons. In 1906; a steam motor coach from Vulcan Foundry was purchased. By end of 1936; the running stock increased up to 1332 Locomotives, 18 Railcars, 1494 Coaches and more than 30.000 Freight Wagons.<sup>30</sup>Indian Railway History, 1853-1947.[www.indian railway.org.com](http://www.indianrailway.org.com).

**Conclusion:** North Western State Railway (NWR) was formed on 1886 by merger of the [Scinde, Punjab & Delhi Railway](#), the [Indus Valley State Railway](#), the [Punjab Northern State Railway](#), the Eastern Section of the [Sind Sagar Railway](#) and the Southern Section of the [Sind Pishin State Railway](#) and the [Kandahar State Railway](#). Due to the vital role of Railway in North West Part of Subcontinent, British Govt. tries to overcome

the threat of Russian aggression. Moreover; British India saves its boundary by drawing the Durand Line 1893. British India cannot safeguard the entire region, perhaps extended the Railway up to the Iran. This communication link to Iran & Turkey & Europe. In World War - I & II, North West Railway (NWR) have the significant role. From 1876-1947; British Govt. holds strong in Baluchistan. Having Military Installation & Civil Infrastructure, it make easy to control the vast region of Colonial Era. **Major Extensions of NWR in North-West of India from 1886-1947.**

Expansion of Railway North West in British India 1900-28-
1. <a href="#">Quetta Link Railway</a> opened in 1887
2. <a href="#">Jammu-Sialkot Railway</a> opened in 1897
3. <a href="#">Mari-Attock Railway</a> opened in 1891
4. <a href="#">Wazirabad-Multan Railway</a> opened in 1899
5. <a href="#">Kotri Railway Bridge</a> Completed in 1899 &
6. <a href="#">Kotri-Rohri Railway</a> opened in 1900
7. <a href="#">Dandot- Khewra Salt Mine Railway</a> opened in 1905
8. <a href="#">Hyderabad-Badin Railway</a> opened in 1905, dismantled in 1917 and rebuilt in 1922
9. <a href="#">Amritsar-Patti Railway</a> opened in 1906 and extended to <a href="#">Kasur</a> in 1910
10. <a href="#">Patti-Kasur Railway</a> opened in 1909
11. <a href="#">Bannu Railway</a> under survey in 1909 but never constructed
12. <a href="#">Shorekot Road-Chichoki Railway</a> , opened in 1910
13. <a href="#">Jacobabad-Kashmore Railway</a> opened in 1911
14. <a href="#">Khanpur-Chachran Railway</a> opened in 1911
15. <a href="#">Mari Indus Railway</a> opened in 1913
16. <a href="#">Trans-Indus Railway</a> opened 1913
17. <a href="#">Mandra-Bhaun Railway</a> opened in 1915
18. <a href="#">Sialkot-Narowal Railway</a> opened in 1915
19. <a href="#">Khushalgarh-Kohat-Thal Railway</a>
20. <a href="#">Larkana-Jacobabad Railway</a> opened in 1921
21. <a href="#">Zhob Valley Railway</a> opened in 1921
22. <a href="#">Khanai-Hindubagh Railway</a> opened in 1921
23. <a href="#">Mushkaf-Bolan Railway</a> opened in 1922
24. <a href="#">Khyber Pass Railway</a> opened in 1925
25. <a href="#">Shahdara Bagh-Narowal Railway</a> opened in 1926
26. <a href="#">Sirhind-Rupar Railway</a> opened in 1927
27. <a href="#">Bahawalnagar-Fort Abbas Railway</a> opened in 1928

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