

RAILWAY HERITAGE

INDIAN RAILWAYS



INTACH

INDIAN NATIONAL TRUST FOR ART AND CULTURAL HERITAGE

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The document contains list of Railway Heritage under the Indian Railways across the country. The list has been compiled from documents by INTACH over the years and through secondary research including the Indian Railways website. Along with the database, a Google Earth map has been prepared which contains the locations with images and brief descriptions of the buildings.

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Front cover: View of the Chhatrapati Shivaji Terminus, Mumbai;
Source: <https://www.lonelyplanet.com>

RAILWAY HERITAGE INDIAN RAILWAYS											
S. no.	Name Of Building/Site /Precinct	Town	District	State	Owner Name	Present Use	Precise Date	Property Type	Property sub type	Geo-Coordinates	Description
1	Agra Fort Station	Agra	Agra	Uttar Pradesh	North Central Railways	Railway Station	1872	Building-Civic	Station (Institutional)	27°10'55.90"N, 78° 1'4.78"E	This station was established when the British wanted to connect Agra with Delhi, Allahbad and Calcutta. It is located near the periphery of the Agra Fort, and is a double storey building with a symmetrical façade. The front verandah has segmental arches, and a crest stands along the parapet of the first floor. There is a lean-to roof tower with a tiled roof and crenellated parapet.
2	Agra City Railway Station	Agra	Agra	Uttar Pradesh	North Central Railways	Railway Station	1908	Building-Civic	Station (Institutional)	27°11'38.69"N, 78° 0'55.79"E	It was built by the colonial government for movement of troops and materials from Agra to surrounding areas. Currently it is used for passage of goods. It is built in colonial style and has a rectangular plan with a main central hall and a set of rooms on either side. The central hall has semi-circular arches, and the first floor has rectangular openings with wooden shutters. The facade has stucco mouldings, niches and false brackets.
3	Agra Cantonment Station	Agra	Agra	Uttar Pradesh	North Central Railways	Railway Station	1904	Building-Civic	Station (Institutional)	27° 9'32.55"N, 77°59'26.10"E	Located towards the south west of the city, it is the main railway station in Agra. It is a single storey colonial style building with elements of Mughal architecture such as cupolas and brackets supporting overhangs.

4	Kanpur Central	Kanpur	Kanpur Nagar	Uttar Pradesh	North Central Railways	Railway Station	1930	Building-Civic	Station (Institutional)	26°27'12.53"N, 80°21'4.90"E	It is one of the five central railway stations in India and is the busiest station in terms of passengers. Inspired by the Lucknow Charbagh Railway Stations built by the British in 1914, it is built in Indo-Saracenic style, featuring a mixture of Gothic and Awadhi architecture. It is a linear, imposing double-storey building lined with Gothic arched openings, jaalis, chattris and hemispherical domes. The red colour building has a rectangular front porch, with three bay entrances, and piers topped by finial domes.
5	Divisional Railway Manager Office	Jhansi	Jhansi	Uttar Pradesh	North Central Railways	Offices	20th Century	Building-Administrative	Offices (Commercial)	25°26'34.96"N, 78°33'26.98"E	It is the office of the DRM of Jhansi division. It is a single storey, colonial style building, linear in plan and stretches upto 240m in length. A continuous verandah runs along the front, with Roman arches outlined by hood mouldings, and dentilled cornice at the terrace level. Entrance is through a rectangular porch with three-bays of twin Roman arches.
6	Jhansi Railway Station	Jhansi	Jhansi	Uttar Pradesh	North Central Railways	Railway Station	1880s	Building-Civic	Railway Station (Transportation)	25°26'37.71"N, 78°33'12.30"E	The Jhansi Junction Railway Station is a major intercity hub and a technical stoppage for many superfast trains in India. It lies on the main Delhi-Chennai and Delhi-Mumbai line. The double storey station building is constructed in colonial style with a continuous verandah running along the front. There are three rectangular porches with three bays of twin segmental arches. The roof is a combination of terraces and lean-to roofs with gable ends. Other elements on the facade include dentilled cornices, circular clerestories, hood mouldings over arches and balustrade parapets.

7	Betwa Railway Club	Jhansi	Jhansi	Uttar Pradesh	North Central Railways	Clubhouse	20th Century	Building-Civic	Clubhouse (Recreational)	25°26'52.33"N, 78°33'40.86"E	The Clubhouse is a recreational building in the Railway colony. A single storey colonial style building, it has a simple exterior, painted in red and white colours with segmental arches along the front. Entrance is through a rectangular porch with three bays of segmental arches.
8	Officer's Rest House	Jhansi	Jhansi	Uttar Pradesh	North Central Railways	Guest House	20th Century	Building-Civic	Rest House (Commercial)	25°26'50.58"N, 78°33'37.84"E	Located in the Railway Colony, the rest houses are for the officers of North Central Railway. They are build in colonial bungalow style, with a simple façade having rectangular and Roman arched fenestrations.
9	Coral Club, Allahabad	Allahabad	Allahabad	Uttar Pradesh	North Central Railways	Club House		Building-Civic	Clubhouse (Recreational)	25°26'53.57"N, 81°49'26.69"E	
10	Lucknow Charbagh Railway Station	Lucknow	Lucknow	Uttar Pradesh	Northern Railway	Railway Station	1914	Building-Civic	Railway Station (Transportation)	26°49'51.59"N, 80°55'27.86"E	The Charbagh station was established by the British in 1914, and was designed by J.H. Hornimen. The design of the building incorporates Rajput, Mughal and Awadhi architectural elements. It has a linear, rectangular ground plan with projecting porticos. Architectural features include tudor arches with medallions on the spandrel, chattris with Awadhi domes and turrets at the building corners. A large garden stands in front of the complex.
11	Northern Railways Headquarters (Baroda House)	Delhi	Central Delhi	Delhi	Public, Railways	Northern Railways Headquarters	A.D. 1936	Building-Administrative	Offices (Commercial)	28°36'59.94"N, 77°13'50.70"E	Built as a residence for Maharaja of Baroda by Sir Edwin Lutyens. It is currently used as the headquarters of Northern Railways. The building features include arcaded verandahs, courtyards, loggias, doric columns and mouldings.
12	Northern Railway Officers Rest Houses	Delhi	North West Delhi	Delhi	Public, Northern Railway	Store	Late 19th Century	Building-Civic	Store		Currently it is a store. Constructed with bricks and sandstone, the building has niches, turrets and mouldings.

13	Northern Railway Rest House	Delhi		Delhi	Public, Northern Railway		1940s	Building-Civic	Rest House (Commercial)		
14	Office of Northern Railways	Delhi	Central Delhi	Delhi	Public, Northern Railways	Offices	Originally 1650s; 19th Century Reconstruction	Building-Administrative	Office (Commercial)	28°40'0.74"N, 77°13'56.18"E	It was the residence of the Deputy Resident of Delhi when the British came here in 1803. The main room is domed, semi-octagonal turrets stand on all four sides, and circular rooms project from north and south. The walls are made of Lakhori bricks and are plastered.
15	Old Delhi Railway Station	Delhi	Central Delhi	Delhi	Public, Northern Railway	Railway Station	A.D. 1867	Building-Civic	Railway Station (Transportation)	28°39'38.02"N, 77°13'40.00"E	One of the earliest railway stations built by the British in India. The two storied building has many gothic elements like arches and vaulted roofs. It has deep verandahs on both floors and semi octagonal turrets rise from the corners.
16	Thiruvananthapuram Central Railway Station	Thampanoor	Trivandrum District	Kerala	Government Of India, Indian Railways	Railway Station	1920s	Building-Civic	Railway Station (Transportation)	8°29'12.71"N, 76°57'9.47"E	The station came up in the 1920s when the railway line was extended further from the Trivandrum Pettah Station. Built in colonial style, the façade has exposed rubble masonry. Architectural elements include segmental arches, twin columns, loggias and pilasters.
17	H.H. Travancore Maharajah's Rest House	Kollam (Quilon)	Kollam (Quilon) District	Kerala	Owned By The Royal Family Of Travancore. Presently It Is Owned By The Southern Railways	Divisional Railway store	Constructed In 1904 A.D.	Building-Civic	Railway Store		Formerly owned by the Royal Family of Travancore, it was used as a rest house during the visit of the King of Travancore. The building represents the amalgamation of colonial and vernacular architecture styles, with brick masonry, timber roofing, Mangalore tiles, and openings of Gothic arches and stained glass windows.
18	Quilon Old Railway Station	Kollam (Quilon)	Kollam (Quilon) District	Kerala	Southern Railway Department	Railway Station	Constructed In 1904 A.D.	Building-Civic	Offices (Commercial)	8°53'9.56"N, 76°35'42.42"E	Formerly, it was the main railway station for in Kollam, and is currently used as Parcel Goods office, railway mail service office and staff rest rooms. The building blends vernacular architecture with colonial features. The ground floor has a row of tudor arches, covered by lean-to roof and Mangalore tiles, with decorative wooden eaves.

19	Clock Tower, Near Secunderabad Railway Station	Secunderabad	Hyderabad	Andhra Pradesh	Government	Clock Tower	1860	Building- Civic	Civic	17°26'27.44"N, 78°29'54.97"E	The tower was established by the British Government to honour the progress achieved by British officers working at Secunderabad Cantonment. It is built in colonial style, with exposed rubble masonry, segmental arches and mouldings.
20	Old East Point Rest House, China Waltair	Vishakhapatnam	Vishakhapatnam	Andhra Pradesh	East Coastal Railway	Guest House	1890s	Building- Civic	Rest House (Commercial)	17°43'21.57"N, 83°20'8.06"E	Constructed by the Dutch in 1892, the rectangular colonial building overlooks the bay in East Point area. It is two stories, made with stone masonry. The main access is through Roman arched verandahs in the front, and above it, a verandah stands on the first floor. Segmental arched windows are present around the other sides. The Dutch style lean-to roof is covered with terracotta tiles, and has dormer windows at the front and rear.
21	Vizianagaram Railway Station	Vizianagaram City	Vizianagaram	Andhra Pradesh	Indian Railways- South coast railways zone	Public Benefit	1894	Buildings- Civic	Railway Station	18° 6'40.25"N, 83°23'46.74"E	It is the main railway station in the Vizianagaram city and is an important station on the Howrah-Chennai main line. The station came up in 1980s, when the Bengal-Nagpur line was linked to southern railway lines.
22	Crow Borough Officer's Rest House	Railway Station, Shimla- 171004	Shimla	Himachal Pradesh	Northern Railway	Rest House	1921	Building- Residential	Rest House	31° 6'10.81"N, 77° 9'30.44"E	Two storey building constructed next to the terminus station, for engineers and officers of the Kalka Shimla Railway. Made in colonial style with exposed rubble masonry on the façade, the architectural style and interiors are well preserved.
23	Railway Board Building	The Mall, Near Gorton Castle, Shimla	Shimla	Himachal Pradesh	Government Of India	Government Offices	1897	Building- Civic	Office	31° 6'18.61"N, 77° 9'54.23"E	The building was technologically advanced for its times--made of cast iron and steel, with three basements, and fire resistant.

24	Railway Station, Himachal Pradesh(Shimla)	Chaura Maidan, Mall Road, Shimla- 171001	Shimla	Himachal Pradesh	Northern Railway	Railway Station	1944	Building-Civic	Railway Station	31°06'09.0"N 77°09'36.4"E	A small station in Shimla, it is a terminus of the UNESCO World Heritage Site Kalka-Shimla Railway.
25	Railway Station, Himachal Pradesh(Shimla)- II	Summer Hill, Shimla- 171005	Shimla	Himachal Pradesh	Northern Railway	Railway Station	1903	Building-Civic	Railway Station	31° 6'30.34"N, 77° 8'20.19"E	Built by the railway company in 1903, it is set amongst deodar forests. The framework is of wood, and galvanized sheets cover the roof.
26	Kalka Railway Station	Kalka	Panchkula	Haryana	Northern Railway	Railway Station	1903	Building-Civic	Railway Station	30°50'19.04"N, 76°55'57.28"E	It is the starting point of the UNESCO World Heritage site Kalka-Shimla Railway. The narrow gauge line provides an effective rail link across a mountainous terrain.
27	Taksal Railway Station	Taksal Village, Parwanoo	Solan	Himachal Pradesh	Northern Railway	Railway Station	1903	Building-Civic	Railway Station	30°50'41.58"N, 76°57'14.64"E	It is the stop on the UNESCO World Heritage site Kalka-Shimla Railway. The narrow gauge line provides an effective rail link across a mountainous terrain.
28	Gumman Railway Station	Gumman, Parwanoo	Solan	Himachal Pradesh	Northern Railway	Railway Station	1903	Building-Civic	Railway Station	30°50'31.44"N, 76°58'18.08"E	It is an isolated station of the UNESCO World Heritage site Kalka-Shimla Railway. The narrow gauge line provides an effective rail link across a mountainous terrain.
29	Koti Railway Station	Koti, Upmahal Nahlog	Solan	Himachal Pradesh	Northern Railway	Railway Station	1903	Building-Civic	Railway Station	30°51'9.14"N, 76°59'40.37"E	It is a station of the UNESCO World Heritage site Kalka-Shimla Railway. The narrow gauge line provides an effective rail link across a mountainous terrain. The second longest tunnel on the line with a length of 693.72m starts from this station.
30	Sonwara Railway Station	Sanwara, Dharampur	Solan	Himachal Pradesh	Northern Railway	Railway Station	1903	Building-Civic	Railway Station	30°53'40.03"N, 77° 0'17.39"E	It is a station of the UNESCO World Heritage site Kalka-Shimla Railway. The narrow gauge line provides an effective rail link across a mountainous terrain. The longest bridge on the line with an overall length of 97.40 m and height of 19.31 m is situated near this station.

31	Dharampur Railway Station	Dharampur	Solan	Himachal Pradesh	Northern Railway	Railway Station	1903	Building-Civic	Railway Station	30°54'0.08"N, 77° 1'26.45"E	It is a station of the UNESCO World Heritage site Kalka-Shimla Railway. The narrow gauge line provides an effective rail link across a mountainous terrain.
32	Kumarhati Dagshai Station	Dagshai	Solan	Himachal Pradesh	Northern Railway	Railway Station	1903	Building-Civic	Railway Station	30°53'21.10"N, 77° 3'22.25"E	It is a station of the UNESCO World Heritage site Kalka-Shimla Railway. The narrow gauge line provides an effective rail link across a mountainous terrain. It services the Dagshai military cantonment.
33	Barog Railway Station	Barog	Solan	Himachal Pradesh	Northern Railway	Railway Station	1903	Building-Civic	Railway Station	30°53'25.24"N, 77° 4'53.98"E	It is a station of the UNESCO World Heritage site Kalka-Shimla Railway. The narrow gauge line provides an effective rail link across a mountainous terrain. It is named after Colonel S Barog, who was the in charge of construction of the first unsuccessful tunnel built on the line. The longest tunnel with a length of 1,143.61m starts from this station.
34	Solan Railway Station	Solan	Solan	Himachal Pradesh	Northern Railway	Railway Station	1903	Building-Civic	Railway Station	30°54'30.38"N, 77° 5'54.39"E	It is a station of the UNESCO World Heritage site Kalka-Shimla Railway. The narrow gauge line provides an effective rail link across a mountainous terrain.
35	Salogra Railway Station	Salogra	Solan	Himachal Pradesh	Northern Railway	Railway Station	1903	Building-Civic	Railway Station	30°54'16.15"N, 77° 5'48.22"E	It is a station of the UNESCO World Heritage site Kalka-Shimla Railway. The narrow gauge line provides an effective rail link across a mountainous terrain.
36	Kandaghat Railway Station	Kandaghat	Solan	Himachal Pradesh	Northern Railway	Railway Station	1903	Building-Civic	Railway Station	30°57'56.93"N, 77° 6'26.24"E	It is a station of the UNESCO World Heritage site Kalka-Shimla Railway. The narrow gauge line provides an effective rail link across a mountainous terrain.
37	Kanoh Railway Station	Kanoh	Solan	Himachal Pradesh	Northern Railway	Railway Station	1903	Building-Civic	Railway Station	30°59'30.51"N, 77° 7'2.79"E	It is a station of the UNESCO World Heritage site Kalka-Shimla Railway. The narrow gauge line provides an effective rail link across a mountainous terrain. Close to the station is the highest arch gallery bridge over Indian Railways with 34 arches in four stages.

38	Kathleeghat Railway Station	Kathleeghat	Shimla	Himachal Pradesh	Northern Railway	Railway Station	1903	Building-Civic	Railway Station	31° 1'19.29"N, 77° 6'13.23"E	It is a station of the UNESCO World Heritage site Kalka-Shimla Railway. The narrow gauge line provides an effective rail link across a mountainous terrain.
39	Shoghi Railway Station	Shoghi	Shimla	Himachal Pradesh	Northern Railway	Railway Station	1903	Building-Civic	Railway Station	31° 2'20.60"N, 77° 7'28.83"E	It is a station of the UNESCO World Heritage site Kalka-Shimla Railway. The narrow gauge line provides an effective rail link across a mountainous terrain.
40	Taradevi Railway Station	Taradevi	Shimla	Himachal Pradesh	Northern Railway	Railway Station	1903	Building-Civic	Railway Station	31° 4'34.50"N, 77° 8'22.68"E	It is a station of the UNESCO World Heritage site Kalka-Shimla Railway. The narrow gauge line provides an effective rail link across a mountainous terrain.
41	Jutogh Railway Station	Jutogh	Shimla	Himachal Pradesh	Northern Railway	Railway Station	1903	Building-Civic	Railway Station	31° 6'4.14"N, 77° 7'21.39"E	It is a station of the UNESCO World Heritage site Kalka-Shimla Railway. The narrow gauge line provides an effective rail link across a mountainous terrain. It serves the Jutogh cantonment area.
42	Pathankot Railway Junction	Pathankot	Pathankot	Punjab	Northern Railway	Railway Station	1926	Building-Civic	Railway Station	32°16'18.71"N, 75°38'52.56"E	It is a station of the narrow gauge Kangra Valley Railway, designated as a UNESCO World Heritage Site under the name Mountain Railways of India.
43	Jawalamukhi Railway Station	Jawalamukhi	Kangra	Himachal Pradesh	Northern Railway	Railway Station	1926	Building-Civic	Railway Station	32° 0'57.50"N, 76°13'36.24"E	It is a station of the narrow gauge Kangra Valley Railway, designated as a UNESCO World Heritage Site under the name Mountain Railways of India.
44	Nagrota Railway Station	Nagrota	Kangra	Himachal Pradesh	Northern Railway	Railway Station	1926	Building-Civic	Railway Station	32° 5'5.87"N, 76°15'43.68"E	It is a station of the narrow gauge Kangra Valley Railway, designated as a UNESCO World Heritage Site under the name Mountain Railways of India.
45	Palampur Railway Station	Palampur	Kangra	Himachal Pradesh	Northern Railway	Railway Station	1926	Building-Civic	Railway Station	32° 6'29.58"N, 76°23'19.38"E	It is a station of the narrow gauge Kangra Valley Railway, designated as a UNESCO World Heritage Site under the name Mountain Railways of India.
46	Kangra Railway Station	Kangra	Kangra	Himachal Pradesh	Northern Railway	Railway Station	1926	Building-Civic	Railway Station	32° 4'52.94"N, 76°30'57.20"E	It is a station of the narrow gauge Kangra Valley Railway, designated as a UNESCO World Heritage Site under the name Mountain Railways of India.
47	Baijnath Railway Station	Baijnath	Kangra	Himachal Pradesh	Northern Railway	Railway Station	1926	Building-Civic	Railway Station	32° 3'3.56"N, 76°38'6.46"E	It is a station of the narrow gauge Kangra Valley Railway, designated as a UNESCO World Heritage Site under the name Mountain Railways of India.

48	Joginder Railway Station	Joginder Nagar	Kangra	Himachal Pradesh	Northern Railway	Railway Station	1926	Building-Civic	Railway Station	31°59'20.18"N 76°47'22.59"E	It is a station of the narrow gauge Kangra Valley Railway, designated as a UNESCO World Heritage Site under the name Mountain Railways of India.
49	Danapur Railway Station	Danapur	Patna	Bihar	East Central Railway	Railway Station	1921	Building-Civic	Civic	25°34'56.35"N, 85° 2'37.41"E	It was built to serve the Danapur Cantonment area, and had a covered platform because the Viceroy's coach had to be kept there. Built in colonial style, it features rows of arcaded shelters with Roman arches with mouldings.
50	Railway Colony Building- Type One	Dhanbad	Dhanbad	Jharkhand	East Central Railway	Residences	1927-28;	Building-Residential	Residential		
51	Railway Colony Building- Type Two	Dhanbad	Dhanbad	Jharkhand	East Central Railway	Residences	1927-28;	Building-Residential	Residential		
52	Railway Hospital	Chakardharpur	Singhbhoom	Jharkhand	East Central Railway	Hospital	Before 1940	Building-Civic	Civic	22°40'27.81"N, 85°37'35.88"E	
53	Railway Institute	Dhanbad	Dhanbad	Jharkhand	East Central Railway	Institution	1914;	Building-Civic	Civic		
54	Railway Institute South-East	Chakardharpur	Singhbhoom	Jharkhand	South-East Railway	Institution	1894- Initial Construction; 1927- Renovation;	Building-Civic	Civic		
55	Railway Institute South-West	Chakardharpur	Singhbhoom	Jharkhand	S.E. Railway	Institution	1939;	Building-Civic	Civic		
56	Railway Station	Chakardharpur	Singhbhoom	Jharkhand	Railway Ministry, Govt. Of India	Railway Station	Around 1910;	Building-Civic	Civic	22°40'41.05"N, 85°37'39.19"E	One of the oldest surviving station of Chakardharpur, it is the headquarters of one of the seven divisions of South-Eastern Railways. The establishment of this division led to the development of a strong township in Chakardharpur, wherein many Europeans and Anglo-Indians of railway constituted a considerable amount of population from the 1950s to 60s.

57	Railway Station(S.E. Railway), Ranchi	Ranchi	Ranchi	Jharkhand	S.E. Railway	Railway Station	1916	Building-Civic	Civic	23°20'58.00"N, 85°20'8.30"E	The railway station building is centrally located in an urban area. It appears that the architectural style has been inspired by the churches of Goa. The main entrance towards the western side has a spacious portico. The parapet along the roof has a colonial style geometrical pattern. Internally, it has several rooms arranged in a linear form.
58	Mecluskieganj Railway Station	Mackluskieganj	Ranchi	Jharkhand	Indian Railway	Railway Station	Before 1939 And After 1930;	Building-Civic	Civic/Railway Station	23° 39' 07" N, 84° 56' 30" E	The town was home to 400 Anglo Indian families and the Railway Station was the driving element in the conception of McCluskieganj. It is directly connected to many major junction stations in Eastern India and it is still used as one of the main transport hub for the town. The building is a single storied colonial building built in brick and lime mortar with a jack arch roof. It is rectangular in plan, with a linear verandah.
59	Gole Ka Mandir, Railway Station	Gwalior Fort	Gwalior District	Madhya Pradesh	Railway Department	Temple	1899	Building-Civic	Police Station		It was built in 1899 for the travelers of Gwalior and Morar. The single storey building features local Rajput style of architecture. Arcaded verandahs stand on either side of a 15x15 sqft room. The verandah has three multifoil arches with mouldings on the spandrels. Along the parapet, thin long piers stand beside a rectangular crest with acroterions. Due to change in track, it was abandoned in 1989, and was later occupied by the police department.

60	Gwalior Railway Station	Railway Station Road, Gwalior (M.P.)	Gwalior District	Madhya Pradesh	North Central Railways	Railway Station	1950	Building-Civic	Railway Station	26°12'55.68"N, 78°10'56.12"E	During the late 19th century, Gwalior came in the main railway track of 'Great India Peninsula' from Bombay to Delhi. Jayaji Rao Scindia contributed Rs. 75 lakh to the British to lay down railway tracks in the region. The Gwalior station was constructed in 1950, in local Rajput style. Made out of carved sandstone, the building comprises arches, chhatris and domes.
61	Ujjain Railway Station	Ujjain	Ujjain District	Madhya Pradesh	Western Railway Zone	Railway Station	1885 A.D	Building-Civic	Railway	23°10'42.13"N, 75°46'48.29"E	It is the main railway station in Ujjain city. The façade of the building is inspired by vernacular architecture and features elements like shikharas with pointed finials, chhatris and multifoil arches.
62	Scindia State Railway Head Quarters	Hazira Road, Gwalior	Gwalior District	Madhya Pradesh	North Central Railway	Offices	9th Century	Building-Civic	Offices		This building was established in 1885 to administer the services of Narrow gauge rail tracks in the Scindia state. The building covers an area of 200 x 200 sq.ft. and is made of local sandstone. The building brings together different building styles-Rajput, Maratha and Colonial. The facade has a large Rajput style chhatra at the centre, smaller cupolas over the parapet, multifoil arched openings, deep chajjas and decorated windows.
63	Sonagir Railway Station	Sonagir, Datia (M.P.)	Datia District	Madhya Pradesh	North Central Railways	Railway Station	1886	Building-Civic	Railway Stations	25°43'46.90"N, 78°24'33.05"E	It is a small railway station falling in the North Central Railway zone. The building features elements of colonial as well as vernacular architecture, such as pyramidal shikhara, chhatris, segmental arches and dentilled cornice.
64	Umaria Railway Station	Umaria	Umaria district	Madhya Pradesh	South East Central Railway	Railway Station		Building-Civic	Railway Stations	23°31'23.64"N, 80°49'21.87"E	A small station in Umaria District, it comes under Bilaspur Railway Division. A small rectangular building in brick masonry, it has segmental arch windows, quoins around them, box gable roof covered with terracotta tiles and a chimney opening out of the centre.

65	Railways Rest House, Nainpur	Nainpur	Mandla district	Madhya Pradesh	South East Central Railway	Rest House		Building-Commercial	Rest House	22°25'30.31"N, 80° 6'47.20"E	The Ratlam junction connects to major lines such as Delhi, Mumbai, Ajmer and Khandwa. The station building is a colonial style building with a brick façade, wide Roman arch openings, rectangular windows and deep overhangs.
66	Ratlam Railway Station	Ratlam	Ratlam	Madhya Pradesh	Western Railways	Railway Station		Building-Civic	Railway Stations	23°20'27"N, 75°03'04"E	The Ratlam junction connects to major lines such as Delhi, Mumbai, Ajmer and Khandwa. The station building is a colonial style building with a brick façade, wide Roman arch openings, rectangular windows and deep overhangs.
67	Old Margao Railway Station	Margao	South Goa	Goa	South Western Railway	Railway Station	-	Building-Civic	Railway Station	15°16'3.46"N, 73°58'15.81"E	It is a major railway station on the Konkan railway line. The station is laid out in a linear plan and is covered by a deep pitched roof. Architectural features include square windows, circular pillars, pedimented windows.
68	Old Railway Station	Jamnagar	Jamnagar	Gujarat	Jamnagar Municipal Corporation	Railway Station	During Jam Ranjitsinhji Period (1907-1933 A.D.)	Building-Civic	Railway Station	22°28'24.19"N, 70° 4'13.80"E	Previously the railway station for Jamnagar, it was also used as the Railway Swasthya Kendra. the first railway connection was with Rajkot to Jamnagar capital and Bedi Fort. The building is in colonial style and has a lean to roof, clock tower, dormer windows and wooden corbelling and metal spikes. Cast iron pillars and eaves run along the verandah. The building is in a neglected condition and is under danger of disappearance.
69	Old Railway Station, Gujarat(Junagarh)	Vanthli	Junagarh	Gujarat	Revenue Deptt. Govt. Of Gujarat	Railway Station	1910s	Building-Civic	Railway Station		

70	Pratapsingh Palace/Prince Palace	Baroda	Baroda	Gujarat	Originally Gaekwads, Since 1952 Given To The Railways	Institution	1908-1914 A.D.	Royal Building-Palace	Palace	22°16'51.12"N, 73°12'0.58"E	The Pratap Vilas Palace was commissioned for the prince of Baroda in 1908, and was later given to the Indian Railways for establishing a Rail Academy in 1964. Designed by Charles F. Stevens, son of F.W. Stevens, the architect who had designed Victoria Terminus of Bombay. The palace is designed in Renaissance style and has classical traits such as pediments, semi-circular arches, balustrade railings, ionic columns, and a copper dome at the centre. The palace stands on a land of 55 acre, amidst huge gardens.
71	Railway Station Building, Shapur	Shapur	Junagarh	Gujarat	Indian Railway	Railway Station	80-85 Years Old	Building-Civic	Railway Station	21°28'39.20"N, 70°22'14.28"E	A part of the Junagadh State Railway, it is similar to other stations--the front consists of carved iron arch, lean-to roof and a front porch.
72	Railway Station(Old)/Gaekwad Saloon Shed	Baroda	Baroda	Gujarat	Western Railway	Railway shed /Abandoned	1900	Building-Civic	Railway Station/Shed	22°19'11.84"N, 73°10'39.64"E	Located at about half a kilometer from the new station, it was used to park the Broad-Gauge Royal Saloon's of Maharaj Sayajirao Gaekwad III. It is a colonial style linear building, with exposed brickwork, segmental arch openings, quoins, dentilled cornices, and perforated parapet. The roof is a hip roof resting on steel trusses, covered by terracotta tiles.
73	Railway Station(Old Meter Gauge), Rajkot	Rajkot	Rajkot	Gujarat	Western Railways(Previously Morvi State Railways)	Railway Station	1890	Building-Civic	Railway Station	22°18'47.76"N, 70°48'8.55"E	This station is the primary terminus for rail transport in the city. It is a linear building built in colonial style. A wide rectangular front porch with a lean to roof and pediment stands on circular and rectangular columns. The façade has rectangular windows with segmental arch mouldings and quoins along the edges. A semicircular dome rests at the centre, and a chhatra with a pyramidal roof stands on either side.

74	Railway Station, Veraval	Veraval	Junagadh/Junagarh	Gujarat	Indian Railways	Railway Station	Late 19th Century	Building-Civic	Railway Station	20°54'40.96"N, 70°22'15.62"E	The station was a part of the Junagadh State Railway and was built in the same typology as rest of the stations. It consists of a front porch standing on cast iron pillars, moulded iron eaves and a lean to roof. The roof is covered with terracotta tiles and has spires of irons at the ridge ends.
75	Railway Station, Keshod	Keshod	Junagarh/Junagadh	Gujarat	Indian Railway	Railway Station	Early 20th century	Building-Civic	Railway Station	21°17'52.41"N, 70°15'4.17"E	It is a part of Junagadh State Railway which was a metre gauge railway line owned by Junagadh State. It was built in the same manner as rest of the stations. The linear building has a front porch standing on iron pillars and arches, and a lean to roof covered with terracotta tiles.
76	Railway Station, Malia Hatina	Malia-Hatina	Junagarh/Junagadh	Gujarat	Indian Railway	Railway Station	Early 20th century	Building-Civic	Railway Station	21° 9'35.19"N, 70°17'57.93"E	The station was a part of Junagadh State Railway and is built in a similar typology as other stations. It is a linear building with a front porch standing on iron pillars and arches, a lean to roof covered with terracotta tiles.
77	Railway Station, Morbi	Morbi	Rajkot	Gujarat	Western Railways	Railway Station	1933 (Inscription)	Building-Civic	Railway Station	22°49'27.18"N, 70°49'52.47"E	The station was setup on the Maliya Miyana Wankanekar line by Sir Lakhdiraji Thakor for exporting the state's production of salt and cloth, and for the people to travel. The building is constructed in Indo Saracenic style and features elements like domes, chhatris, brackets supporting deep chajjas, segmental arches along the verandahs and perforated parapet running along the terraces.
78	Railway Bungalow S Type A	Mysuru	Mysore District	Karnataka	South Western Railway	Bungalows for Railway Officers	1920s	Building-Residential	Bungalows	12°19'26.14"N, 76°38'9.58"E	Bungalows built as residences for the officers working for Indian Railways. They are located within large plots, within verdant greens. The bungalows have porticos with twin tuscan columns, jaali screens, bay windows, terraces at varying levels and decorated pediments. Central hall with one room at each corner and two verandahs.

79	Railway Bungalow S Type B	Mysuru	Mysore District	Karnataka	South Western Railway	Bungalows for Railway Officers	1920s	Building-Residential	Bungalows	12°19'34.01"N, 76°38'6.65"E	Bungalows built as residences for the officers working for Indian Railways. They are located within large plots, within verdant greens. The bungalows have porticos with twin tuscan columns, jaali screens, bay windows, terraces at varying levels and decorated pediments. Central hall with one room at each corner and two verandahs.
80	Mysuru Junction Railway Station	Mysuru	Mysore District	Karnataka	South Western Railway	Railway Station	1900	Building-Civic	Railway Station	12°18'54.06"N, 76°38'48.07"E	Designed by Architect D V Narasimha Rao. The building stands out due to its imposing facade, corinthian columns and massive square chattris on regular intervals along the building, semicircular domes with pointed finials, long and narrow jaali windows.
81	Ballari Station Building	Ballari	Ballari	Karnataka	South Western Railway	Railway Station		Building-Civic	Railway Station	15° 8'43.89"N, 76°55'24.94"E	Located in Ballari, the junction consists of four platforms. Built in colonial style, it is a double storey linear building spanning across 160m, painted in orange and white colours. Entrance is through a rectangular porch having segmental arch openings. Verandahs run across both the floors, and two towers with pyramidal roofs stand on either side of the porch.
82	Castlerock Railway Station	Castlerock (village)	Uttara Kannada	Karnataka	South Western Railway	Railway Station		Building-Civic	Railway Station	15°23'55.24"N, 74°20'1.66"E	The Castlerock station was established under the West of India Portuguese Railway and was connected with the line at Londa which terminates at Vasco-da-Gama station. The railway yard and shelter were built of stone masonry, and are in a depreciating condition.
83	Bangalore Cantonment Railway Station	Bengaluru	Bengaluru	Karnataka	South Western Railway	Railway Station	1864	Building-Civic	Railway Station	12°59'37.32"N, 77°35'52.92"E	It is one of the three main railway stations present in Bengaluru, and was established in 1864 by Madras Railway. The façade is built in post-independence style, although the platform shelters are built in colonial style in stone masonry, with large span Roman arches running along the platforms.

84	Railway Hindi Medium School	Bilaspur	Bilaspur(C.G.)	Chhattisgarh	Sec Railway	School	1902	Building-Educational	Schools	22° 3'24.00"N, 82°10'25.67"E	The school was established during the British regime in 1902. Currently, the building has been renovated and only the remnants of the old building are found. The building is made up of bricks and lime, and the old building has a pitched roof with gable end on both the sides. The asbestos sheet roof is supported by a wooden frame.
85	Railway Hospital, Chhattisgarh(Bilaspur City)	Bilaspur	Bilaspur(C.G.)	Chhattisgarh	SEC Railway	Hospital	1918	Building-Civic	Hospitals	22° 3'15.83"N, 82°10'12.97"E	When established in 1918, it was known as the Bengal Nagpur Railway hospital and included only an OPD. The entrance faces the north west, and the building is a colonial style building, with minimal features. The façade is of exposed bricks, walls of bricks and cement, and framework of RCC. The plinth is low, and the entry is through a wide rectangular opening and twin segmental arch windows stand on one side. Now, the hospital is fully equipped with 62 beds, an operation theatre, maternity ward, labour room and laboratories.
86	Railway Yard	Bilaspur	Bilaspur(C.G.)	Chhattisgarh	SEC Railway	Rail Yard	1890	Building-Civic	Railway Yard	22° 3'27.64"N, 82° 9'42.71"E	The building of the loco shed and yard was made for coal base railway engines, for their maintenance, repair and cleaning. It is situated on the opposite side of the railway station, and is made up of steel trusses with segmental arched ends. The truss is covered with GI sheets. The walls are made of rubble masonry with lime mortar.

87	Railway South West Institute	Bilaspur	Bilaspur(C.G.)	Chhattisgarh	SEC Railway	Offices	1890	Building-Administrative	Offices		The European club was setup for the recreation of British officers. After independence, it was renamed as South West Institute and converted into an office building. It is a double storey colonial building with elaborate features. The entrance is through an enclosed verandah having a wide tudor arch entrance. Rectangular pilasters run along the length of the building and perforated parapet goes along the terrace. At the rear side, an elaborate jharoka is present on the first floor, adding a touch of Rajasthani architecture.
88	North East Institute	Bilaspur	Bilaspur(C.G.)	Chhattisgarh	SEC Railway	Clubhouse	1912	Building-Recreational	Clubhouse	22° 3'35.17"N, 82°10'27.25"E	Established during the British Rule as a clubhouse for playing sports. It is built in colonial style with a simple façade, and features such as tudor arches and deep cornices. The front façade is an imposing building with a hexagonal turret on either side of the entrance.
89	Shivnath Officer's Rest House	Bilaspur	Bilaspur(C.G.)	Chhattisgarh	SEC Railway	Rest House	1930	Building-Civic	Rest House	22° 3'59.15"N, 82°10'22.06"E	This rest house came up in 1930 for the railway officers after the construction of the railway station in Bilaspur. It is built in colonial style, with a large hall in the centre and a verandah at the front and rear. The deep lean-to roof is supported by a wooden framework and covered by terracotta tiles. the windows on the first floor form segmental arches with quoins around their frame and along the wall edges as well.

90	SEC Railway Mixed Higher Secondary School/ Sah uchtar Madhyamik Vidyalaya	Bilaspur	Bilaspur(C.G.)	Chhattisgarh	SEC Railway	School	1903	Building-Institutional	School	22° 3'24.03"N, 82°10'24.69"E	The school was established in the Railway colony to cater to the educational needs of the children of the Railway employees residing there. It is a double storey colonial building, with a 1 foot high plinth. The building is of terracotta red colour, with rows of openings on both floors and verandahs on the first. The roof is partly covered by a lean to wooden truss
91	Railway Station, Chhattisgarh(Bilaspur City)	Bilaspur	Bilaspur(C.G.)	Chhattisgarh	SEC Railway	Railway Station	1890	Building-Civic	Station	22° 3'23.17"N, 82°10'15.79"E	The Bilaspur station came up on the Bengal-Nagpur line in 1890. Built in colonial architectural style, with influence of Mughal architecture visible on doors and windows. The double storied building is constructed of bricks, red sandstone and lime mortar, and a wooden staircase leads to the second floor. The building has a lean-to roof with gable ends at the both the ends and one above the central entrance. The window openings on the ground floor are in the form of Roman arches with thick mouldings.
92	Railway Housing- 190	Near Satwari Police Station, Jammu City	Jammu District	Jammu And Kashmir	Private		1950s	Building-Residential	House		The housing colony is built in post-independence style, with simple façade having rectangular openings and flat roofs. The rear side has a verandah covered by arches cast in concrete, which are corbelled from the base line to the column level.
93	Railway Station Building, Gharaunda	Gharaunda	Karnal		Northern Railway	Railway Station	About 70 Years Old	Building-Civic	Railway Station Building	29°32'27.96"N, 76°57'55.38"E	It is the main railway station for Gharaunda city in Karnal District, on the Amritsar-Delhi broad gauge railway line. It is a small colonial building, rectangular in plan. The entrance is through an arcade with semi-circular arches. The lean-to roof is in Dutch gable style, on a wooden framework covered by slate tiles.

94	Railway Station, Panipat	Panipat, Urban Environment (Town Scape)	Panipat	Haryana	Northern Railway	Railway Station	Before 1910 A.D.	Building-Civic	Railway Station	29°23'25.28"N, 76°57'50.71"E	The station serves the industrial town of Panipat. The station has 5 platforms and multiple rooms to cater to administrative and passenger needs. It is a linear, rectangular building with a simple façade and Dutch gable lean-to roof.
95	Railway Station, Samalkha	Samalkha	Panipat		Northern Railway	Railway Station	About 77- 78 Years Old	Building-Civic	Railway Station	29°14'30.22"N, 77° 0'11.92"E	It is the main railway station for Samalkha in Panipat district. It is a small rectangular building built in colonial style with elements such as segmental arch openings and lean-to roof with Dutch gable, covered with slate tiles.
96	Patiala Railway Station, Patiala	Patiala	Patiala District	Punjab	Northern Railway	Railway Station	Late 20th century	Building-Civic	Railway Station	30°20'31.14"N, 76°24'7.22"E	Set near residential and commercial buildings, the railway station was built in the late 20th century in colonial style architecture. The linear plan is divided into two parts and has a high ceiling. Other architectural features include arched openings, metal trusses, wrought iron pillars and metal brackets.
97	Railway Station, Punjab (Jalandhar) Gtr	Kartarpur	Jalandhar District	Punjab	Northern Railway	Railway Station	1904	Building-Civic	Railway Station	31°25'58.40"N, 75°29'30.93"E	
98	Railway Station, Phagwara	Phagwara	Jalandhar	Punjab	Northern Railway	Railway Station		Building-Civic	Railway Station	31°13'3.00"N, 75°45'55.44"E	
99	Railway Station, Kapurthala	Kapurthala	Kapurthala District	Punjab	Northern Railway	Railway Station		Building-Civic	Railway Station	31°21'59.66"N, 75°22'56.37"E	
100	Railway Station, Sultanpur Lodhi	Sultanpur Lodhi	Kapurthala District	Punjab	Government Of India	Railway Station		Building-Civic	Railway Station	31°12'39.63"N, 75°12'8.59"E	

101	Railway Station, Punjab (Ludhiana) Gtr	Ludhiana	Ludhiana District	Punjab	Government Of Punjab	Railway Station	Late 19th Century	Building-Civic	Railway Station	30°54'43.60"N, 75°50'56.94"E	It is a linear rectangular building, with a rectangular porch at the front. The entrance is through twin roman arches, with hood mouldings. The building has a roofing system of jack arches over iron girders.
102	Dr. Babasaheb Ambedkar Memorial Central Railway Hospital	Mumbai	Bombay District (Mumbai)	Maharashtra	Central Railways	Hospital	1871	Building-Civic	Hospital	18°58'48.50"N, 72°50'1.29"E	The hospital building is a Gothic style building from the Victorian era. Built a few years after the Byculla Railway Station, the building was initially supposed to be the Elphinstone College and also served as the Victoria Jubilee Technical Institute for a few years. Designed by architect James Trubshaw, the linear building is characterised by Gothic arched loggias and verandahs, a tall tower with mansard roof and jharokha and corinthian columns.
103	Chhatrapati Shahu Maharaj Terminus	Kolhapur	Kolhapur	Maharashtra	Central Railways	Railway Station	1886	Building-Civic	Railway Station	16°42'9.10"N, 74°14'16.66"E	The Kolhapur railway station is the end terminus on the Pune-Kolhapur line. The station is single storey, linear building with a rectangular front porch, and the front façade is lined with rectangular windows within triangular arched niches. Other elements include a lean-to roof on a wooden framework and covered with terracotta tiles, dormer windows with circular clerestories, decorative wooden eaves and small turrets of varying styles along the ridge.
104	Railway Station, Maharashtra(Nagpur)		Nagpur District	Maharashtra	Central Railway	Railway Station	1925	Building-Civic	Railway Station	21° 9'8.08"N, 79° 5'17.43"E	It was a part of the Bengal-Nagpur Railway line which was formed to create a shorter route from Howrah to Mumbai. The imposing two storey building is built in colonial style. The building is characterised by its stone clad façade, verandahs on both floors, roman arch openings, rectangular front porch with a grand crest on the terrace level, rectangular columns and mouldings on the architrave.

105	V. T. Station (Bori Bunder)/ Chhatrapati Shivaji Maharaja Terminus	Mumbai	Mumbai	Maharashtra	Central Government Of India	Railway Station	1878 - 88	Building-Civic	Railway Station	18°56'25.26"N, 72°50'3.66"E	Designed by F.W. Stevens, it is an example of a fine Gothic building. The front façade is symmetrical, with projecting wings and a colossal dome. The hall is arcaded and ornamental with stained glass, glazed tile and stencilled patterns.
106	Western Railway H. Q. Office (Old Building) Churchgate	Mumbai	Mumbai	Maharashtra	Central Government Of India	Offices	1899	Building-Administrative	Offices	18°56'0.19"N, 72°49'42.28"E	Designed by Frederick William Stevens, the building was initially the Churchgate Terminus. The architecture is a blend of Gothic, Byzantine and Indo-saracenic styles, and the plan is linear with rectangular flanks at either end. The façade is composed of blue basalt inlaid with red Bassien sandstone, and has a central gable with pinnaced domes, cupolas, and openings in the shape of Gothic and Roman arches.
107	IRICEN Building (Eagle's Nest)	Mumbai	Mumbai	Maharashtra	Central Railways	Institutional		Building-Institutional	Institutional		
108	Janjira Chambers, Railway Quarters	Mumbai	Mumbai	Maharashtra	Central Railways	Residential Quarters		Building-Residential	Residential	18°55'27.88"N, 72°49'52.00"E	
109	Beryl House	Mumbai	Mumbai	Maharashtra	Central Railways	Railway officers flats		Building-Residential	Residential	18°55'24.02"N, 72°49'48.78"E	
110	Glenogle Bungalow	Mumbai	Mumbai	Maharashtra	Central Railways	Bungalow		Building-Residential	Residential	18°57'12.34"N, 72°47'57.66"E	Glenogle' is the official residence of the General Manager of Central Railway (erstwhile Great Indian Peninsula Railway).
111	Byculla Railway Station	Mumbai	Mumbai	Maharashtra	Central Railways	Railway Station	1891	Building-Civic	Railway station	18°58'36.00"N, 72°49'57.61"E	The Byculla railway station is one of the oldest railway stations of the country. The linear colonial building has a simple façade lined with gothic arched openings, and a lean-to roof covered by metal sheets.

112	Reay Road Railway Station	Mumbai	Mumbai City	Maharashtra	Central Railways	Railway Station	1910	Building- Civic	Railway station	18°58'34.77"N, 72°50'40.36"E	Located on the Harbour Line of the Mumbai Suburban Railway, it is a Grade-I heritage building and was named after Lord Reay, Governor of Bombay between 1885 and 1890. It was opened in 1910 and was originally used as a terminus for the Kurla - Reay Road harbour line on the Great Indian Peninsular Railway, the first railway line in India. The single storey colonial building has an exposed stone masonry facade, hooded segmental arches along the front, rectangular pilasters and a lean-to roof.
113	Bombarci, General Manager's Bungalow	Mumbai	Mumbai City	Maharashtra	Western Railways	Residence	1925	Residential Building	Bungalow	18°58'0.94"N, 72°48'33.07"E	Bombarci' is the short form for Bombay Baroda and Central India Railway Company. The bungalow was built in 1925 for the Agent of erstwhile BB and CI Railway, and now is the official residence of General Manager of Western Railway. Located within a lush green garden, it is a double storey colonial building, standing on a high plinth. The ground floor features wide, segmental arch fenestrations and rectangular windows opening into a balcony on the first. The lean-to roof is supported by a teak wood framework and covered by Mangalore tiles.
114	Bandra Railway station	Mumbai	Mumbai	Maharashtra	Western Railways	Railway Station		Building- Civic	Railway station	19° 3'18.10"N, 72°50'25.66"E	It is a railway station on the Western line and Harbour line of the Mumbai Suburban Railway network. The entrance is through a rectangular porch with twin Roman arches on three sides. A shallow verandah runs along the ground floor, and deep lean-to roofs cover the building at multiple levels. A tall square in plan watch tower stands above the central area.

115	Neral Railway Station	Matheran	Raigad	Maharashtra	Central Railways	Railway Station	1901-1907	Building-Civic	Railway station	19° 1'35.53"N, 73°19'5.71"E	The station is part of the Matheran Light Railway line which is on the Tentative List of World Heritage Centre. The Neral–Matheran Light Railway was built between 1901 and 1907 by Abdul Hussein Adamjee Peerbhoy. This station serves the Mumbai suburban area.
116	Jummapatti Railway Station	Matheran	Raigad	Maharashtra	Central Railways	Railway Station	1901-1908	Building-Civic	Railway station	19° 0'5.55"N, 73°18'8.71"E	The station is part of the Matheran Light Railway line which is on the Tentative List of World Heritage Centre. The Neral–Matheran Light Railway was built between 1901 and 1907 by Abdul Hussein Adamjee Peerbhoy. This station is 4.8km away from the Neral Railway Station.
117	Water Pipe railway station	Matheran	Raigad	Maharashtra	Central Railways	Railway Station	1901-1909	Building-Civic	Railway station	19° 0'31.97"N, 73°17'23.07"E	The station is part of the Matheran Light Railway line which is on the Tentative List of World Heritage Centre. The Neral–Matheran Light Railway was built between 1901 and 1907 by Abdul Hussein Adamjee Peerbhoy. This station is named so because of its proximity to water pipes.
118	Aman Lodge Railway Station	Matheran	Raigad	Maharashtra	Central Railways	Railway Station	1901-1910	Building-Civic	Railway station	19° 0'4.08"N 73°16'53.88"E	The station is part of the Matheran Light Railway line which is on the Tentative List of World Heritage Centre. The Neral–Matheran Light Railway was built between 1901 and 1907 by Abdul Hussein Adamjee Peerbhoy. It is located at a distance of 3km from Matheran.
119	Matheran railway Station	Matheran	Raigad	Maharashtra	Central Railways	Railway Station	1901-1911	Building-Civic	Railway station	18°59'24.21"N, 73°16'15.32"E	The station is part of the Matheran Light Railway line which is on the Tentative List of World Heritage Centre. The Neral–Matheran Light Railway was built between 1901 and 1907 by Abdul Hussein Adamjee Peerbhoy.

120	Howrah Junction Railway Station	Howrah	Howrah	West Bengal	Eastern Railways	Railway Station	1905	Building-Civic	Railway station	22°34'60.00"N, 88°20'35.57"E	Second oldest and one of the largest railway stations in India, it serves the cities of Kolkata and Howrah, and has 21 platforms where around 300 trains arrive and depart everyday. It was designed by British architect Halsey Ricardo colonial style, an imposing, symmetrical building. The facade is a combination of red and white colour, with colonnaded verandahs of Roman arched openings running along each floor. It has eight towers at the corners, covered with conical roofs.
121	South Eastern Railways Headquarters	Kolkata	Kolkata	West Bengal	South Eastern Railways	Offices	1907	Building-Administrative	Offices (Commercial)	22°32'37.68"N, 88°18'39.30"E	The Headquarters of the erstwhile Bengal-Nagpur Railways was moved to Kolkata from Nagpur in 1903. The Indo saracenic edifice is painted in red and white, and features elements such as domes, cupolas, jharokhas, segmental arch fenestrations, battlemented parapet, dentilled cornice, decorated pilasters and mouldings.
122	Asansol Junction Railway Station	Asansol	Paschim Bardhaman	West Bengal	Eastern Railways	Railway Station	20th Century	Building-Civic	Railway station	23°41'26.55"N, 86°58'33.14"E	The Asansol Junction is located in Asansol in Paschim Bardhaman district and serves the city and nearby areas. Asansol gained great importance during the second half of the 19th century due to the presence of coal belt in this area. The two storey colonial building is coloured in red colour, with its features highlighted in pale yellow. Entrance is through a wide rectangular porch, and a jharokha stands on either side of it. Golden finials stand atop the pyramidal roof of the jharokhas. The front facade is lined with gothic arched openings on the ground floor and verandahs on the first. Rectangular pilasters run along the height of the facade and deep cornices run along its length.

123	New Jalpaiguri Railway Station	New Jalpaiguri	Jalpaiguri	West Bengal	Northeast Frontier Railway	Railway Station	1964	Building-Civic	Railway station	26°41'3.26"N 88°26'34.05"E	It is a station of the narrow gauge Darjeeling Himalayan Railway designated as a UNESCO World Heritage Site under the name Mountain Railways of India. It was added as a terminus in 1964.
124	Siliguri Railway Station	Siliguri	Jalpaiguri	West Bengal	Northeast Frontier Railway	Railway Station	1879-81	Building-Civic	Railway station	26°42'25.52"N 88°25'44.82"E	It is a station of the narrow gauge Darjeeling Himalayan Railway designated as a UNESCO World Heritage Site under the name Mountain Railways of India. It was the original terminus of the line.
125	Sukna Railway Station	Sukna	Darjeeling	West Bengal	Northeast Frontier Railway	Railway Station	1879-81	Building-Civic	Railway station	26°47'26.44"N, 88°21'47.98"E	It is a station of the narrow gauge Darjeeling Himalayan Railway designated as a UNESCO World Heritage Site under the name Mountain Railways of India. The hilly terrain part of the line begins from here.
126	Rangtong Railway Station	Rangtong	Darjeeling	West Bengal	Northeast Frontier Railway	Railway Station	1879-81	Building-Civic	Railway station	26°50'10.24"N 88°20'33.40"E	It is a station of the narrow gauge Darjeeling Himalayan Railway designated as a UNESCO World Heritage Site under the name Mountain Railways of India.
127	Tindharia Railway Station	Tindharia	Darjeeling	West Bengal	Northeast Frontier Railway	Railway Station	1879-81	Building-Civic	Railway station	26°50'10.24"N 88°20'33.40"E	It is a station of the narrow gauge Darjeeling Himalayan Railway designated as a UNESCO World Heritage Site under the name Mountain Railways of India.
128	Gayabari Railway Station	Gayabari	Darjeeling	West Bengal	Northeast Frontier Railway	Railway Station	1879-81	Building-Civic	Railway station	26°51'7.18"N 88°20'0.16"E	It is a station of the narrow gauge Darjeeling Himalayan Railway designated as a UNESCO World Heritage Site under the name Mountain Railways of India.
129	Kurseong Railway Station	Kurseong	Darjeeling	West Bengal	Northeast Frontier Railway	Railway Station	1879-81	Building-Civic	Railway station	26°51'29.95"N 88°18'56.73"E	It is a station of the narrow gauge Darjeeling Himalayan Railway designated as a UNESCO World Heritage Site under the name Mountain Railways of India.
130	Tung Railway Station	Tung	Darjeeling	West Bengal	Northeast Frontier Railway	Railway Station	1879-81	Building-Civic	Railway station	26°52'39.71"N 88°16'38.95"E	It is a station of the narrow gauge Darjeeling Himalayan Railway designated as a UNESCO World Heritage Site under the name Mountain Railways of India.
131	Sonada Railway Station	Sonada	Darjeeling	West Bengal	Northeast Frontier Railway	Railway Station	1879-81	Building-Civic	Railway station	26°55'20.33"N 88°17'43.69"E	It is a station of the narrow gauge Darjeeling Himalayan Railway designated as a UNESCO World Heritage Site under the name Mountain Railways of India.

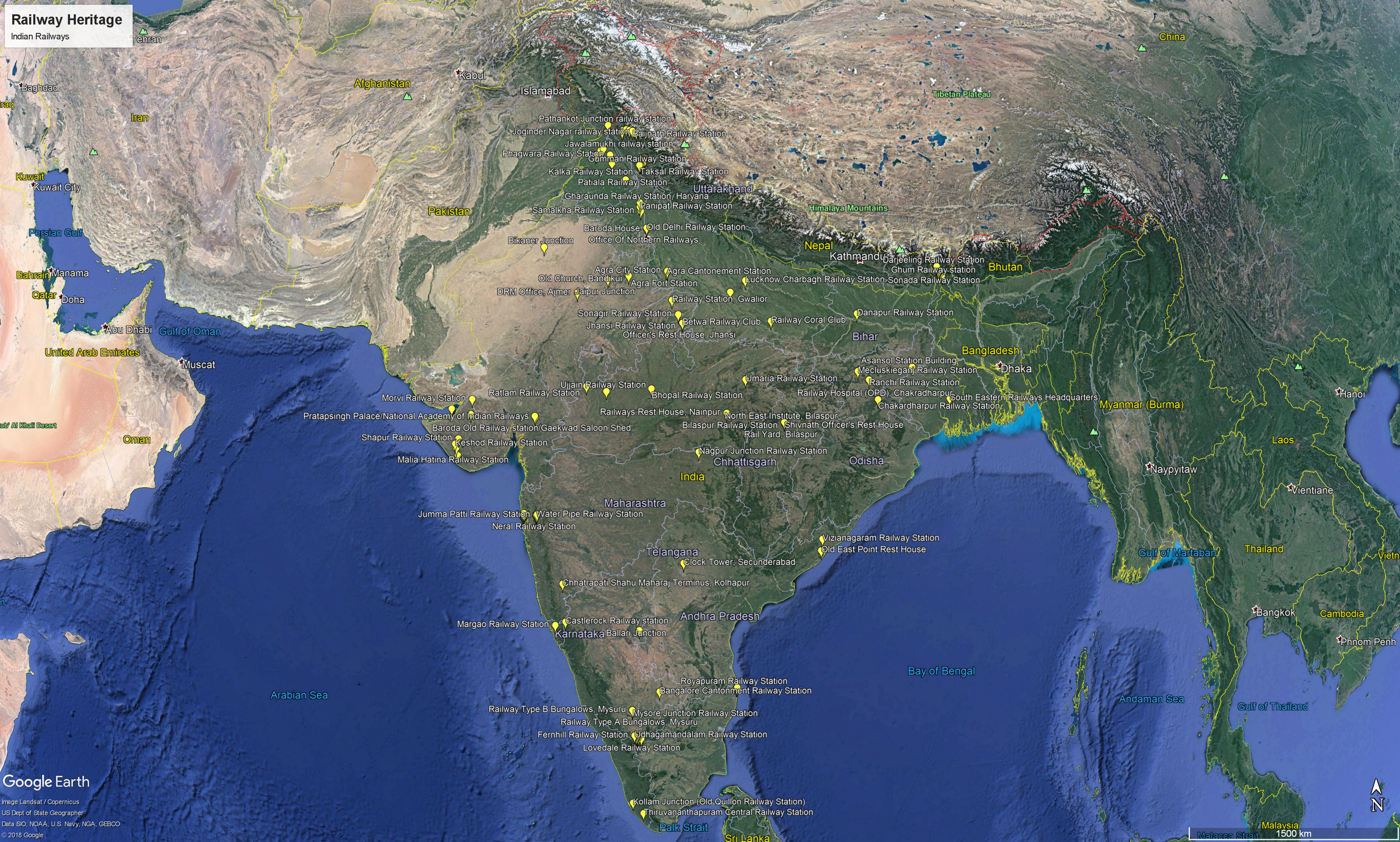
132	Darjeeling Railway Station	Darjeeling	Darjeeling	West Bengal	Northeast Frontier Railway	Railway Station	1879-81	Building-Civic	Railway station	27° 2'16.30"N 88°15'46.94"E	It is a station of the narrow gauge Darjeeling Himalayan Railway designated as a UNESCO World Heritage Site under the name Mountain Railways of India. It is the north terminus of the line.
133	Ghum Railway Station	Ghum	Darjeeling	West Bengal	Northeast Frontier Railway	Railway Station	1879-81	Building-Civic	Railway station	27° 0'29.78"N 88°15'13.99"E	It is a station of the narrow gauge Darjeeling Himalayan Railway designated as a UNESCO World Heritage Site under the name Mountain Railways of India. It is India's highest railway station.
134	Bikaner Station Building	Bikaner	Bikaner	Rajasthan	Northern Railways	Railway Station	1891	Building-Civic	Railway station	28° 0'50.19"N, 73°18'56.67"E	Bikaner is the headquarters of the Bikaner Railway Division, one of the four divisions of Northern Railways. The station building is a single storey, linear building with features of Rajput architecture. The front entrance features an arcade of multifoil arches with jaali screens embedded within them. Other features include mouldings and motifs, deep chajja supported by brackets and cupolas above the piers at the terrace level.
135	Jaipur Station Building	Jaipur	Jaipur	Rajasthan	North Western Railways	Railway Station	1895	Building-Civic	Railway station	26°55'10.79"N, 75°47'16.76"E	Jaipur serves as the headquarters of the North Western Rail division and Jaipur junction is a major railway station. The linear building stretches across a span of 350m, and features elements of Rajput architecture. Entrance is through a wide rectangular opening covered by a deep overhang. A row of segmental arched, enclosed windows embedded with jaali screens, run along the upper level. Rajput style chhatris with multifoil arched bays stand at the terrace level.

136	Old Church, Bandikoi	Bandikoi	Dausa	Rajasthan	North Western Railways	Church	1886	Building-Religious	Church	27° 2'39.54"N, 76°33'51.13"E	Bandikui was developed as a British Township for railway employees. The Church was developed as a worshipping centre for the residents of the area, although it remains abandoned currently. It has been built in Gothic style in stone masonry and is rectangular in plan. It features elements such as gothic arch openings, buttresses, stone carvings, a tall conical spire at the front, turrets along the side facade and a lean-to roof covered with slate tiles.
137	DRM Office, Ajmer	Ajmer	Ajmer	Rajasthan	North Western Railways	Offices		Building-Administrative	Offices	26°27'55.68"N, 74°38'46.76"E	It is the headquarters of the Ajmer Division of North Western Railway Zone. It is a colonial style, triple story building built with stone masonry. A continuous verandah runs along the ground floor, with segmental arches having heavy hood mouldings. Quoins run along the edges. Four towers, two at the front and two at the rear stand along the central portion, and have a pyramidal mansard roof covered with slate tiles.
138	Madras Egmore Railway station/Chennai Egmore Railway Station	Chennai	Chennai district	Tamil Nadu	Southern Railways	Railway Station	1908	Building-Civic	Railway Station	13° 4'39.77"N, 80°15'40.50"E	It is one of the four intercity terminals present in the city of Chennai. Henry Irwin designed the edifice in Indo-Saracenic style with Dravidian architecture elements. Painted in red and white colours, architectural elements include domes, chhatris, plastered mouldings, carved brackets and parapets, arcaded verandahs with multifoil arches embedded in gothic arches. The platform shelter is supported by a wrought iron framework.

139	Chennai Central Railway station	Chennai	Chennai district	Tamil Nadu	Southern Railways	Railway Station	1868-72	Building-Civic	Railway Station	13° 4'56.48"N, 80°16'31.49"E	It is one of the five central railway stations present in the country. Formerly known as the Madras Central Railway Station, the red brick coloured building was built in Gothic revival style, designed by George Harding. The two storey building has an iconic clock tower at the centre, and a smaller turret at each of the four corners. The facade is composed of twin segmental arch openings, verandahs and balconies.
140	Royapuram Railway Station	Chennai	Chennai district	Tamil Nadu	Southern Railways	Railway Station	1856	Building-Civic	Railway Station	13° 6'18.37"N, 80°17'39.08"E	Royapuram railway station is the oldest station in South India, and the second oldest operational station. The first train in South India started operations from here in June 1856, and it was also the headquarters of the Madras and Southern Mahratta Railway till 1922. Built in colonial style and painted in red and white, it is a single storey linear building. Entrance is through a wide and high segmental arch, flanked by twin corinthian pillars on either side. The building is marked with circular pilasters, Roman arches, dentilled cornice and motifs in plaster work.
141	Southern Railways Headquarters	Chennai	Chennai district	Tamil Nadu	Southern Railways	Offices	1922	Building-Administrative	Offices	13° 4'56.08"N, 80°16'37.58"E	Southern Railway Headquarters was built in 1921 as the Madras and Southern Mahratta Railway company office. Built in colonial style by N.Grayson, it is one of the first buildings constructed with reinforced concrete in India. The building has two rectangular wings with a courtyard at the centre of each. It has two tall turrets at the centre, and several domed turrets at the corners. Other elements include twin circular pilasters, cupolas, rectangular windows, deep overhangs.

142	Udhagamandalam Railway Station	Ooty	Nilgiris	Tamil Nadu	Southern Railways	Railway Station	1908	Building-Civic	Railway Station	11°24'18.98"N 76°41'46.76"E	It is a station of the Nilgiri Mountain Railway, which is recognised as a UNESCO World Heritage site known as Mountain Railways of India. It is the only rack railway in the country. It is a terminus station and also retains the original 1908 building.
143	Fernhill Railway Station	Ooty	Nilgiris	Tamil Nadu	Southern Railways	Railway Station	1908	Building-Civic	Railway Station	11°23'46.97"N 76°41'21.29"E	It is a station of the Nilgiri Mountain Railway, which is recognised as a UNESCO World Heritage site known as Mountain Railways of India. It is the only rack railway in the country.
144	Lovedale Railway Station	Lovedale	Nilgiris	Tamil Nadu	Southern Railways	Railway Station	1908	Building-Civic	Railway Station	11°23'0.40"N 76°42'18.37"E	It is a station of the Nilgiri Mountain Railway, which is recognised as a UNESCO World Heritage site known as Mountain Railways of India. It is the only rack railway in the country.
145	Ketti Railway Station	Ketti	Nilgiris	Tamil Nadu	Southern Railways	Railway Station	1908	Building-Civic	Railway Station	11°22'54.96"N 76°44'15.13"E	It is a station of the Nilgiri Mountain Railway, which is recognised as a UNESCO World Heritage site known as Mountain Railways of India. It is the only rack railway in the country.
146	Aravankadu Railway Station	Aravankadu	Nilgiris	Tamil Nadu	Southern Railways	Railway Station	1908	Building-Civic	Railway Station	11°21'34.35"N 76°46'10.79"E	It is a station of the Nilgiri Mountain Railway, which is recognised as a UNESCO World Heritage site known as Mountain Railways of India. It is the only rack railway in the country.
147	Wellington Railway Station	Wellington	Nilgiris	Tamil Nadu	Southern Railways	Railway Station	1908	Building-Civic	Railway Station	11°21'21.12"N 76°47'9.93"E	It is a station of the Nilgiri Mountain Railway, which is recognised as a UNESCO World Heritage site known as Mountain Railways of India. It is the only rack railway in the country.
148	Connoor Railway Station	Conoor	Nilgiris	Tamil Nadu	Southern Railways	Railway Station	1908	Building-Civic	Railway Station	11°20'38.23"N 76°47'28.98"E	It is a station of the Nilgiri Mountain Railway, which is recognised as a UNESCO World Heritage site known as Mountain Railways of India. It is the only rack railway in the country.

149	Runnymede Railway Station	Conoor	Nilgiris	Tamil Nadu	Southern Railways	Railway Station	1908	Building- Civic	Railway Station	11°19'44.37"N 76°48'10.42"E	It is a station of the Nilgiri Mountain Railway, which is recognised as a UNESCO World Heritage site known as Mountain Railways of India. It is the only rack railway in the country.
150	Hillgrove Railway Station	Conoor	Nilgiris	Tamil Nadu	Southern Railways	Railway Station	1908	Building- Civic	Railway Station	11°20'30.60"N 76°50'8.25"E	It is a station of the Nilgiri Mountain Railway, which is recognised as a UNESCO World Heritage site known as Mountain Railways of India. It is the only rack railway in the country.
151	Mettupalayam Railway Station	Mettupalayam	Coimbatore	Tamil Nadu	Southern Railways	Railway Station	1908	Building- Civic	Railway Station	11°17'56.12"N 76°56'7.97"E	It is a station of the Nilgiri Mountain Railway, which is recognised as a UNESCO World Heritage site known as Mountain Railways of India. It is the only rack railway in the country.



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