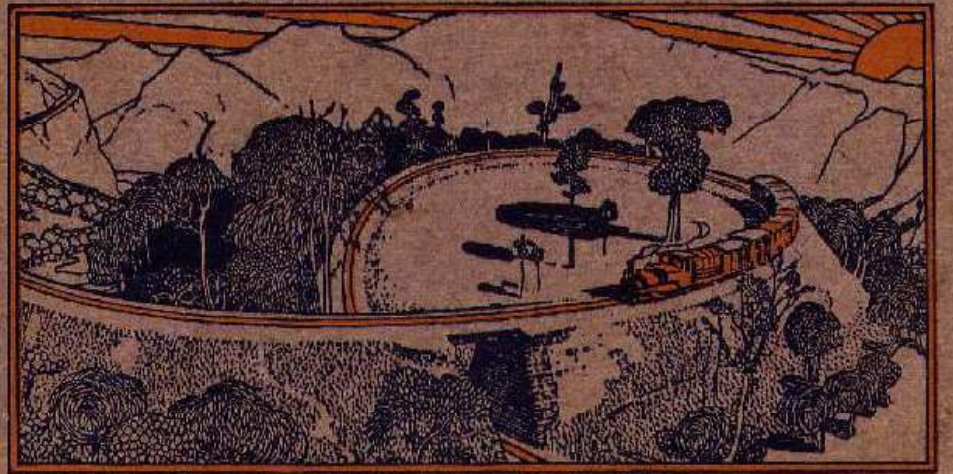


The DARJEELING



MOUNTAIN RAILWAY



THE DARJEELING HIMALAYAN
— RAILWAY —

*AN ILLUSTRATED GUIDE TO
THE RAILWAY & DARJEELING*



*The Illustrations are reproduced from Photographs taken by
J. BURLINGTON SMITH, Photographer, Darjeeling*



HOOD & Co., Ltd., Printers and Engravers, Middlesbrough, England

LIST OF ILLUSTRATIONS

	PAGE
MAIL TRAIN LEAVING SILIGURI	5
VIEW OF THE SNOWS FROM SILIGURI	5
MAHANUDDY BRIDGE AT MILE 1	6
SUKNA FOREST AT MILE 8	9
MAIL TRAIN PASSING CHOONBATTY LOOP AT MILE 16, ELEVATION 2,000 .	10
CHOONBATTY LOOP, SHOWING A VIEW OF THE PLAINS	13
LEAVING TINDHARIA STATION, MILE 19½, ELEVATION 2,900	14
GYABARI REVERSING STATION, MILE 23, ELEVATION 3,500	17
LOOP 4	18
THE PLAINS FROM KURSEONG, MILE 31¾, ELEVATION 4,900	21
THE SNOWS FROM KURSEONG	22
THE SNOWS FROM DARJEELING	24

THE DARJEELING HIMALAYAN RAILWAY



UNTIL the year 1878, when the Northern Bengal State Railway was opened for traffic, the route from Calcutta to Darjeeling, available for those who had the time, money, and energy necessary to undertake so formidable a journey, was by rail from Howrah, the terminus of the East Indian Railway on the West bank of the Hooghly to Sahebgunge, a distance of 219 miles; then by steam ferry across the Ganges to Carragola, thence by bullock cart to the river opposite Dingra Ghat; after crossing which, again by bullock cart or palkee gharry to Purneah, Kessengunge, Titalya, and Siliguri, whence the ascent commenced via the Punkabaree Road, which joins the present cart road at Kurseong.

The whole journey took from five to six days, and was about as exhausting and uncomfortable a journey as can well be imagined. Those who are able to recall the journey of those days, while doing it in comfort now in less than twenty hours, may well look back to it as a horrid nightmare.