



RAILWAY HERITAGE PARK, NEW TINSUKIA

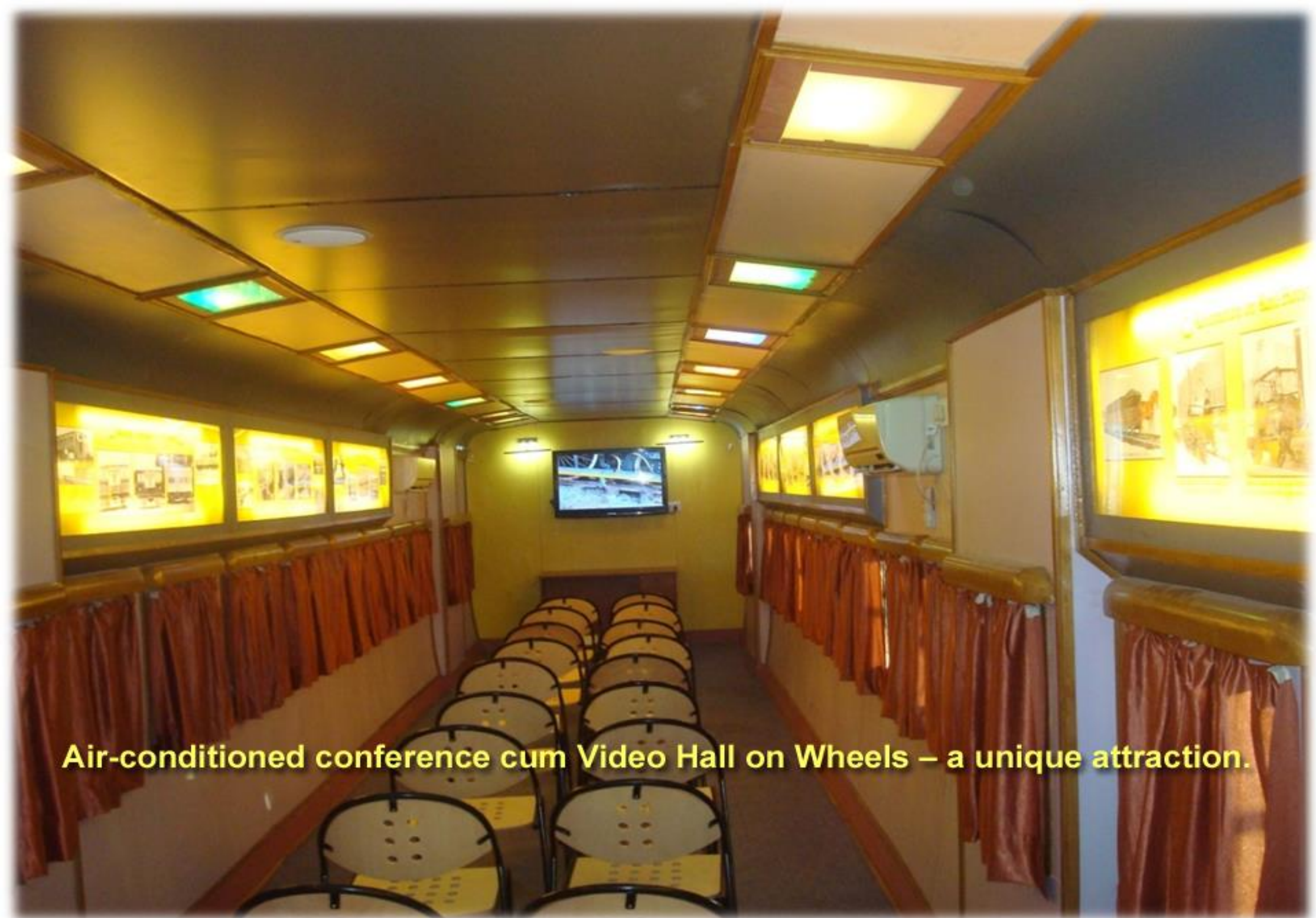
Estd: 24th July 2010



Tinsukia Division takes pleasure in informing you that the Railway Heritage Park, New Tinsukia has completed 10 years on 24th July 2020. The Park, commissioned on 24th July 2010, is the brainchild of the then Divisional Railway Manager of Tinsukia, Sri Sanjoy Mookerjee (IRAS). This "magnum opus" came up in a record time of 372 days and at a cost of Rs. 2(two) crores. Setting up, a Railway Heritage Park was an enlightening experience especially in reconstructing the past and maintaining its originality. Since July, 2010 Heritage Park opened the doors to the public with a large number of visitors. It's hard to believe it's already been 10 years, it's been possible only because of the hard work of the Team of Tinsukia Division.

"J.K.Sarkar, Curator"





Air-conditioned conference cum Video Hall on Wheels – a unique attraction.

Bird's eye view of Railway Heritage Park, New Tinsukia



DR. JOHN BERRY WHITE



DR. JOHN BERRY WHITE, the father of modern medical education in Assam, was born on 5th June, 1834, in England. He became a member of the Royal College of Surgeons in England. In 1858, he was sent to Assam to work under the erstwhile East India Company. He served in upper Assam for long 24 (twenty four) years in different capacities and left his footprints in all spheres of development activities of this region, more particularly in the field of health care infrastructural development activities. He had also contributed towards the tea, coal, oil industries and establishment of rail and road communications in Assam. It was recorded at the time that the opening of the Makum Coalfield, situated on the first range of Patkai Hills, was largely due to “the combined foresight, faith in future and perseverance in the face of failure and opposition, of Mr. J. Berry White, who was practically the originator of the coalfield.” The most remarkable contribution of Dr. John Berry White, which we all must adore with reverence, is his contribution towards the establishment of the “Berry White Medical School” at Dibrugarh, which was established through a legacy personal contribution of Rs.50,000/- at that time. After the retirement as a Civil Surgeon of Lakhimpur District in 1882, Dr. White went back to London where he died on 19th November, 1896.

We feel very proud to mention that after 15 years of monumental discovery of X-Ray by Prof. Rontgen, Berry White Medical School was the first Medical School in India to use X-Ray machine in 1910. On 3rd November, 1947, Berry White Medical School was upgraded to First Medical College in Assam i.e. Assam Medical College, Dibrugarh, Assam.

He was one of the founding Directors of the erstwhile Assam Railway & Trading Company (AR&T) from 1881 to 1896.

“The Entrance View of the Park”



Heritage Park sparkle at Night



ABR

IR

DSR

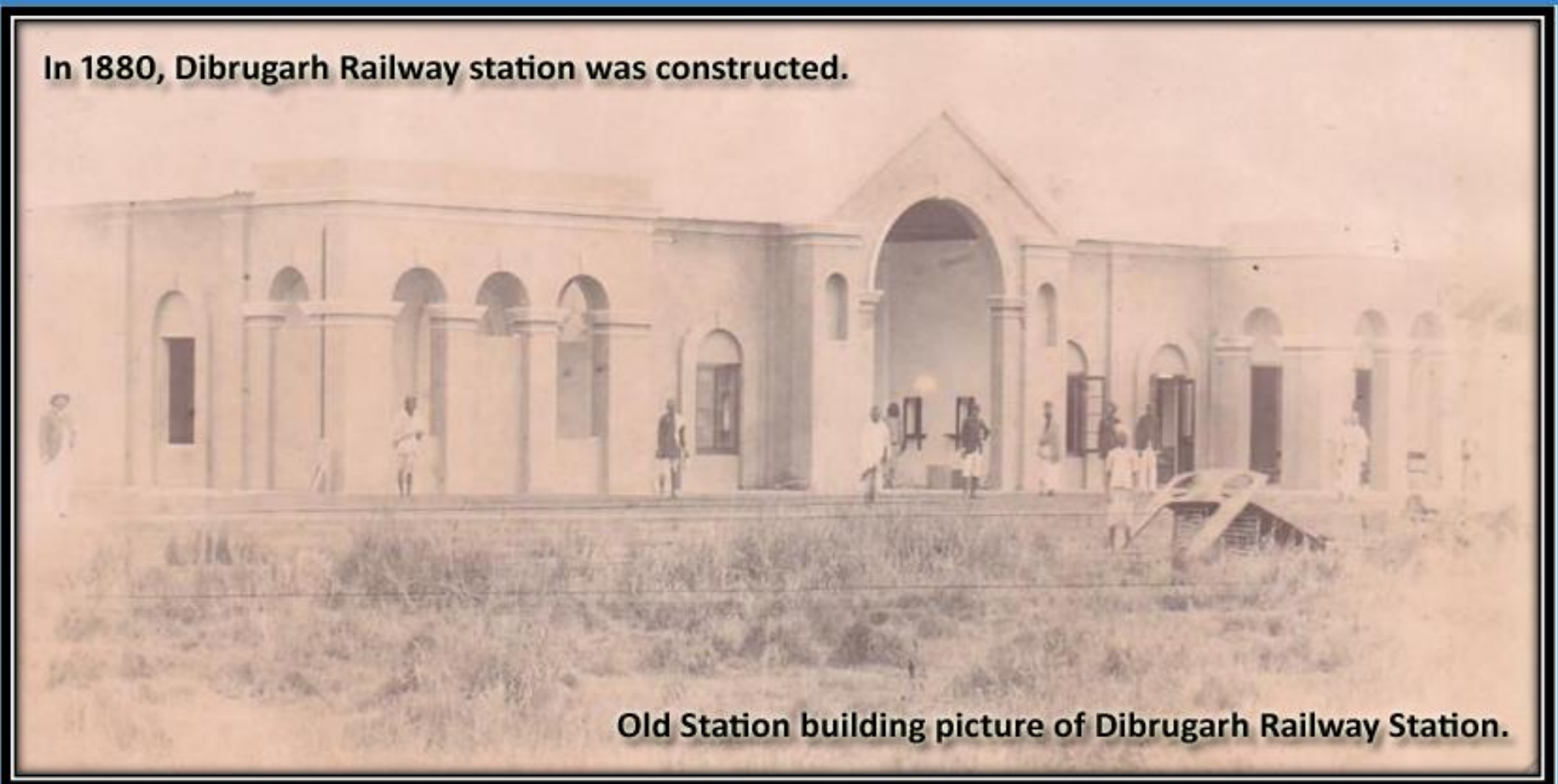
Illuminated Heritage Wall

Brief History of TSK Division

Birth place of Railway in the North East

The British, on arriving in Assam, selected Dibrugarh as an administrative and commercial center in Upper Assam, making it a hub of activity in this region of North-Eastern India.

In 1880, Dibrugarh Railway station was constructed.



Old Station building picture of Dibrugarh Railway Station.

Brief History of TSK Division

Birth place of Railway in the North East

1. In 1881 Dibrugarh Railway Workshop was established. The first loco superintendent was W. Holker.
2. On the July 30th, 1881 the Assam Railways and Trading Company Limited was incorporated.
3. In 1834 the Governor General set up a Committee to explore the possibility of tea growing in India. It was found that the tea plant was indigenous to Assam, a discovery followed by the importation of tea makers from China, leading, eventually to the great tea industry of Assam.
3. By 1885 the railways in the Assam Valley were already established as the Dibru Sadiya Railway (metre gauge) constructed by the Assam Railways and Trading Company and the Jorhat Provincial Railway (two feet gauge). Both these were at the eastern end of the Valley, connecting the distant tea gardens with the Brahmaputra. The river services were still the only means of communication with the outside world. It took almost a fortnight to reach Kolkata from Dibrugarh.
4. Work on the Assam Bengal Railway was begun in 1891-92. The hill-section from Lumding to Badarpur took eleven years to build the 37 tunnels, aggregating 15,569 feet in length.
5. In 1904 through communication by rail was established between Chittagong and Dibrugarh.
6. In 1890 the journey from Calcutta to Dibrugarh took at least a fortnight: in 1904 it took over three days: in 1940 only thirty hours by rail.