



# HP State Legal Services Authority

Pioneers



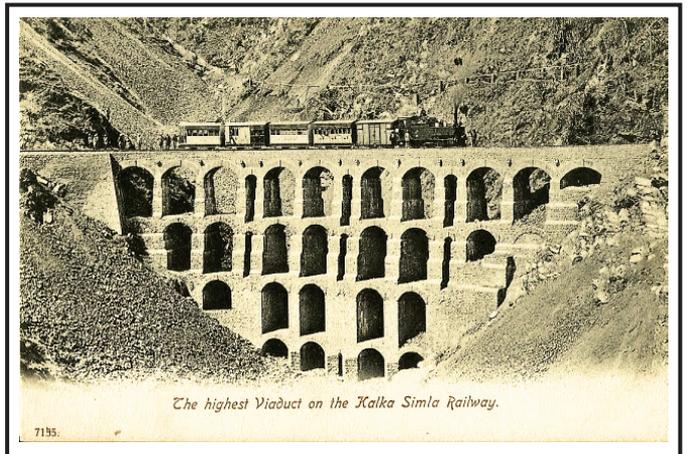
**Awareness  
for  
Protection, Conservation & Cleanliness  
of  
Kalka-Shimla Railway Track  
(A UNESCO World Heritage Site)**

**12<sup>th</sup> May, 2018**



## Kalka Shimla Railways, History & Other Facts

The Kalka Shimla Railway was built during the British rule in India with an aim to connect by Shimla the summer capital of British Indian rail network. The rail network holds the Guinness Book of World Records for its 96 kilometers steepest rise in the altitude with crossover of 800 bridges and viaducts, it is one of the most beautiful hill railways in India. It was considered the “crown jewel” of the Indian National Railways during British times.



Kalka Shimla Railway (KSR), a 96.6 kilometer long a single track working rail link was built in the mid-19<sup>th</sup> century to provide a service to the highland town of Shimla, it is emblematic of the technical and material efforts to disincorporate mountain populations through the railway. The world's highest multi-arch gallery bridge at Kanoh and the world's longest tunnel at Barog(at the time of construction) of the KSR were the testimony of the brilliant engineering skills applied to make this a dream a reality. Then the Shimla region took on considerable political importance as the Indian Colonial government decided to take up summer residence there, because of the healthier climate linked to the altitude. The question of transport to the Himalayan foothills, the Delhi region and the Ganges plain then became crucial. The possibility of rail link was mentioned as early as 1847.



The 96km narrow-gauge Kalka-Shimla Railway, often called the toy train line, was opened in 1903 to connect Shimla, the summer capital of British India, with the northern plains. In the same year carriages were built by the Railway onwards. The first carriages were very simple of 4- wheeled carriages, light and short (17 feet).

## **The Kalka Shimla rail journey**

The rail line begins its climb almost immediately after its departure from the Kalka railway station. The toy train chugs along the line, whistling through the deodar, pine, ficus, oak and maple woods at a speed of 22 km an hour. As the journey begins, one is taken in with the change in vegetation, and the majestic glory of the railway stations and Gothic-style bridges en route.

The most refreshing part of the journey is the experience of sitting by the window, breathing in the cool breeze and taking in the greenery, smell of fresh dew on the vegetation, the chirping of birds and the sight of cattle grazing around the track, especially if you are traveling in either of the two early morning toy trains.

**Total change of altitude: From Kalka, 655 meters (2,150 ft) to Shimla of 2,076 meters (6,811 ft).**



**Kanoh Bridge**

## **Kalka Shimla Railway: Quick facts**

Train Gauge – Narrow (762mm)	Tunnels – 103 (1 not in service)
Track Length – Over 96 Km	Maximum Height – above 2000 m above sea level
Project Launched in – 1898	Curves – 900 (70% track is in curves)
Project Completed in – 1903	Train – After 1965, hauled by Diesel Engine
Train Service Commenced – November 9, 1903	Maximum Number of Coaches – Seven
Bridges – 864	Services – Seven coach train and rail car.
Longest Bridge – Near Dharampur (70 m)	In 2007, the Himachal Pradesh Government declared the Railway a Heritage Property.
Construction of Kalka – Shimla Railway tracks was begun by the Delhi-Umballa-Kalka Railway Company in 1898. Chief Engineer was H.S. Harington.	UNESCO conferred Heritage status on 10th July 2008 & listed under: “Mountain Railways of India”.
Longest Tunnel – Barog (1.1 Km). Alignment chosen with help of the workman named Bhalku, resident of Village Jhajja near Chail.	The track with its nineteen stations between Kalka-Shimla, is supposed to have been built on exactly the trace given by Bhalku (Courtesy, Minerva Publishers & Distributors, Shimla - 171005)

# Awareness for Protection, Conservation & Cleanliness of Kalka-Shimla Railway Track

## **Background**

It came to the knowledge of this Authority that the track of Kalka-Shimla railway line has become littered with garbage. This heritage railway line runs through forest. With a view to preserve the rich heritage and to protect and improve the natural environment surrounding the track, HP State Legal Services Authority is going to organize an Awareness drive to Protect, Conserve & Clean the Kalka-Shimla Railway Track on 12<sup>th</sup> May, 2018, under innovative and able guidance of Hon'ble Mr. Justice Sanjay Karol, Acting Chief Justice and Executive Chairman, HP State Legal Services Authority, to clean the Kalka-Shimla railway track by associating the District Administration, Department of Tourism, Forest Department, Health Department, Pollution Control Board, Department of Industries, Information and Public Relation Department, Urban Development, NIC, Panchayats, Higher & Elementary Education Department, Northern Railways, Self Help Groups, Mahila Mandals, Yuvak Mandals, NGOs, School/College/University Students, Municipal Corporation, Bar Associations and PLVs etc.

## **Objectives:**

**A Community awakening walk on 96 KM UNESCO world heritage site, Shimla-Kalka Railway Track will be launched on 12<sup>th</sup> May, 2018 with the following objectives:**

- To sensitize and spread awareness among people about the Kalka Shimla Railway.
- To clean the Kalka-Shimla Railway track.
- To preserve the natural environment surrounding the Kalka-Shimla Railway track.
- To coordinate with rural and the urban local bodies in order to design, execute and operate all systems related to cleanliness of Kalka-Shimla Railway track.
- Beautification and plantation alongside railway track.
- Preventing soil erosion and contamination and drying up of water sources.
- To coordinate with industries to come forward under Corporate Social Responsibility for this cause.
- To solicit and promote long standing community support for this endeavour.

## The Campaign Design

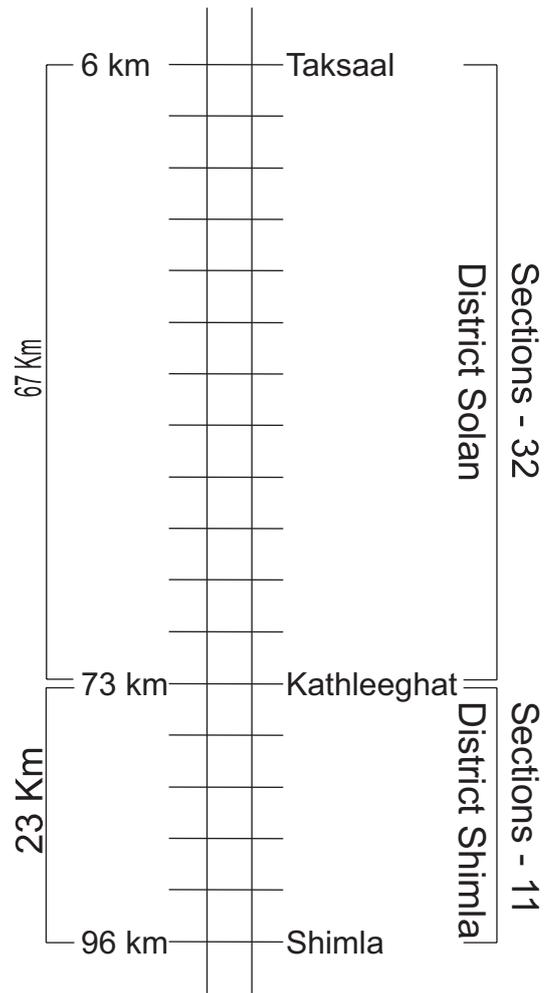
### **Participants & Associates**

1. 30+ Schools
2. 5 Colleges
3. 6 Universities
4. 30+ Panchayats
5. Railways
6. Pollution Control Board
7. Health & Family Welfare
8. Police
9. HRTC
10. Forest Department
11. Information & Public Relations
12. Municipal Corporation/Council
13. Department of Industries
14. Rural Development & Panchayati Raj
15. Bar Associations
16. NGOs/Civil Society/SHGs
17. Himachal Tourism

### **Team at Each Section**

1. Mate, Key Men & Track Men, Railways
2. 100+ Students
3. 10+ Advocates
4. 50+ Public Representatives
5. 20+ NGOs/Civil Society Members
6. 10 Para-legal Volunteers
7. 10 Retainer Lawyers
8. 2 Health Workers with First Aid Kit
9. 2 Forest Workers/Guards
10. 10 Civil Defense Force Members
11. 1 Ambulance with Medical Staff
12. Bus(es) to ferry Participants
13. 1 Pollution Control Board Official
14. 50 + Participants from Industries (Near by Industrial Areas)
15. Participants from other departments

### **Kalka - Shimla Railway Track Total Sections - 43**

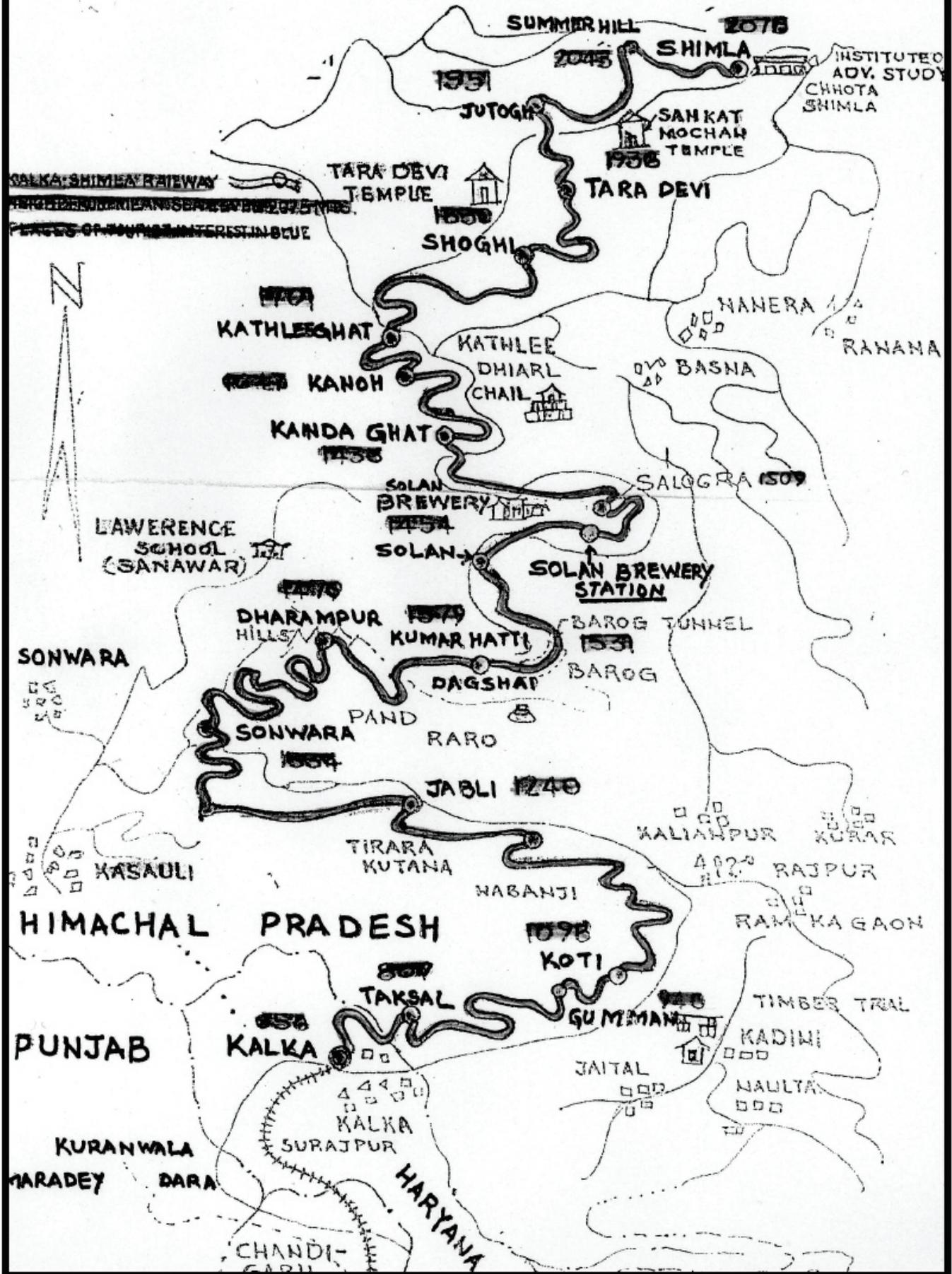


### **Alert Squad in Each Section (Members - 6)**

1. Railways Official
2. School Teacher
3. Civil Society Member
4. Para-legal Volunteer
5. Police Official
6. Public Representative

For Further Details Please Visit: [www.hpslsa.nic.in](http://www.hpslsa.nic.in)

# SKETCH MAP OF KALKA SHIMLA RAILWAY (KSR)

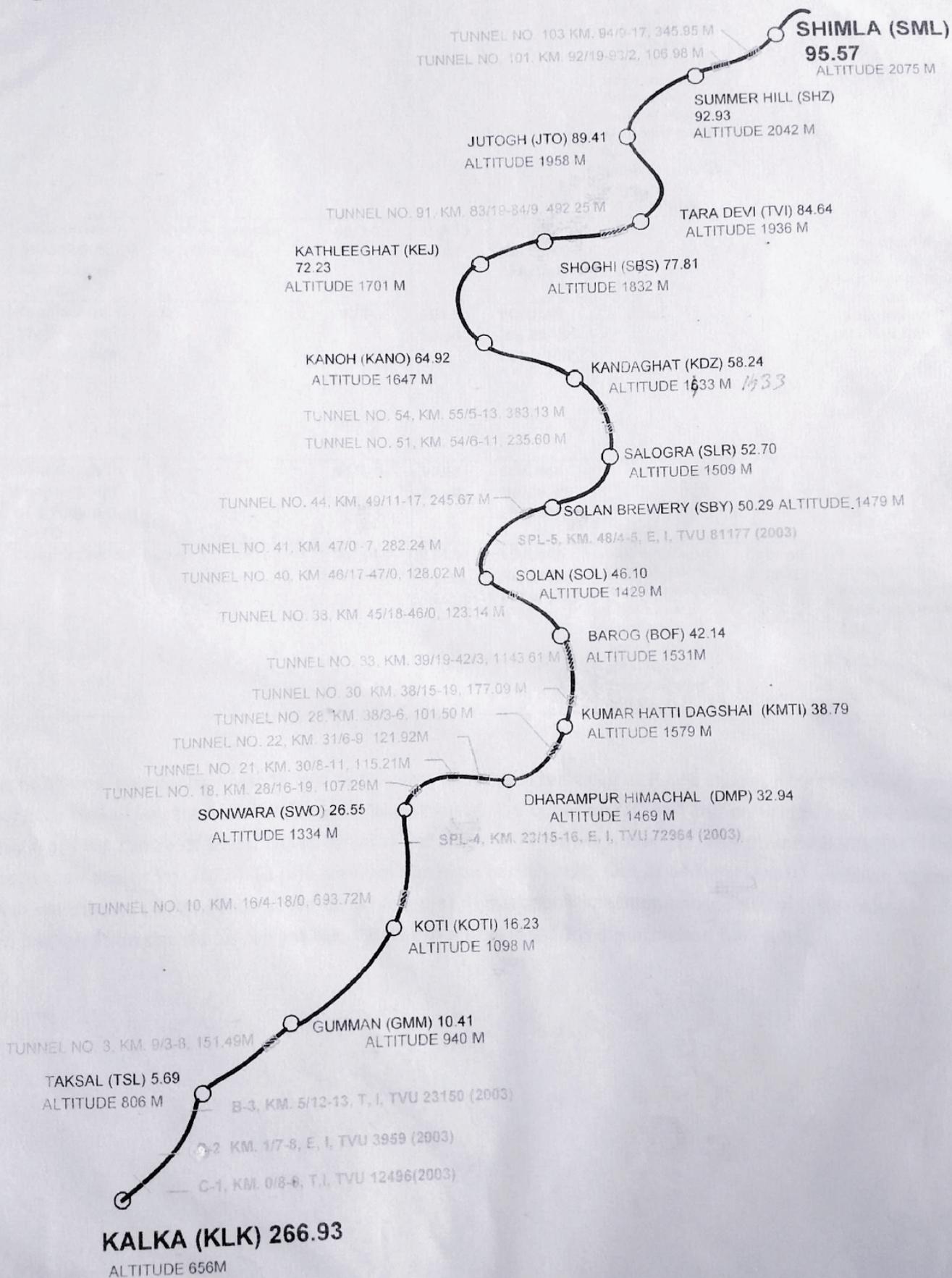


The railway line from Kalka to Shimla

अम्बाला मंडल



ROUTE MAP OF KALKA - SIMLA SECTION  
SHOWING L-XINGS AND MAJOR TUNNELS





# The Campaign Becomes a Movement



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