# Kalka

# Christ Church (Shimla)

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| [https://upload.wikimedia.org/wikipedia/en/thumb/9/99/Question_book-new.svg/50px-Question_book-new.svg.png](https://en.wikipedia.org/wiki/File:Question_book-new.svg) | This article **needs additional citations for**[**verification**](https://en.wikipedia.org/wiki/Wikipedia:Verifiability). Please help [improve this article](https://en.wikipedia.org/w/index.php?title=Christ_Church_(Shimla)&action=edit) by [adding citations to reliable sources](https://en.wikipedia.org/wiki/Help:Introduction_to_referencing_with_Wiki_Markup/1). Unsourced material may be challenged and removed. *(December 2013)* *(*[*Learn how and when to remove this template message*](https://en.wikipedia.org/wiki/Help:Maintenance_template_removal)*)* |

[](https://en.wikipedia.org/wiki/File:ShimlaChurch.JPG)

Christ Church on a sunny day

**Christ Church**, [Shimla](https://en.wikipedia.org/wiki/Shimla" \o "Shimla), is the second oldest church in North [India](https://en.wikipedia.org/wiki/India), after [St John's Church](https://en.wikipedia.org/wiki/St._John%27s_Church,_Meerut) in [Meerut](https://en.wikipedia.org/wiki/Meerut). It is a parish in the Diocese of [Amritsar](https://en.wikipedia.org/wiki/Amritsar) in the [Church of North India](https://en.wikipedia.org/wiki/Church_of_North_India). Its current incumbent is [The Rev.](https://en.wikipedia.org/wiki/The_Reverend) Sohan Lal, whose ecclesiastical designation is presbyter-in-charge. Worship is conducted in [Hindi](https://en.wikipedia.org/wiki/Hindi_language) and [English](https://en.wikipedia.org/wiki/English_language).[[1]](https://en.wikipedia.org/wiki/Christ_Church_(Shimla)#cite_note-1)

## History[[edit](https://en.wikipedia.org/w/index.php?title=Christ_Church_(Shimla)&action=edit&section=1" \o "Edit section: History)]

Built in the [neo-Gothic style](https://en.wikipedia.org/wiki/Neo-Gothic) in 1857 to serve the largely [Anglican](https://en.wikipedia.org/wiki/Anglican) [British](https://en.wikipedia.org/wiki/British_people) community in what was formerly called Simla, Christ Church is situated on [The Ridge](https://en.wikipedia.org/wiki/The_Ridge,_Shimla). It stands out as one of the prominent landmarks of Shimla and its silhouette is visible for kilometres around the vicinity of Shimla city. Christ Church is one of the enduring legacies of the [British Raj](https://en.wikipedia.org/wiki/British_Raj).

Christ Church was designed by [Colonel](https://en.wikipedia.org/wiki/Colonel_(British_Army)) J. T. Boileau in 1844, and the cornerstone was laid on 9 September 1844 by Bishop Daniel Wilson, Bishop of Calcutta. The church was consecrated on 10 January 1857 by Bishop Thomas Daltrey, Bishop of Madras. The estimated cost of construction at that time was 40,000 to 50,000 Rupees. The clock adorning Christ Church was donated by [Colonel](https://en.wikipedia.org/wiki/Colonel_(British_Army)) Dumbleton in 1860. The porch was added in 1873. A British manufactured pipe-organ was installed in 1899 which was extensively renovated in 1932.

Christ Church survived the 20th-century [partition](https://en.wikipedia.org/wiki/Partition_of_India) and the subsequent political upheavals on the Indian subcontinent. The first Indian Chaplain of Christ Church Shimla was Rev. B.S. Chander (1948 to 1957). Christ Church continues to be well maintained and is in relatively good condition. The clock's original mechanical mechanism has more recently been replaced with an electrical equivalent. However, currently whilst all 4 faces of the clock remain in synchronization they rarely reflect the correct time.

## Architecture[[edit](https://en.wikipedia.org/w/index.php?title=Christ_Church_(Shimla)&action=edit&section=2" \o "Edit section: Architecture)]

[](https://en.wikipedia.org/wiki/File:Christ_Church_Shimla_India.jpg)

Side view of Christ Church Shimla (1) from Mall Road

It is designed in the [neo-Gothic](https://en.wikipedia.org/wiki/Gothic_Revival_architecture) style. The church is lit at night to illuminate it.

The church contains five fine stained glass windows. One represents the Christian virtues of Faith, Hope, Charity, Fortitude, Patience, and Humility. The chancel window was designed by [Lockwood Kipling](https://en.wikipedia.org/wiki/Lockwood_Kipling) (father of [Rudyard Kipling](https://en.wikipedia.org/wiki/Rudyard_Kipling)). The pipe-organ of Christ Church is the largest in the Indian subcontinent; it was installed in September 1899.[[2]](https://en.wikipedia.org/wiki/Christ_Church_(Shimla)#cite_note-2)

Among the church's holdings are a great collection of books and ancient scriptures.

# Kalka–Shimla railway

From Wikipedia, the free encyclopedia

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| **Kalka–Shimla railway** | |
| [KSR Steam special at Taradevi 05-02-13 56.jpeg](https://en.wikipedia.org/wiki/File:KSR_Steam_special_at_Taradevi_05-02-13_56.jpeg)  At the [Taradevi](https://en.wikipedia.org/w/index.php?title=Taradevi&action=edit&redlink=1" \o "Taradevi (page does not exist)) station | |
| **Terminus** | [Shimla](https://en.wikipedia.org/wiki/Shimla) |
| **Commercial operations** | |
| **Built by** | [H. S. Harington](https://en.wikipedia.org/w/index.php?title=H._S._Harington&action=edit&redlink=1) |
| **Preserved operations** | |
| **Operated by** | [Northern Railway](https://en.wikipedia.org/wiki/Northern_Railway_zone) |
| **Stations** | 18 |
| **Length** | 96 km |
| **Preserved gauge** | [2 ft 6 in](https://en.wikipedia.org/wiki/2_ft_6_in_gauge_railways) (762 mm) |
| **Commercial history** | |
| **Opened** | 1898 |
| **Preservation history** | |
| **Headquarters** | [Shimla](https://en.wikipedia.org/wiki/Shimla) |
|  | |
| [**UNESCO World Heritage Site**](https://en.wikipedia.org/wiki/World_Heritage_Site) | |
| **Inscription** | (32nd [Session](https://en.wikipedia.org/wiki/World_Heritage_Committee)) |
| [[edit on Wikidata](https://www.wikidata.org/wiki/Q7171560)] | |
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The **Kalka–Shimla railway** is a [2 ft 6 in](https://en.wikipedia.org/wiki/2_ft_6_in_gauge_railways) (762 mm) [narrow-gauge](https://en.wikipedia.org/wiki/Narrow-gauge) [railway](https://en.wikipedia.org/wiki/Railway" \o "Railway)in [North India](https://en.wikipedia.org/wiki/North_India) which traverses a mostly-mountainous route from [Kalka](https://en.wikipedia.org/wiki/Kalka_railway_station) to [Shimla](https://en.wikipedia.org/wiki/Shimla" \o "Shimla). It is known for dramatic views of the hills and surrounding villages. The railway was built in 1898 to connect Shimla, the summer capital of India during the [British Raj](https://en.wikipedia.org/wiki/British_Raj), with the rest of the Indian rail system. During its construction, 107 tunnels and 864 bridges were built along the route. The project's chief engineer was H. S. Harington.

Its early locomotives were manufactured by [Sharp, Stewart and Company](https://en.wikipedia.org/wiki/Sharp,_Stewart_and_Company). Larger locomotives were introduced, which were manufactured by the [Hunslet Engine Company](https://en.wikipedia.org/wiki/Hunslet_Engine_Company" \o "Hunslet Engine Company). Diesel and diesel-hydraulic locomotives began operation in 1955 and 1970, respectively.

On 8 July 2008, [UNESCO](https://en.wikipedia.org/wiki/UNESCO) added the Kalka–Shimla railway to the [mountain railways of India](https://en.wikipedia.org/wiki/Mountain_railways_of_India) [World Heritage Site](https://en.wikipedia.org/wiki/World_Heritage_Site).[[1]](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#cite_note-heritageunesco-1)

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* [2Operators](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#Operators)
* [3Rolling stock](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#Rolling_stock)
* [4Route](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#Route)
  + [4.1Stations](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#Stations)
  + [4.2Bridges and tunnels](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#Bridges_and_tunnels)
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* [5Television](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#Television)
* [6References](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#References)
* [7External links](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#External_links)

## History[[edit](https://en.wikipedia.org/w/index.php?title=Kalka%E2%80%93Shimla_railway&action=edit&section=1" \o "Edit section: History)]

Shimla (then spelt Simla), settled by the British shortly after the [first Anglo-Gurkha war](https://en.wikipedia.org/wiki/Anglo-Nepalese_War), is located at 7,116 feet (2,169 m) in the foothills of the [Himalayas](https://en.wikipedia.org/wiki/Himalayas). It became the summer capital of British India in 1864, and was the headquarters of the British army there. Before the railway was built, communication with the outside world was by cart.[[2]](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#cite_note-Engineer-2)

The [1,676 mm](https://en.wikipedia.org/wiki/5_ft_6_in_gauge_railway) (5 ft 6 in) [broad-gauge](https://en.wikipedia.org/wiki/Indian_gauge) [Delhi–Kalka line](https://en.wikipedia.org/wiki/Delhi%E2%80%93Kalka_line) opened in 1891.[[3]](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#cite_note-3) Construction of the Kalka–Shimla railway on [2 ft](https://en.wikipedia.org/wiki/2_ft_and_600_mm_gauge_railways)(610 mm) narrow-gauge tracks was begun by the Delhi-Ambala-Kalka Railway Company in 1898.[[2]](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#cite_note-Engineer-2) The 96.54 km (59.99 mi) line opened for traffic on 9 November 1903.[[2]](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#cite_note-Engineer-2) and was dedicated by [Viceroy](https://en.wikipedia.org/wiki/Viceroy_of_India) Lord Curzon.[[4]](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#cite_note-4)

Because of high capital and maintenance costs and difficult working conditions, the railway was allowed to charge higher fares than on other lines. Nevertheless, the company was still unprofitable, and was purchased by the government on 1 January 1906 for Rs171,107,748. The line had been [regauged](https://en.wikipedia.org/wiki/Track_gauge_conversion" \o "Track gauge conversion) to 2 ft 6 in (762 mm) the previous year in accordance with Indian War Department standards.

In 2007, the [Himachal Pradesh](https://en.wikipedia.org/wiki/Himachal_Pradesh) government declared the railway a heritage property.[[5]](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#cite_note-5) For about a week, beginning on 11 September 2007, a [UNESCO](https://en.wikipedia.org/wiki/UNESCO) team visited the railway to inspect it for possible selection as a [World Heritage Site](https://en.wikipedia.org/wiki/World_Heritage_Site). On 8 July 2008, it became part of the [mountain railways of India](https://en.wikipedia.org/wiki/Mountain_railways_of_India) World Heritage Site[[6]](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#cite_note-6) with the [Darjeeling Himalayan](https://en.wikipedia.org/wiki/Darjeeling_Himalayan_Railway) and [Nilgiri Mountain Railways](https://en.wikipedia.org/wiki/Nilgiri_Mountain_Railway" \o "Nilgiri Mountain Railway).[[7]](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#cite_note-7)

## Operators[[edit](https://en.wikipedia.org/w/index.php?title=Kalka%E2%80%93Shimla_railway&action=edit&section=2" \o "Edit section: Operators)]

The KSR and its assets, including the stations, line and vehicles, belong to the [government of India](https://en.wikipedia.org/wiki/Government_of_India) under the [Ministry of Railways](https://en.wikipedia.org/wiki/Ministry_of_Railways_(India)). The [Northern Railway](https://en.wikipedia.org/wiki/Northern_Railway_zone) handles day-to-day maintenance and management, and several programs, divisions and departments of [Indian Railways](https://en.wikipedia.org/wiki/Indian_Railways) are responsible for repairs.

## Rolling stock[[edit](https://en.wikipedia.org/w/index.php?title=Kalka%E2%80%93Shimla_railway&action=edit&section=3" \o "Edit section: Rolling stock)]

[](https://en.wikipedia.org/wiki/File:KSR_Steam_locomotive_520_05-02-13_11.jpeg)

Steam locomotive 520

The first locomotives were two class-B [0-4-0STs](https://en.wikipedia.org/wiki/0-4-0ST) from the Darjeeling Himalayan Railway. These were built as 2 ft (610 mm)-gauge engines, but were converted to 2 ft 6 in (762 mm)-gauge in 1901. They were not large enough (they were sold in 1908), and were followed in 1902 by 10 slightly-larger engines with a [0-4-2T](https://en.wikipedia.org/wiki/0-4-2T) wheel arrangement. The locomotives weighed 21.5 [long tons](https://en.wikipedia.org/wiki/Long_ton) (21.8 [t](https://en.wikipedia.org/wiki/Tonne); 24.1 [short tons](https://en.wikipedia.org/wiki/Short_ton)) each, and had 30 in (762 mm) [driving wheels](https://en.wikipedia.org/wiki/Driving_wheel) and 12 in × 16 in (304.8 mm × 406.4 mm) cylinders. Later classified as B-class by the [North Western State Railway](https://en.wikipedia.org/wiki/North_Western_State_Railway), they were manufactured by the British [Sharp, Stewart and Company](https://en.wikipedia.org/wiki/Sharp,_Stewart_and_Company).[[8]](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#cite_note-Hughes-8)

Thirty larger [2-6-2T](https://en.wikipedia.org/wiki/2-6-2T) locomotives, with slight variations, were introduced between 1904 and 1910. Built by the [Hunslet Engine](https://en.wikipedia.org/wiki/Hunslet_Engine_Company" \o "Hunslet Engine Company) and [North British Locomotive Companies](https://en.wikipedia.org/wiki/North_British_Locomotive_Company), they weighed about 35 [long tons](https://en.wikipedia.org/wiki/Long_ton) (36 [t](https://en.wikipedia.org/wiki/Tonne); 39 [short tons](https://en.wikipedia.org/wiki/Short_ton)) and had 30 in (762 mm) drivers and 14 in × 16 in (355.6 mm × 406.4 mm) cylinders. Later classed K and K2 by the North Western State Railway, they handled most of the rail traffic during the steam era. A pair of [Kitson-Meyer](https://en.wikipedia.org/wiki/Meyer_locomotive" \o "Meyer locomotive) 2-6-2+2-6-2 articulated locomotives, classed TD, were supplied in 1928. However, they quickly fell into disfavour because it often took all day for enough freight to be assembled to justify operating a [goods train](https://en.wikipedia.org/wiki/Goods_train) hauled by one of these locomotives. Shippers looking for faster service began turning to road transport. These 68-long-ton (69.09 t; 76.16-short-ton) locomotives were soon transferred to the [Kangra Valley Railway](https://en.wikipedia.org/wiki/Kangra_Valley_Railway" \o "Kangra Valley Railway), and were converted to 1,000 mm (3 ft 3 3⁄8 in) [metre gauge](https://en.wikipedia.org/wiki/Metre_gauge" \o "Metre gauge) in [Pakistan](https://en.wikipedia.org/wiki/Pakistan).[[8]](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#cite_note-Hughes-8) Regular steam-locomotive operation ended in 1971.

[](https://en.wikipedia.org/wiki/File:KSR_Diesel_Locomotive_148_at_Kalka_05-02-12_12.jpeg)

Diesel locomotive 148

The railway's first diesel locomotives, class ZDM-1 manufactured by [Arnold Jung Lokomotivfabrik](https://en.wikipedia.org/wiki/Arnold_Jung_Lokomotivfabrik) (articulated with two prime movers), began operating in 1955; they were regauged, reclassified as [NDM-1](https://en.wikipedia.org/wiki/Indian_locomotive_class_NDM-1) and used on the [Matheran Hill Railway](https://en.wikipedia.org/wiki/Matheran_Hill_Railway" \o "Matheran Hill Railway) during the 1970s. In the 1960s, class ZDM-2 locomotives from [Maschinenbau Kiel](https://en.wikipedia.org/wiki/Maschinenbau_Kiel" \o "Maschinenbau Kiel) (MaK) was introduced; they were later transferred to other lines.

The KSR currently operates with class ZDM-3 [diesel-hydraulic](https://en.wikipedia.org/wiki/Diesel-hydraulic) locomotives (522 kW or 700 hp, 50 km/h or 31 mph), built between 1970 and 1982 by [Chittaranjan Locomotive Works](https://en.wikipedia.org/wiki/Chittaranjan_Locomotive_Works" \o "Chittaranjan Locomotive Works) with a single-cab road-switcher body.[[9]](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#cite_note-9) Six locomotives of that class were built in 2008 and 2009 by the Central Railway Loco Workshop in [Parel](https://en.wikipedia.org/wiki/Parel" \o "Parel), with updated components and a dual-cab body providing better track vision.[[10]](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#cite_note-10)

[](https://en.wikipedia.org/wiki/File:KSR_Railcar_4_at_Shimla_05-02-14_40.jpeg)

KSR [railcar](https://en.wikipedia.org/wiki/Railcar)

The railway opened with conventional four-wheel and [bogie](https://en.wikipedia.org/wiki/Bogie) [coaches](https://en.wikipedia.org/wiki/Passenger_car_(rail)). Their [tare weight](https://en.wikipedia.org/wiki/Tare_weight) meant that only four bogie coaches could be hauled by the [2-6-2T](https://en.wikipedia.org/wiki/2-6-2T)locomotives. In a 1908 effort to increase capacity, the coach stock was rebuilt as 33-by-7-foot (10.1 by 2.1 m) bogie coaches with [steel](https://en.wikipedia.org/wiki/Steel) frames and bodies. To further save weight, the roofs were made of [aluminium](https://en.wikipedia.org/wiki/Aluminium" \o "Aluminium). The weight savings meant that the locomotives could now haul six of the larger coaches. This was an early example of the use of aluminium in coach construction to reduce tare weight.[[2]](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#cite_note-Engineer-2)

Goods rolling stock was constructed on a common 30-by-7-foot (9.1 by 2.1 m) pressed-steel underframe. [Open](https://en.wikipedia.org/wiki/Open_wagon) and [covered wagons](https://en.wikipedia.org/wiki/Goods_wagon) were provided, with the [open wagons](https://en.wikipedia.org/wiki/Open_wagon) having a capacity of 19 long tons (19.30 t; 21.28 short tons) and the covered wagons 17.5 long tons (17.8 t; 19.6 short tons).[[2]](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#cite_note-Engineer-2)

## Route[[edit](https://en.wikipedia.org/w/index.php?title=Kalka%E2%80%93Shimla_railway&action=edit&section=4" \o "Edit section: Route)]

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| [[hide](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway)]  **Kalka–Shimla railway** |
| [Legend](https://en.wikipedia.org/wiki/Template:Railway_line_legend) |
| |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |  | |  | |  |  |  | | --- | --- | --- | | https://upload.wikimedia.org/wikipedia/commons/thumb/1/19/BSicon_KBHFa.svg/20px-BSicon_KBHFa.svg.png |  |  | | 0 km | [Kalka](https://en.wikipedia.org/wiki/Kalka_railway_station) | | |  | |  | |  |  |  | | --- | --- | --- | | https://upload.wikimedia.org/wikipedia/commons/thumb/d/d0/BSicon_HST.svg/20px-BSicon_HST.svg.png |  |  | | 6 km | [Taksal](https://en.wikipedia.org/wiki/Taksal) | | |  | |  | |  |  |  | | --- | --- | --- | | https://upload.wikimedia.org/wikipedia/commons/thumb/7/76/BSicon_BHF.svg/20px-BSicon_BHF.svg.png |  |  | | 11 km | Gumman | | |  | |  | |  |  |  | | --- | --- | --- | | https://upload.wikimedia.org/wikipedia/commons/thumb/d/d0/BSicon_HST.svg/20px-BSicon_HST.svg.png |  |  | | 17 km | Koti | | |  | |  | |  |  |  | | --- | --- | --- | | https://upload.wikimedia.org/wikipedia/commons/thumb/d/d0/BSicon_HST.svg/20px-BSicon_HST.svg.png |  |  | | 27 km | Sonwara | | |  | |  | |  |  |  | | --- | --- | --- | | https://upload.wikimedia.org/wikipedia/commons/thumb/d/d0/BSicon_HST.svg/20px-BSicon_HST.svg.png |  |  | | 33 km | [Dharampur](https://en.wikipedia.org/wiki/Dharampur_Himachal_railway_station) | | |  | |  | |  |  |  | | --- | --- | --- | | https://upload.wikimedia.org/wikipedia/commons/thumb/d/d0/BSicon_HST.svg/20px-BSicon_HST.svg.png |  |  | | 39 km | Kumarhatti | | |  | |  | |  |  |  | | --- | --- | --- | | https://upload.wikimedia.org/wikipedia/commons/thumb/7/76/BSicon_BHF.svg/20px-BSicon_BHF.svg.png |  |  | | 43 km | [Barog](https://en.wikipedia.org/wiki/Barog_railway_station) | | |  | |  | |  |  |  | | --- | --- | --- | | https://upload.wikimedia.org/wikipedia/commons/thumb/7/76/BSicon_BHF.svg/20px-BSicon_BHF.svg.png |  |  | | 47 km | [Solan](https://en.wikipedia.org/wiki/Solan_railway_station) | | |  | |  | |  |  |  | | --- | --- | --- | | https://upload.wikimedia.org/wikipedia/commons/thumb/d/d0/BSicon_HST.svg/20px-BSicon_HST.svg.png |  |  | | 53 km | Salogra | | |  | |  | |  |  |  | | --- | --- | --- | | https://upload.wikimedia.org/wikipedia/commons/thumb/d/d0/BSicon_HST.svg/20px-BSicon_HST.svg.png |  |  | | 59 km | [Kandaghat](https://en.wikipedia.org/wiki/Kandaghat) | | |  | |  | |  |  |  | | --- | --- | --- | | https://upload.wikimedia.org/wikipedia/commons/thumb/d/d0/BSicon_HST.svg/20px-BSicon_HST.svg.png |  |  | | 65 km | Kanoh | | |  | |  | |  |  |  | | --- | --- | --- | | https://upload.wikimedia.org/wikipedia/commons/thumb/d/d0/BSicon_HST.svg/20px-BSicon_HST.svg.png |  |  | | 73 km | Kathleeghat | | |  | |  | |  |  |  | | --- | --- | --- | | https://upload.wikimedia.org/wikipedia/commons/thumb/d/d0/BSicon_HST.svg/20px-BSicon_HST.svg.png |  |  | | 78 km | [Shoghi](https://en.wikipedia.org/wiki/Shoghi_railway_station) | | |  | |  | |  |  |  | | --- | --- | --- | | https://upload.wikimedia.org/wikipedia/commons/thumb/d/d0/BSicon_HST.svg/20px-BSicon_HST.svg.png |  |  | | 85 km | Taradevi | | |  | |  | |  |  |  | | --- | --- | --- | | https://upload.wikimedia.org/wikipedia/commons/thumb/d/d0/BSicon_HST.svg/20px-BSicon_HST.svg.png |  |  | | 90 km | [Jutogh](https://en.wikipedia.org/wiki/Jutogh) | | |  | |  | |  |  |  | | --- | --- | --- | | https://upload.wikimedia.org/wikipedia/commons/thumb/d/d0/BSicon_HST.svg/20px-BSicon_HST.svg.png |  |  | | 93 km | [Summer Hill](https://en.wikipedia.org/wiki/Summer_Hill,_Shimla) | | |  | |  | |  |  |  | | --- | --- | --- | | https://upload.wikimedia.org/wikipedia/commons/thumb/d/de/BSicon_KBHFe.svg/20px-BSicon_KBHFe.svg.png |  |  | | 96 km | [Shimla](https://en.wikipedia.org/wiki/Shimla_railway_station) | | |  |  |  |  |  |  |  | |

The railway was built to connect [Shimla](https://en.wikipedia.org/wiki/Shimla" \o "Shimla), the summer capital of India during the [British Raj](https://en.wikipedia.org/wiki/British_Raj), with the Indian rail system. Shimla is now the capital of [Himachal Pradesh](https://en.wikipedia.org/wiki/Himachal_Pradesh), and [Kalka](https://en.wikipedia.org/wiki/Kalka) is a town in the [Panchkula district](https://en.wikipedia.org/wiki/Panchkula_district" \o "Panchkula district) of [Haryana](https://en.wikipedia.org/wiki/Haryana).

### Stations[[edit](https://en.wikipedia.org/w/index.php?title=Kalka%E2%80%93Shimla_railway&action=edit&section=5" \o "Edit section: Stations)]

The route winds from the Himalayan [Shivalik Hills](https://en.wikipedia.org/wiki/Sivalik_Hills" \o "Sivalik Hills) foothills at Kalka, past Dharampur, [Solan](https://en.wikipedia.org/wiki/Solan" \o "Solan), Kandaghat, Taradevi, [Barog](https://en.wikipedia.org/wiki/Barog" \o "Barog), Salogra, Totu (Jutogh) and Summerhill, to Shimla at an altitude of 2,076 meters (6,811 ft).[[11]](https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_railway#cite_note-RuchTrib-11)

## Himalayan Nature Park, Kufri, Shimla

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Situated about 18 km from Shimla, at over 2,600 metres altitude, the Himalayan Nature Park is located amidst 90 hectares of temperate vegetation that forms natural habitat for many a wild animals of the Western Himalaya.

The main vegetation of the Nature Park comprises Fir- Spruce and Oak formations with scattered presence of Deodar-Blue Pine-Holly clusters. The area remains under snow for about three months from late December to March. The spring heralds the sprouting of many herbaceous species including primulas, potentillas, geraniums, balsams, and ground orchids that continue to bloom in succession till September adding much colour to the verdant surroundings. Walkways in the Nature Park help the visitors to appreciate Nature in its most serene self. While inside the Nature Park, one can also enjoy, on a clear day, a breathtaking view of the entire range of Himalaya’s snow clad peaks.

The natural habitat of the Nature Park has been used to house selected Himalayan animal species primarily for the purpose of education of visitors. However, the animal enclosures here are big enough to provide opportunity to the wild animals to be in near natural habitat. The animals are given opportunity to relax after morning meal behind a shrub or a large boulder (leopard) or even to hibernate (brown bear) during winter. The visitors would, therefore, need to spend time, as they would have spent to sight these animals in the wild, in the Nature Park to better appreciate the Himalayan fauna here.

Other attractive animals in the Nature Park include Musk Deer, Bharal, Black Bear, Tibetan Wolf, Leopard Cat, Sambhar, Ghoral, Barking Deer, Monal, White Crested Kaleej and Cheer pheasant.

Limited camping facilities within the park and facilities for guided treks, especially for student groups, are available.

Himalayan Nature Park (HNP) Eco-tourism Society has been set up to manage tourism in the Nature Park. For more information and bookings please contact:

# Chail Sanctuary

From Wikipedia, the free encyclopedia

**Chail Sanctuary** is located at [Chail](https://en.wikipedia.org/wiki/Chail,_Himachal_Pradesh), a hill station which is abode of wildlife. One can see [sambar](https://en.wikipedia.org/wiki/Sambar_%28deer%29), [goral](https://en.wikipedia.org/wiki/Goral) and [cheer pheasants](https://en.wikipedia.org/wiki/Cheer_pheasant) at Blossom and Jhaja. [Barking deer](https://en.wikipedia.org/wiki/Barking_deer) and kalijin are seen during dusk and dawn.[[1]](https://en.wikipedia.org/wiki/Chail_Sanctuary#cite_note-1) The best time to visit is from March to October.

It covers 110 km2. Chail Sanctuary has a vast forest cover. In 1976, Chail Wildlife Sanctuary was identified and it was declared as a protected area under government consideration. The cheer pheasant breeding and rehabilitation programme was launched in 1988. There is a dense cover of [oak](https://en.wikipedia.org/wiki/Oak), [pine](https://en.wikipedia.org/wiki/Pine) and grassland.

The sanctuary has mainly mammals. Large mammals include [rhesus macaque](https://en.wikipedia.org/wiki/Rhesus_macaque), [leopards](https://en.wikipedia.org/wiki/Leopards), Indian [muntjac](https://en.wikipedia.org/wiki/Muntjac) and [crested porcupine](https://en.wikipedia.org/wiki/Crested_porcupine). Some of the other species found in the area include Himalayan black [bear](https://en.wikipedia.org/wiki/Bear), wild [boar](https://en.wikipedia.org/wiki/Boar), common [langur](https://en.wikipedia.org/wiki/Langur), [sambar](https://en.wikipedia.org/wiki/Sambar_deer) and [black naped hare](https://en.wikipedia.org/wiki/Black_naped_hare). European red deer were also introduced half a century ago by the former Maharaja of Patiala but none of them were sighted in 1988 as per the survey conducted. The cheer breeding and rehabilitation centre has helped increase in the number of cheer pheasants nearby.[[2]](https://en.wikipedia.org/wiki/Chail_Sanctuary#cite_note-2)

According to people from Himachal Pradesh, the Chail Wildlife Sanctuary is believed to be the main attraction in Chail. Chail Wildlife Sanctuary is having the record of visiting large number of honeymooners and explore themselves to natural beauty. Thickly covered oak forests, deodar tree, Solang Valley in Himachal Pradesh, covers more than 10k hectares of land. It houses rhesus macaque, leopard, Indian muntjac, goral, porcupine, wild boar, langur and Himalayan black bear. It also has prevented few endangered species of reptiles and birds.

Chail Wildlife Sanctuary is easily reachable through Kalka - Shimla route by road and by train up to Kalka on [Ambala](https://en.wikipedia.org/wiki/Ambala)-[Kalka](https://en.wikipedia.org/wiki/Kalka) railway line. The Chail Wildlife Sanctuary is well connected with major routes of Shimla and Chandigarh.[[3]](https://en.wikipedia.org/wiki/Chail_Sanctuary#cite_note-3)

**Visit Chadwick Falls**

Situated amidst the dense Glen Forest, the waterfall is located at a distance of 7 km from Shimla and 4 km from Summer Hill. It's crystal clear...

Situated amidst the dense Glen Forest, the waterfall is located at a distance of 7 km from Shimla and 4 km from Summer Hill. It's crystal clear water cascades down a deep gorge at a height of 86 metres. The surrounding hills and thick green trees of Deodar and Pine gives the place an exotic and beautiful look. One can relax here and enjoy some 'me' time after a hectic travel schedule.

There is an interesting story behind the quirky name of the waterfall. Originally it was known as ‘Chidku Jhaar’ as a waterfall is called as ‘Jhaar’ in the local dialect and ‘Chidku’ means bird. The waterfall is so high that only a bird could reach at the top so it was named as Chidku Jhar. But the British people mispronounced it to ‘Chadwick Falls’. There is another popular folklore telling about a demon who was imprisoned by the local gods behind the rock. Locals believe that the water of the falls comes down from the mouth of the devil.

Rain water is the main source of this fall so the best time to visit is monsoon or after the monsoon. Visitors should note that because it is located inside the forest it’s unsafe to go alone there; going around in groups is what we recommend.