

CHAPTER 19

INDIAN RAILWAYS

Indian Railways (IR) is the state-owned railway company of India, which owns and operates the country's rail transport. It is overseen by the Ministry of Railways of the Government of India.

Railways were first introduced to India in 1853. The first railway on Indian sub-continent ran over a stretch of 21 miles from Bombay to Thane. The first passenger train steamed out of Howrah station destined for Hooghly, a distance of 24 miles, on 15th August, 1854. In south the first line was opened on 1st July, 1856 by the Madras Railway Company. It ran between Veyasarpany and Walajah Road (Arcot), a distance of 63 miles. In the North a length of 119 miles of line was laid from Allahabad to Kanpur on 3rd March 1859. The first section from Hathras Road to Mathura Cantonment was opened to traffic on 19th October, 1875. By 1880 the Indian Railway system had a route mileage of about 9000 miles. By 1947, the year of India's independence, there were forty-two rail systems. In 1951 the systems were nationalised as one unit. IR operates both long distance and suburban rail systems on a multi-gauge network of broad, meter and narrow gauges. Indian Railways (IR) is one of the world's largest rail networks with 64,015 route kilometres of route lengths. As on 31.03.2009, the route length of Indian Railways covered 64,015 kms with running track length of 86,937 kms. The total trackage including yards, sidings etc. stood at 113,115 kms. Indian Railways runs around 11,000 trains everyday, of which 7,000 are passenger trains. It also owns locomotive and coach production facilities

There are two UNESCO World Heritage Sites on IR- the Chatrapati Shivaji terminus and the Mountain railways of India. The latter is not contiguous but actually consists of three separate railway lines located in different part of India.

- The Darjeeling Himalaya Railway in West Bengal
- The Nilgiri Mountain railway in the Nilgiri Hills in Tamil Nadu
- The Kalka Shimla railway in the Shivalik Mountains in Himachal Pradesh.

This section includes tables providing statistics of passenger and goods traffic, revenue and expenditure and general working of Indian Railways. The statistics are collected by the Ministry of Railways from various Zonal Railways, Production Units, Metropolitan Transport Projects etc. The IR is classified by Zones as mentioned below:

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|-------------------------|-----------------------|
| (i) Central, | (ii) Eastern, |
| (iii) Northern, | (iv) North Eastern, |
| (v) Northeast Frontier, | (vi) Southern, |
| (vii) South Central, | (viii) South Eastern, |
| (ix) Western. | |

Besides above, the following 7 new Zones have also been set up

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|----------------------|-----------------------------|
| (i) East Coast, | (ii) East Central, |
| (iii) North Central, | (iv) North Western, |
| (v) South Western, | (vi) South East Central and |
| (vii) West Central | |

The Indian Railways are also classified by Gauges as Broad (1.676m.), Metre (1.000m) and Narrow (0.762m. & 0.610m) according to the minimum distance between two rails in metres mentioned in brackets.

The definitions of various terms used in these tables are given below:

Route Kilometers: This represents the length of the railway routes open for traffic at the end of each year. In calculating the length of the route, double or more than double lines are counted only once.

Gross Earnings and Working Expenses: This represents total earnings and expenses of Railways in an accounting period irrespective of whether or not the earnings have been realised or expenses paid. Gross earnings include all

earnings from passenger traffic, goods traffic, parcels, luggage and other miscellaneous sources of revenue, while working expenses include all expenses incurred for maintenance of structural works, supply of loco power, carriage and wagon stock, ferry steamers and harbors as well as the expenses of traffic departments, general electric service departments and other miscellaneous expenses.

Train Kilometers: This represents the kilometers run by trains carrying passengers or goods or both as well as the kilometers run by empty trains. No deduction is made for departmental trains.

Number of Passengers and Metric Tonnes carried: The figures represent the number of passengers and weight in metric tonne of goods, originating on all Railways, treating passengers traveling or goods carried over two or more Railways as single journey.

Passenger Kilometers and Net Tonne Kilometers: These figures represent the real indices of the volume of passengers and goods traffic handled. These are arrived at by multiplying the total number of passengers carried and the total tonnage of goods carried by the respective number of kilometers, over which they are moved.

Highlights

- Out of freight and passenger traffic, the freight segment accounts for about 70 % of revenue
- Net earnings of Indian Railways have been doubled in the year 2002-03 over 2001-02 and in 2005-06 over 2004-05. In the year 2008-09 net earning declined as compared to 2006-07 and 2007-08.
- Although number of passengers carried in ordinary class (3) is increasing over the years, but it's share in the total passengers carried is coming down (85% to 82%.) over the period 2001-02 to 2008-09
- Percentage increase in earnings from goods carried is more than 10 percent after 2004-05 whereas before 2004-05 the increase was in between 4 % to 6 %. During 2008-09, maximum contribution in the earnings (around 10%) can be observed from South Eastern and South Central Zone.
- Percentage of working expense to Gross Earnings is more than 90 % in all the years, except for 2005-06 to 2007-08. During this period this ratio was around 83%, 79% and 76% respectively.
- Employment in IR was 1, 51 million in 2001-02 which declined to 1.39 million in 2008-09.
- Growth in gross earnings of Railways before 2003-04 was below than 10 %, but it rose up to 15% in the year 2005-06 and then dropped to 11.43% in 2008-09. In the total Gross earnings, the contribution of earnings from goods varies in between to 55% to 65 %.In the gross passenger Traffic, around 50 % earnings are from 2nd class whereas earnings from Sleeper Class II varies in between 25% to 28%. Contribution of A.C. Chair car is decreasing and has come down from 17% in 2000-01 to 2 % in 2003-04. After 2003-04 the contribution is almost constant and is same i.e. 2%. Contribution of AC 1st class was around 2% in the year 2000-01 to 2002-03, it starts increasing since then and it is now around 21 %.

This chapter contains the following tables:

Table 19.1 - Railway Statistics – Summary

Table 19.2- Passengers and Goods Carried and Earnings Derived There from by Railways

Table 19.3 - Capital - At - Charge, Earnings and Expenses of Railways

Table 19.4 - Financial Results of Government Railways

Table 19.5 - Revenue Account of the Railways in Respect of Which Government is Financially Responsible

Table 19.6 - Details of Gross Traffic Earnings

Table 19.7 - Number of Persons Killed and injured According to Nature of Accidents