

CHAPTER 19

RAILWAYS

Indian Railways have a history and rich heritage spanning over 150 years. As a national common carrier transporting passenger and goods over vast network of 63,974 kms. of route lengths, it has played a key role in India's social and economic development. It is a cheap and affordable means of transportation for millions of passengers. As a carrier of bulk freight namely ores and minerals, iron and steel, Cement, mineral oils, food grains and fertilizers etc, the importance of Indian Railways for development of Agriculture, Industry and for the benefit of common men is well recognized.

For Administrative purposes Indian Railways is divided into 17 zones which include Metro Railway, Kolkata. These zones are further subsidized into 68 operating Division. IR has 1,31,205 bridges out of which 10,738 are major and 1,19,800 are minor bridges.

Presently, Indian Railways are engaged in a most challenging work at constructing a new broad gauge 240 km long Kashmir rail link, in the mountainous Himalayan terrain having 37 tunnels including the largest tunnel of 11 km and 69 bridges upto 105 meter long.

The world's highest railway bridge-five times the height of Qutub Minar and 35 meters taller than Eiffel Tower-will come up over the Chenab river on the under construction rail link to the Kashmir Valley. The bridge will rise 359 meters over the Chenab, 65 km from Katra, on the 73-km Katra-Dharam section of the ambitious Udhampur-Srinagar-Baramulla Rail Link Project. The 1,315-metre bridge will use up to 25,000 million tones of steel and will be an engineering marvel and work is going on in full swing. The world's tallest rail bridge is France's Tarn river when completed, the Chenab bridge will be the highest in the world.

Four sites of Indian Railways have been declared as "World Heritage site" by the UNESCO. These are Darjeeling, Himalayan Railway inscribed in 1999, Mumbai CST Building inscribed in 2004, Neelgiri Mountain Railways inscribed in 2005 and Kalka-Shimla Railways inscribed in 2008.

At present 5 luxury tourist trains are run by Indian Railways which are "Palace on Wheels" in a circuit covering Rajasthan, Delhi and Agra, "Royal Rajasthan on Wheels" in a circuit covering Rajasthan, Delhi, Agra, Khujrao and Varanasi, "Deccan Odyssey", "Golden Chariot and "Maharajas"s Express covering various tourist destinations spread across the country. Besides, Indian Railways also operate "Fairy Queen" the Heritage Steam Train between Delhi and Alwar offering weekend package to Buddhist special train in the popular Buddhist circuit and "Bharat Darshan" trains for the common man.

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

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

Capital at Charge: Book value of the capital assets of Railways.

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 Tonne 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

The Indian railways (IR) is one of the world's largest rail networks with 63,974 km of route length as on 31st march 2010, which include 54,257 km of Broad Gauge (BG), 7180 km of Meter Gauge (MG) and 2537 km of Narrow Gauge (NG).

Although route length under BG increased from 52808 km in 2008-09 to 54257 km in 2009-10 the total route length decreased from 64015 km in 2008-09 to 63,974 km in 2009-10 due to decrease in the route length under both MG and NG.

IR carried a total of 7246 million passenger in 2009-10 which represent a growth of passenger traffic of 4.7% over the previous year. However, out of the 7246 million

passengers 7083 million were carried by the BG which is close to 98% of the total passenger carried. Out of 7246 million passenger 3876 million passengers were suburban (53%) while on suburban passengers were 3370 million (47%).

The earnings from passenger traffic is estimated at ` 234144 million in 2009-10, which is 7% more than the previous year. Close to 99% of the earnings from passenger traffic is from BG. Earning from goods carried estimated at ` 568582 million in 2009-10 which shows 10% increase over the previous year. Freight traffic in 2009-10 was 892 million tones showing increase of 6.5% over the previous year.

Although the gross earning in 2009-10 is estimated at ` 87105 crores which shows 7% increase over the previous year, the working expenses in 2009-10 is estimated at ` 82993 crores which is 15% more than the previous year. The net earnings in 2009-10 is estimated at ` 4112 crores which is considerably lower than net earnings of ` 7615 crore reported in 2008-9. Percentage of net earnings to total capital at charge which was 8.55 in 2008-9 reduced to 4.25 in 2009-10. Working expenses in Railways is estimated at ` 8299 crores in 2009-10 which is 95.28% of the gross earnings. During 2008-09, working expenses constituted 90.46% at the gross earnings,

The number of persons killed due to accidents in railways is 3997 in 2009-10 which is an improvement as in 2008-9 number of persons killed was 4852. The number of persons injured in railway accidents also reduced to 4718 in 2009-10 as compared to 5696 in 2008-9.

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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