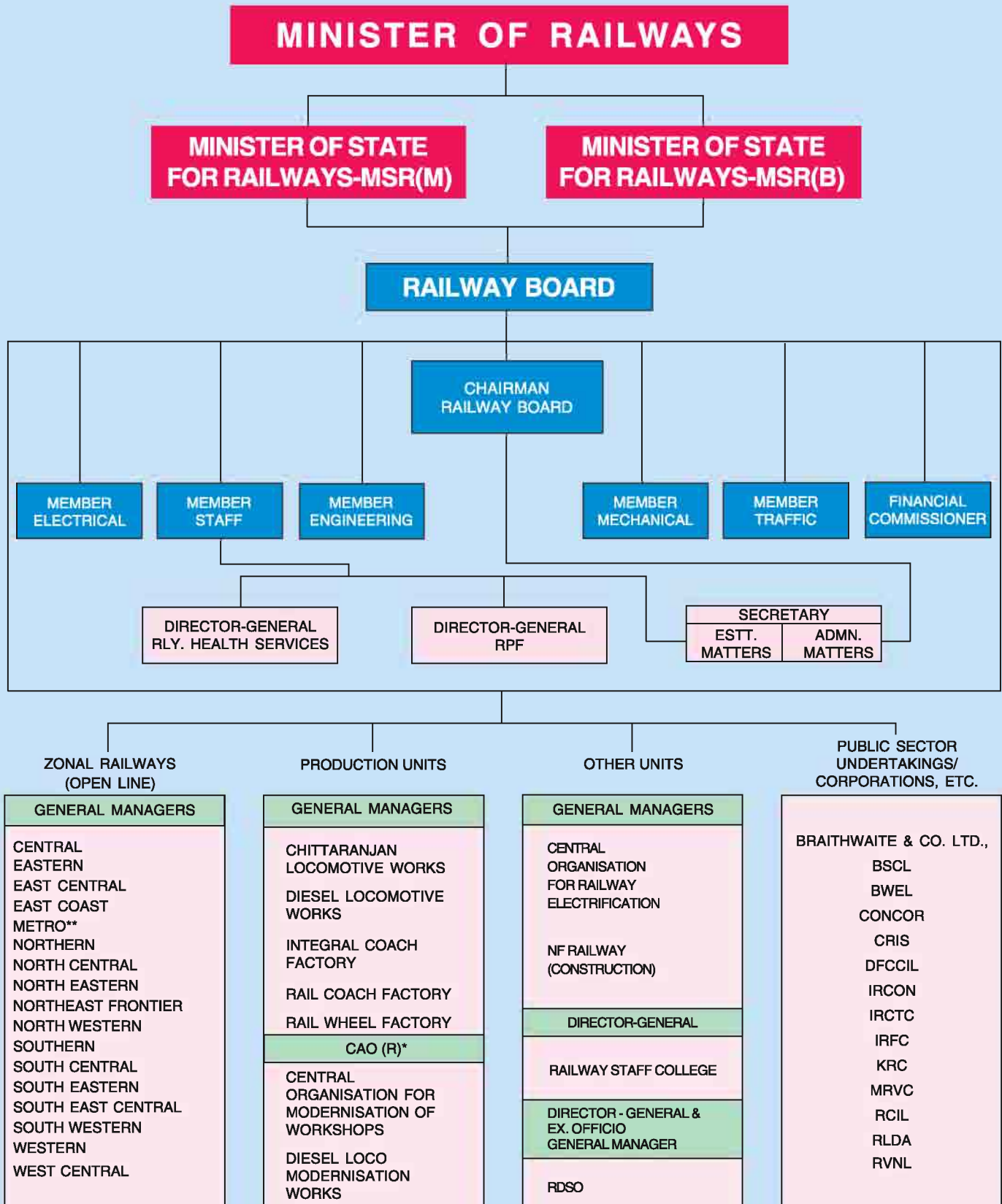


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ORGANISATION STRUCTURE



2 * Chief Administrative Officer (Railways)

** Metro Railway, Kolkata.

(As on 1st February, 2011)

Apex Management

Minister of Railways **Ministers of State for Railways**

Mamata Banerjee
K. H. Muniyappa
Bharatsinh Solanki

Members, Railway Board

Chairman
Financial Commissioner
Member Electrical
Member Engineering
Member Mechanical
Member Staff
Member Traffic
Secretary

Vivek Sahai
Samar Jha*
Sudesh Kumar
A. P. Mishra
Sanjiv Handa
V.N. Tripathi
–
V. K. Gupta

Director-General

Railway Health Services
Railway Protection Force

V. K. Ramteke
Ranjit Sinha

General Managers, Zonal Railways

Central
Eastern
East Central
East Coast
***Metro*
Northern
North Central
North Eastern
Northeast Frontier
North Western
Southern
South Central
South Eastern
South East Central
South Western
Western
West Central

Kul Bhushan
V. Bharthuar
K.K. Srivastava
A. K. Vohra
P. B. Murthy
S.K. Budhalakoti
H.C. Joshi
K.B.L. Mittal
Keshav Chandra
R.C. Agarwal
Deepak Krishan
M. S. Jayanth
Vinay Mittal
A.K. Vohra*
Kuldeep Chaturvedi
Kul Bhushan*
H.C. Joshi

General Managers, Production Units

Chittaranjan Locomotive Works
Diesel Locomotive Works
Integral Coach Factory
Rail Wheel Factory
Rail Coach Factory

Amarnath
K. K. Saxena
Smt. Pompa Babbar
R. K. Upadhyay
K. K. Saxena*

General Managers, Construction Units

Northeast Frontier Railway (Construction)
Central Organisation for Railway Electrification

Smt. Vijaya Kanth
C. P. Verma

Director-General

Railway Staff College

Niraj Kumar

Director-General & Ex-Officio General Manager

Research, Designs and Standards Organisation

V. Ramachandran

Chief Administrative Officers (Railways)

Central Organisation for Modernisation of Workshops
Diesel Loco Modernisation Works

Vindhyachal Singh
A. K. Malhotra

* Looking after.

** Metro Railway, Kolkata.

(As on 1st February, 2011)

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Review-Prospects

Results : 2009-10

Financial Performance

The year ended with an excess of ₹0.75 crore, which was appropriated to Development Fund.

Freight Operation

The originating revenue loading was 887.79 million tonnes excluding loading of Konkan Railway in 2009-10 compared to 833.39 million tonnes in the previous year. The transport output in terms of revenue net tonne kms. (NTKms.) was 600.55 billion in 2009-10 compared to 551.45 billion in 2008-09. Earnings from freight traffic (excluding miscellaneous goods earnings) was ₹56,911.51 crore – up by ₹5,162.17 crore (9.98%) from the previous year.

Passenger Business

During 2009-10, the number of passengers carried was 7,246 million compared to 6,920 million in 2008-09 thus registering an increase of 4.71%. Passenger kms. which is the product of the number of passengers carried and average distance traversed was 903 billion, up by 7.76% from 838 billion in the previous year. Passenger earnings increased by ₹1,547.96 crore (7.1%) compared to 2008-09.

Engineering Works

During the year, 258 kms. of new lines were constructed and 1,516 kms. of track was converted to broad gauge. 3,840 kms. of track renewal was carried out in 2009-10, approximately the same as in the previous year.

Electrification

1,117 kms. of IR's route was electrified during 2009-10.

Safety, Signal and Telecom

There were 165 consequential train accidents during 2009-10 compared to 177 during 2008-09. Train accidents per million train kms. on IR came down from 0.19 in 2008-09 to 0.17 in 2009-10. As a step towards improving passenger amenities, Public Address System at 3,748 stations, Train Display Boards

at 1,090 stations and Coach Guidance Boards at 428 stations have been installed.

Operating Efficiency

Some important efficiency indices for 2009-10 compared to 2008-09 were as follows:

Efficiency Index	Broad Gauge		Metre Gauge	
	2008-09	2009-10	2008-09	2009-10
Net tonne kms. per wagon per day	*8,687	9,270	*558	627
Speed (kmph) of all goods trains (all traction)	25.7	25.8	14.6	14.6
Percentage of loaded to total wagon kms.	*65.2	66.4	*44.5	49.1
Net load per goods train (tonnes)	*1,624	1,691	496	562
Net tonne kms. per engine hour	*19,097	20,883	*2,357	2,316
Passenger vehicle kms. per vehicle per day	*522	532	152	151

*revised

Materials Management

Materials Management on IR is being progressively revamped with a view to reduce costs, storage, handling, insurance and dividend charges. Turn Over Ratio in terms of value of inventories to value of materials consumed was 15% (without fuel) and 12% (with fuel) during 2009-10. The disposal of condemned Rolling Stock and scrap arisings was monitored closely.

Managing the Environment

Efforts continued to bring down the adverse effects of railway activities on the environment through adaptation of cleaner technologies, energy conservation measures, afforestation on vacant railway land, etc. Concerted efforts to eliminate the use of wooden sleepers, adoption of energy-efficient technologies, etc. were some of the major initiatives in managing the environment.

Human Resource Development

A number of initiatives were taken to improve the quality of training programmes for railway employees in order to improve productivity.

Industrial Relations and Personnel

As on 31st March, 2010, IR had 13,61,519 regular employees as against 13,86,123 as on 31st March, 2009 – a decrease of 24,604.

Industrial relations remained cordial during 2009-10. Productivity Linked Bonus equivalent to 77 days' wages was paid

to all Group B (non-gazetted), C and D employees for 2009-10. RPF/RPSF personnel belonging to Group C and D categories received an ad hoc bonus equivalent to 30 days' wages.

Staff Welfare

IR's welfare schemes cover a wide spectrum of activities, viz., educational facilities and assistance to the children of railway employees, handicraft centres for augmenting family income, financial assistance in sickness, subsidized housing and canteen facilities at work places and medical cover for employees and their families during service and after retirement.

Performance : 2010-2011

Passenger Business

During April-December of 2010-11, the number of originating passengers on IR was 5,902 million vis-à-vis 5,568 million during the corresponding period of 2009-10, registering an increase of 6.0%. The Passenger earnings during this period was ₹18,909.91 crore – up by ₹1,808.33 crore (10.57%) compared to the earnings during the corresponding period of last year.

Freight Operation

Loading of revenue-earning traffic in the period April-December of 2010-11 compared to the corresponding period of the previous year, was as under:-

Commodity	(Million tonnes)	
	April-December 2009-10	April-December 2010-11
Coal	288.48	307.30
Raw material for steel plants	*42.25	42.19
Pig iron and finished steel from steel plants	17.63	18.12
Iron ore for export	33.64	19.31
Cement	67.64	71.04
Foodgrains	26.15	19.78
Fertilizers (Chemical manures)	34.39	37.86
P.O.L. (Mineral oils)	29.52	29.82
Balance other goods	*112.93	127.89
Total revenue earning traffic	652.63	673.31

*revised

Total freight earnings (including 'Other goods earnings' such as wharfage, demurrage, etc.) in the first 9 months (April-December) of 2010-11 stood at ₹44,914.75 crore which shows an increase of ₹2,885.38 crore (6.87%) over the earnings in the corresponding period of the previous year.

Finance

Results for 2009-10

Gross traffic receipts of the Railways went up from ₹79,861.85 crore in 2008-09 to ₹86,963.97 crore in 2009-10. Total working expenses increased from ₹71,839.30 crore in 2008-09 to ₹82,915.35 crore in 2009-10. After taking into account the miscellaneous transactions, the net revenue receipts were at ₹5,544.09 crore.

After meeting the dividend liability, the year ended with an excess of ₹0.75 crore, which was appropriated to Development Fund.

The financial results for 2009-10, compared to 2008-09, are summarised as below:

	2008-09	2009-10	(₹ in crore) Variation
Capital-at-charge (excluding MTPs and Circular Railway, Udhampur-Baramula project and appropriation to SRSF)	72,237.95	87,654.64	(+) 15,416.69
Investment from Capital Fund	32,063.30	35,346.05	(+) 3,282.75
Total	1,04,301.25	1,23,000.69	(+) 18,699.44
Gross Traffic Receipts	79,861.85	86,963.97	(+) 7,102.12
Total Working Expenses	71,839.30	82,915.35	(+) 11,076.05
Net Traffic Receipts	8,022.55	4,048.62	(-) 3,973.93
Miscellaneous Receipts (Net)	1,151.90	1,495.47	(+) 343.57
Net Revenue Receipts	9,174.45	5,544.09	(-) 3,630.36
Dividend payable to General Revenues	4,717.67	5,543.34	(+) 825.67
Excess (+)/Shortfall(-)	4,456.78	0.75	(-) 4,456.03
Percentage of			
(a) Working Expenses to Gross Earnings	90.46	95.28	(+) 4.82
(b) Net Revenue to Capital-at-charge & investment from Capital Fund	8.80	4.51	(-) 4.29
Capital-at-charge*(in paise) per NTKm	171	187	16

*Includes investment from Capital Fund

Revenue

The gross traffic receipts went up by ₹7,102.12 crore (8.89%) over the previous year. The break-up in terms of major sources is given in Statement IA of Financial Statements.

Passenger earnings formed 26.92% of the gross earnings, of which 7.13% was from suburban services, 75.71% from express long distance and 17.16% from ordinary short distance traffic. Bulk freight like coal, ores, iron & steel, cement, foodgrains, fertilisers, POL products, limestone, dolomite, stones other than marble, salt and sugar contributed 88.8% of the total goods

earnings, while commodities other than the above accounted for 8.49%. Miscellaneous realisation like demurrage, wharfage, shunting and siding charges etc. made up the remaining 2.71%.

Working Expenses

The total working expenses during 2009-10 were ₹82,915.35 crore – an increase of ₹11,076.05 crore over 2008-09. The increase was due to:

- increase in staff cost;
- higher cost of fuel and other inputs; and
- incremental expenditure for moving traffic.

Grant-wise distribution of working expenses is given in Statements IB and IC of Financial Statements.

Total wage bill of staff (open line) in 2009-10 (excluding pensionary benefits) totalled ₹36,960.02 crore or 56.16% of ordinary working expenses (excluding appropriation to DRF and Pension Fund), while fuel accounted for 22.12%, and other materials and services 21.72%. Number of open line staff decreased by 1.83%.

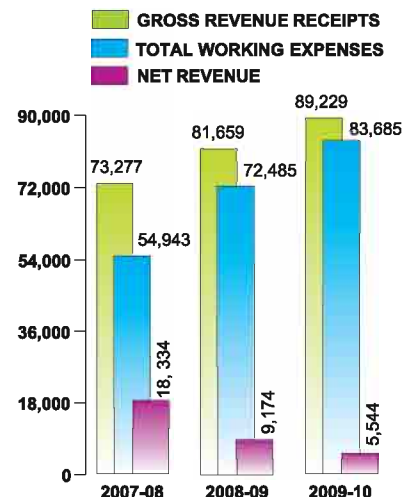
Balance Sheet

A summary of the balance sheet as on March 31, 2010 and variation over 2008-09, is as follows:

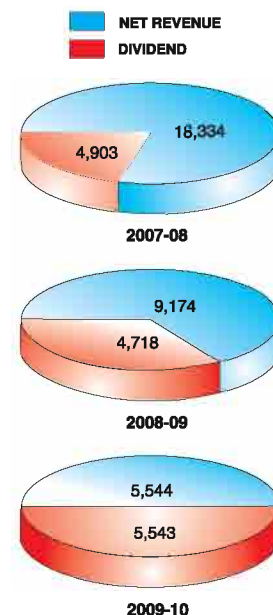
	(₹ in crore)	
	As on March 31, 2010	Variation over previous year
Block Assets	2,03,315.37	26,588.96
Funds with Central Government :-		
(i) Reserve Funds	5,032.06	
(ii) Banking Accounts	27,379.65	
	32,411.71	(-)7,076.29
Sundry Debtors, etc.	2,375.68	195.41
Cash in hand	811.79	(-)84.7
	2,38,914.55	19,623.38
Represented by :-		
Capital-at-charge	*93,779.71	
Investment financed from internal sources, etc.	1,09,535.66	
	2,03,315.37	26,588.96
Reserve Funds	5,032.06	(-)10,622.65
Banking Accounts:		
(i) Provident Fund	19,553.15	
(ii) Misc. Deposits	7,494.13	
(iii) F Loan & Advances	332.37	
	27,379.65	3,546.36
Sundry Creditors, etc.	3,187.47	110.71
	2,38,914.55	19,623.38

* Excludes ₹5,941.59 crore for MTPs and ₹480.15 crore for Circular Railways and ₹11,954.00 crore appropriation to SRSF. Includes ₹6,125.06 crore for Udhampur-Srinagar-Baramulla project (National Investment).

GROSS REVENUE AND WORKING EXPENSES (RUPEES IN CRORE)



NET REVENUE AND DIVIDEND



Deferred Dividend Liability

This is a Contingent Liability and does not appear in the balance sheet.

(i) From April 1, 1978 onwards

In keeping with the recommendations of the Railway Convention Committee (1977), it was decided that the shortfall in the payment of current dividend in those years in which net revenue was not adequate to meet the liability for current dividend, would be treated as Deferred Dividend Liability bearing no interest.

The Deferred Dividend Liability from 1978-79 onwards aggregated to ₹341.99 crore by the end of March 1992, which was, however, liquidated in 1992-93.

The Deferred Dividend Liability for the years 2000-01 and 2001-02 to the tune of ₹2,823.30 crore has become nil after payment of Deferred Dividend Liability of ₹664.00 crore during 2007-08.

(ii) On New Lines

The Railway Convention Committee allows a moratorium on payment of dividend on investments in new lines during the period of construction and for the first 5 years after it is opened to traffic; cumulative dividend is payable when the line shows surplus after meeting current dividend liability. The account of accumulated dividend liability, if any, is closed after 20 years, extinguishing such unliquidated liability. The amount of this liability stood at ₹7,511.79 crore as on March 31, 2010.

Capital-at-charge

The Capital-at-charge, mainly comprising Tracks & Bridges (₹39,451.47 crore), Rolling Stock (₹15,635.13 crore), Buildings and Structures including Land (₹14,817.76 crore) and Machinery & Plant (₹12,411.88 crore), invested in the Railways by the Central Government stood at ₹87,654.64 crore at the end of 2009-10 – an accretion of ₹15,416.69 crore over the previous year. This is exclusive of the capital invested in Metropolitan Transport Projects (MTPs) (₹5,941.59 crore) and Circular Railways (₹480.15 crore) and amount transferred to SRSF (₹11,954.00 crore) and capital invested on Udhampur-Srinagar-Baramula line (₹6,125.06 crore). This is inclusive of ₹8,824.61 crore of PUs.

Railway Capital Fund

In pursuance of the recommendations of Railway Convention Committee (1991), as contained in their Second Report, Railway Capital Fund has come into operation from 1992-93. Appropriation to the Fund is from Revenue Surplus and is intended to finance expenditure on assets of capital nature. Investment made from the Fund up to 2009-10 was ₹35,346.05 crore.

Reserve Fund Balances

As per recommendations of Railway Convention Committee (1991), contained in their Second Report, the two existing funds, viz. Accident Compensation, Safety & Passenger Amenities Fund and Revenue Reserve Fund, have been restructured to accommodate expenditure on Safety and Passenger Amenity Works. Balance of the abolished Funds has, therefore, been merged with Development Fund.

The position of the Funds as on March 31, 2010 compared to March 31, 2009 is as follows:

Name of the Fund	Balance	Contribution to Fund during 2009-10	Withdrawals during 2009-10	(₹ in crore)
	as on 1.4.2009			Balance as on 31.3.2010
DRF	3,336.19	2,399.99	5,731.19	4.99
Pension Fund	3,023.78	123.13	3,141.48	5.43
DF	5,454.05	266.89	3,282.74	2,438.20
CF	1,524.79	15,079.60	16,603.15	1.24
RSF	2,316.08	1,071.36	805.24	2,582.20
SRSF	0.00	0.00	0.00	0.00
Total	15,654.89	18,940.97	29,563.80	5,032.06

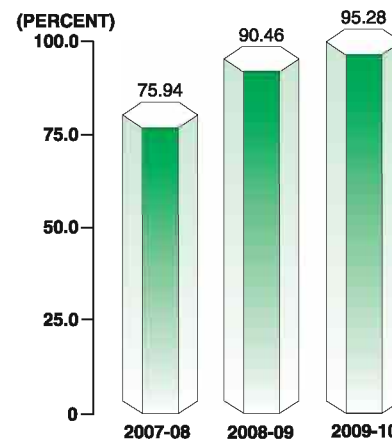
The total balance in the Reserve Funds as on March 31, 2010 was ₹5,032.06 crore, representing a decrease of ₹10,622.83 crore over the previous year.

Cash Flow

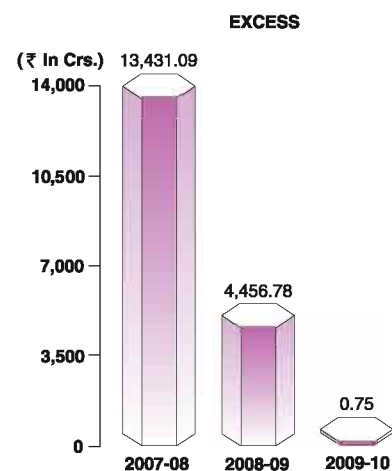
Finance generated through IR's internal resources provided ₹17,794.87 crore during 2009-10.

The details of internal resource generation and utilisation of funds for financing the Plan outlay are shown in Statement IV of Financial Statements. During 2009-10, the total Plan investment

OPERATING RATIO (PERCENT)



EXCESS/SHORTFALL (RUPEES IN CRORES)



was ₹37,435.49 crore (excluding MTPs & Circular Railways and amount transferred to SRSF). This was financed from Budgetary Support to the extent of ₹15,416.49 crore exclusive of capital invested on MTPs & Circular Railways amounting to ₹614.81 crore and ₹879.55 crore invested on Dividend free project of Udhampur-Srinagar-Baramula. The corresponding position during 2008-09 was that out of a total Plan investment of ₹27,763.45 crore (excluding MTPs & Circular Railways and amount transferred to SRSF), the financing from Budgetary Support was ₹8,257.14 crore exclusive of capital invested on MTPs & Circular Railways amounting to ₹676.85 crore and ₹611.36 crore invested on Dividend free project of Udhampur-Srinagar-Baramula. The balance of the Plan investment was met from internal and extra-budgetary resources. During 2009-10, a decrease of the fund balance was also resorted to the tune of ₹10,622.83 crore to finance the Plan expenditure.

Audit Objections

IR had a total of 1,618 Audit Notes Part I, 1,568 Special Letters and 3,701 Audit Inspection Reports as on March 31, 2010 as compared to 1,843, 1,370 and 4,113 outstanding respectively at the end of March 31, 2009.

IR has a well-structured system of ensuring discussion and disposal of all audit objections, inspection reports, draft paras, etc. Tripartite meetings are held at various levels involving the Audit, Accounts and Executive Departments. The draft paras are also discussed at the highest levels between Railway Board and the Audit Department and based on the replies given, many of them get closed.

Summary of Audit Observations on the working of Ministry of Railways, as provided by C&AG for the year, is attached as an Annexure.

Financial arrangement between the Railways and the Government

On the recommendations of the Acworth Committee, the Railway Finances were separated from the General Finances in 1924-25. Since then, the financial arrangements between the Railways and the Central Government are periodically reviewed by a Parliamentary Committee known as the Railway Convention Committee.

With the formation of the Fifteenth Lok Sabha, a new Railway Convention Committee (2009) was constituted in March 2010. The Committee has so far submitted their first report on 'Rate of Dividend for 2009-10 and 2010-11 and other ancillary matters'.

'Indian Railway Finance Corporation Ltd. (IRFC)', Public Sector Undertaking under the administrative control of the Ministry of Railways has been raising additional resources through borrowings from domestic and international markets to finance Plan investment. Market funds raised by the Corporation are mainly used to finance procurement of rolling stock assets which are leased by IRFC to IR. Till end of 2009-10, IRFC has lease financed 2,572 electric and 2,488 diesel locomotives, 1,39,659 wagons, 32,115 coaches, 81 track machines and 4 cranes, with a gross asset value of ₹60,125 crore. Induction of these rolling stock into the system has enabled IR to modernize its fleet, increase carrying capacity and improve productivity. The lease charges of ₹5,367.24 crore were paid to IRFC during 2009-10 to enable the corporation to service the debt.

IRFC has also been providing market funds to finance bankable railway projects under implementation by Rail Vikas Nigam Limited (RVNL). The amount of funds made available to RVNL till end of 2009-10 is ₹1,871 crore.

Freight Operation

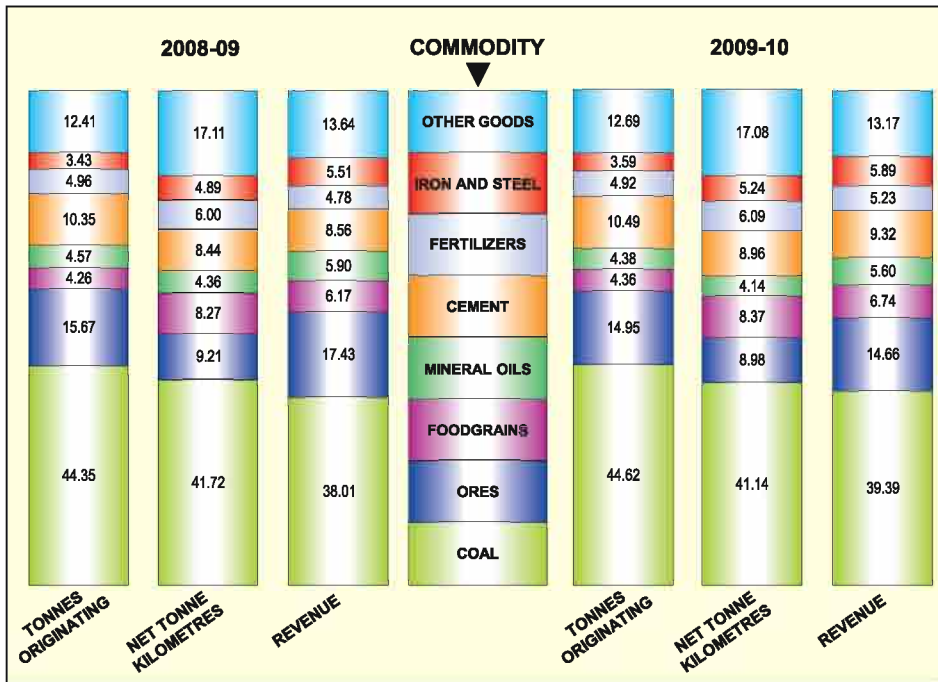
In 2009-10, IR loaded 892.22 million tonnes of freight traffic of which 887.79 million tonnes was revenue-earning and 4.43 million tonnes non-revenue-earning, and achieved total net tonne kilometres (NTKMs) of 601 billion as against 552 billion in 2008-09. The freight earnings went up from ₹51,749.34 crore in 2008-09 to ₹56,911.51 crore in 2009-10, registering a growth of 9.98%.

Commodity-wise loading of revenue earning traffic in 2009-10 as compared to 2008-09 was as follows:

	Tonnes carried (in million)*	
	2008-09	2009-10
Coal		
(i) for steel plants	39.26	40.08
(ii) for washeries	1.56	1.37
(iii) for thermal power houses	261.77	271.45
(iv) for public use	67.04	83.25
Total	369.63	396.15
Raw material for steel plants except iron ore	10.85	11.60
Pig iron and finished steel		
(i) from steel plants	21.96	24.17
(ii) from other points	6.62	7.68
Total	28.58	31.85
Iron ore		
(i) for export	45.75	43.64
(ii) for steel plants	42.90	44.33
(iii) for other domestic users	41.93	44.77
Total	130.58	132.74
Cement	86.24	93.15
Foodgrains	35.51	38.69
Fertilizers	41.35	43.68
Mineral Oil (POL)	38.08	38.88
Container service		
(i) Domestic containers	7.05	9.63
(ii) EXIM containers	23.29	25.32
Total	30.34	34.95
Balance other goods	62.23	66.10
Total	833.39	887.79

* Excludes loading on Konkan Railway.

PATTERN OF REVENUE-EARNING FREIGHT TRAFFIC (PERCENTAGE TO TOTAL)

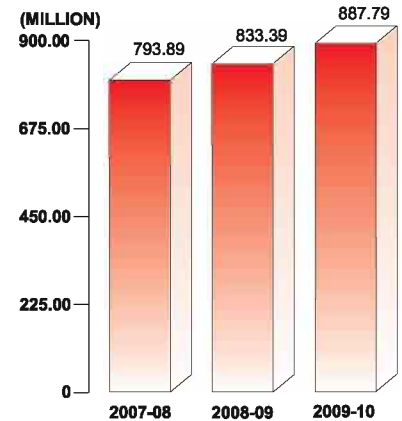


Revenue-earning freight traffic for major bulk commodities/commodity groups in 2009-10 compared with 2008-09 was as follows:

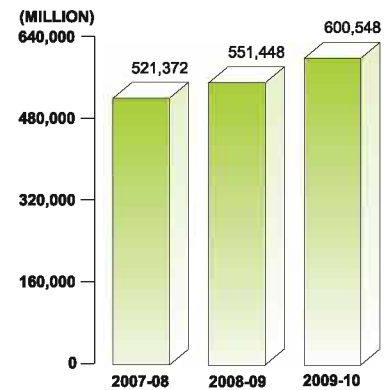
Commodity/ Commodity group	Tonnes originating (million)		Net tonne kms. (million)		Revenue (₹ in crore)	
	2008-09	2009-10	2008-09	2009-10	2008-09	2009-10
Coal	369.63	396.15	230,124	247,043	19,667.58	22,418.07
Ores	130.58	132.74	50,788	53,947	9,021.49	8,345.27
Cement	86.24	93.15	46,538	53,792	4,429.32	5,306.35
P.O.L. (Mineral oils)	38.08	38.88	24,020	24,866	3,051.16	3,189.01
Foodgrains	35.51	38.69	45,580	50,294	3,191.68	3,833.98
Fertilisers (Chemical manures)	41.35	43.68	33,112	36,568	2,475.99	2,977.37
Iron & steel	28.58	31.85	26,956	31,479	2,851.48	3,353.01
Limestone & dolomite	13.34	14.77	8,520	9,897	865.68	1,020.40
Stones (incl. Gypsum) other than marble	6.88	11.44	2,137	6,004	274.60	647.05
Salt	4.83	4.76	6,538	6,523	414.78	427.19
Sugar	4.36	3.97	5,942	6,638	392.85	429.19
Total	759.38	810.08	480,255	527,051	46,636.61	51,946.89
Commodities other than above	74.01	77.71	71,193	73,497	5,112.73	4,964.62
Grand total	833.39	887.79	551,448	600,548	*51,749.34	*56,911.51

*Excludes 'other goods earnings' such as wharfage, demurrage, etc.

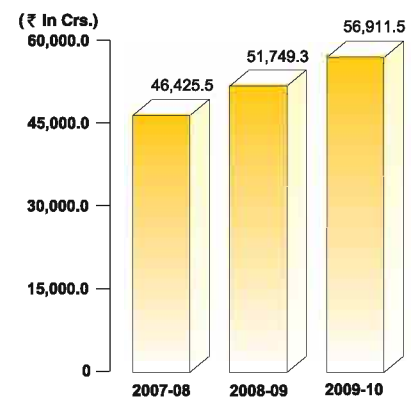
TONNES ORIGINATING (REVENUE-EARNING)



NET TONNE KILOMETRES (REVENUE-EARNING)



GOODS EARNINGS



Trends of revenue-earning freight traffic for the last 3 years are as follows:

	2007-08	2008-09	2009-10
Tonnes originating (million)	793.89	833.39	887.79
Net tonne kms. (million)	521,372	551,448	600,548
Average lead (kms.)	657	662	676
Goods earnings @ (₹ in crore)	46,425.49	51,749.34	56,911.51

@Excludes 'other goods earnings' such as wharfage, demurrage, etc.

Freight Rates:

There was no across-the-board increase in freight rates for the year 2009-10. However, the classification of Iron ore for export was revised downward from Class-200X to Class-180 for train load movement. Besides, Distance Based Charge was levied for export of Iron ore which is not leviable for Iron ore for domestic. The classification of Food grains and Chemical Manures was revised from Class-120 to Class-130 and that of Coal & Coke and Cement from Class-140 to Class-150.

Freight Marketing:

Private Freight Terminals (PFT):

To facilitate rapid development of a network of freight terminals with private investment to provide efficient and cost effective logistics services with warehousing solution to end users, a new scheme namely Private Freight Terminal has been launched on 31.05.2010. PFT can either be 'green field' facilities developed by private parties on private land or 'brown field' facilities, i.e. existing private sidings/container terminals on private land which can be permitted to be converted to private freight terminals under the provisions of the Scheme. The scheme will facilitate traffic handling at the terminals by private investors thereby increasing IR's market share.

Special Freight Train Operator Scheme (SFTO):

In order to increase Rail share in the commodities like fertilizers, molasses, edible oil, caustic soda, chemicals, petrochemicals, alumina, bulk cement and fly ash, etc., where

rail coefficient is traditionally very low, a new scheme namely Special Freight Train Operator Scheme (SFTO) has been launched to attract private investment in special purpose wagons required for transportation of these commodities. The policy has been issued on 31.05.2010.



Double stake container train at Gandhi Dham, Western Railway.

Automobile Freight Train Operator Scheme (AFTO):

With a view to increase IR's market share in transportation of automobile i.e. two/three wheelers, cars and tractors, etc. by inviting private participation for procurement and operation of special purpose wagons, a new scheme namely Automobile Freight Train Operator Scheme (AFTO) has been launched. The policy has been issued on 19.07.2010.

Development of Automobile and Ancillary Hub:

With the introduction of AFTO scheme, more number of rakes comprising high capacity auto carriers having higher throughput will be inducted by private operators. This will increase IR's modal share in automobiles traffic warranting development of more automobile and ancillary hubs. With a view to facilitate bulk movement of automobile traffic by rail from the production hubs to consumption centers, a policy has been issued on 16.06.2010 for development of automobile & ancillary hub at strategic locations for storage and secondary distribution by road.



Goods train passing through picturesque location, Northeast Frontier Railway.

Claims:

IR paid ₹13.99 crore as claim compensation in the year 2009-10 as compared to ₹6.40 crore paid in previous year 2008-09. The number of claims received by Railways was 0.28 lakh in 2007-08, 0.26 lakh in 2008-09 and 0.21 lakh in 2009-10.



View of a goods train carrying goods.

Passenger Business

The profile of passenger traffic in 2009-10 is outlined below:

	Suburban		Non-suburban	
	2008-09	2009-10	2008-09	2009-10
Passengers originating (millions)	3,802	3,876	3,118	3,370
Passenger kilometres (millions)	124,836	130,917	713,196	772,548
Average lead (kilometres)	32.8	33.8	228.7	229.2
Earnings (₹ in crore)	@1,614.76	@1,669.04	20,251.72	21,745.40
Average rate per passenger kilometre (paise)	12.94	12.75	28.40	28.15

@ Excludes earnings of ₹64.84 crore and ₹73.73 crore in 2008-09 and 2009-10 respectively pertaining to Metro Railway, Kolkata.

The overall trend of passenger traffic in the last three years was as follows:

	Total Suburban and Non-suburban		
	2007-08	2008-09	2009-10
Passenger earnings@ (₹ in crore)	19,783.25	21,866.48	23,414.44
Passenger journeys (millions)	6,524	6,920	7,246
Passenger kilometres (millions)	769,956	838,032	903,465
Average lead (kilometres)	118.0	121.1	124.7

@ Excludes earnings of ₹60.92 crore, ₹64.84 crore and ₹73.73 crore in 2007-08, 2008-09 and 2009-10 respectively pertaining to Metro Railway, Kolkata.

Fare Structure

No increase in passenger fares has been made in any Class of travel.

Second Class

Non-Suburban : The existing basic fares upto ₹50.00 per passenger for Non-Suburban Mail/Express including

Superfast trains and Non-Suburban Ordinary Passenger Trains were reduced by giving a discount of ₹1.00. Fares beyond ₹50.00 per passenger were reduced by giving a discount of 2%. However, this reduction was not applicable for journeys upto 10 kilometres in case of ordinary trains.

Suburban : There was no change in the existing fares of travel in Suburban Sections.

Upper Class

The existing basic fares beyond ₹50.00 per passenger for Sleeper Class (Mail/Express and Ordinary) Passenger trains were reduced by giving a discount of 2%.

The existing fares of AC First Class, AC 2-tier, AC 3-tier and AC Chair Car were also reduced by 2% for all distances.

There was no change in the existing fares for First Class (Mail/Express and Ordinary) trains.

Ticketless Travel

During 2009-10, 17.64 lakh checks were conducted against ticketless/irregular travel (including carriage of unbooked luggage). About 164.26 lakh cases were detected and ₹ 399.40 crore realised on this account.

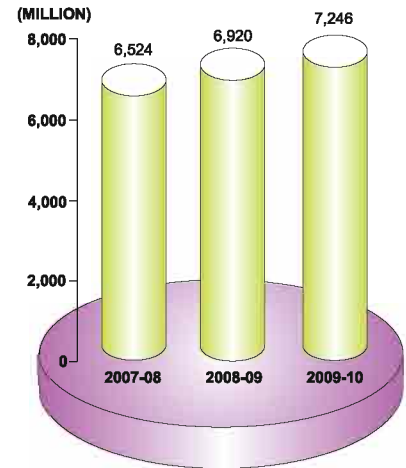
Punctuality

The punctuality of Mail/Express trains (arriving at destinations on right time) during the year 2009-10 was 74% as per Integrated Coaching Management System (ICMS). This computer based on-line system for accurate reporting was adopted by Railway Board from January, 2009 for analyzing the Punctuality Performance.

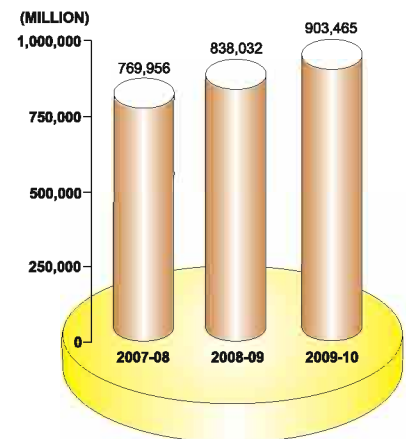
Unit Revenue

The average earning per passenger kilometre was 25.92 paise in 2009-10 as against 26.09 paise in 2008-09. Average

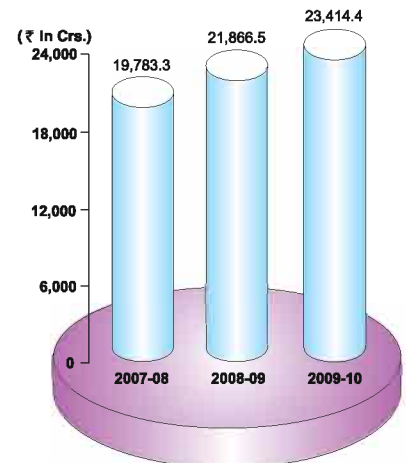
PASSENGER JOURNEYS (NUMBER)



PASSENGER KILOMETRES



PASSENGER EARNINGS



revenue for different classes, was as follows:

	Earnings per passenger kilometre (Paise)		Earnings per passenger journey (₹)	
	2008-09	2009-10	2008-09	2009-10
Suburban				
(All classes)	12.9	12.7	4.2	4.3
Non-Suburban:				
AC 1st Class*	241.4	241.5	1,505.4	1,322.4
AC Sleeper	115.3	113.9	914.6	891.2
AC 3-Tier	100.7	96.3	750.4	706.9
Ist Class	74.1	53.3	175.6	138.4
AC Chair Car	92.5	98.3	354.3	367.4
Sleeper Class:				
(i) Mail/Express	33.0	32.4	236.5	246.1
(ii) Ordinary	24.6	26.2	92.6	105.2
Second Class:				
(i) Mail/Express	23.2	21.9	88.4	81.6
(ii) Ordinary	14.9	15.5	16.9	17.1
Total Non-suburban	28.4	28.1	64.9	64.5

*Includes Executive Class.

Passenger Service Improvements

During the year, IR introduced 213 trains (single), extended the run of 96 trains (single) and increased the frequency of 34 trains (single) in non-suburban segment. This include introduction of 4 MEMU & 5 DEMU services and extension of the run of 3 MEMU & 4 DEMU services. For suburban/local passengers, 132 trains (single) were introduced, the run of 16 trains (single) was extended and the frequency of 3 trains (single) was increased.

Catering Services

Catering services were provided through approximately 11,580 static catering units and in 285 pairs of trains through pantry cars/mini pantry and in 100 trains through train side vending. Departmental catering units under Zonal Railways and IRCTC were 05 and 808 respectively. Private licencees under Zonal Railways and IRCTC operated 3,755 and 7,397 catering units respectively.

During the year, 13 Food Plazas/Fast Food Units were commissioned taking the total Food Plazas/Fast Food units on IR to 78. 22 Cell Kitchens, a new concept to upgrade the existing refreshment rooms have been commissioned. In addition, 805

Automatic Vending Machines were functional at railway stations. To provide low cost wholesome food and regional cuisine to passengers, 25 Jan Ahaar outlets were also commissioned to provide affordable quality food at various stations.

Sales turnover of departmental catering units during 2009-10 rose to ₹150.06 crore from ₹141.71 crore in the previous year. During the year ₹205.30 crore was realized as licence fees from the catering/vending contractors.

Tourism

Ministry of Railways have taken up several important initiatives to promote tourism in the country. These include introduction of tourist services on popular circuits in the country offering package rail tours inclusive of travel, accommodation, on-board/on-ground catering, sight seeing, etc. in selected tourist sectors.

At present 5 luxury tourist trains are run by IR, viz. 'Palace on Wheels' in a circuit covering Rajasthan, Delhi and Agra; 'Royal Rajasthan on Wheels' in a circuit covering Rajasthan, Delhi, Agra, Khajuraho and Varanasi, 'Deccan Odyssey'; 'Golden Chariot' and 'Maharajas' Express' covering various tourist destinations spread across the country. Besides, IR also operate 'Fairy Queen'—the heritage steam train between Delhi and Alwar offering weekend package tour, Buddhist special train in the popular Buddhist circuit and 'Bharat Darshan' trains for the common man with all inclusive packages at a cost of not more than ₹500/- per day.

To explore the splendour of multi-faceted India, Indrail Passes provide excellent value for money for visitors from abroad. It offers the visitors the facility of unrestricted travel over the entire IR system within the period of validity of the pass.

A large number of seats on various trains are offered by IR to Indian Railway Catering and Tourism Corporation (IRCTC) for developing tour packages. At any point of time, more than 100 tour packages are in operation covering various tourist destinations of the country.

Passenger Amenities

The allocation under the Plan Head "Passenger Amenities" in 2009-10 was ₹1,102.50 crore (Budget Estimate) and ₹922.91 crore (Revised Estimate).

During the presentation of Railway Budget 2009-10, it was proposed to develop Adarsh Stations with basic facilities such



Night view of newly constructed Kamakhya Station building, Northeast Frontier Railway.



A view of spacious seating arrangements for passengers of long distance trains at Bandra Terminus, Western Railway.



A view of station yard after snow in Qazigund-Baramula Section.



Drinking water facilities at Tinsukia Station, Northeast Frontier Railway.

as, drinking water, adequate toilets, catering services, waiting rooms and dormitories especially for female passengers, better signage and other basic facilities including escalators at selected stations. Of the 378 stations identified as Adarsh Stations, 333 stations have been developed. It is proposed to develop 94 more stations during 2010-11.

During the year, 51 stations were provided with water coolers and 47 stations were electrified.

Customer Care

IR imparted training to its frontline staff like Station Superintendents, Deputy Station Superintendents, On-Board support staff viz., Train Examiners, Travelling Ticket Examiners, Railway Protection Force etc. and to those manning Enquiry, Reservation, Booking, Parcel Office and “May I Help You” counters for improving their inter-personal skills and to equip them to deal with the rail customers in a better manner. The programme also aims at increasing the performance level of employees by sensitizing them to the needs of the customers.

Passenger Reservation System (PRS)

During 2009-10, 136 computerised reservation offices were opened. As on 31st March, 2010, there were 2,061 locations over IR where Passenger Reservation System (PRS) was functional. Some of these locations are dual purpose Passenger Reservation System-cum-Unreserved Ticketing System (PRS-cum-UTS). Computerised Unreserved Ticketing System (UTS) was opened at 1,513 locations during 2009-10 taking the tally to 3,614.

Coaching Vehicles

LHB Coaches

Following the introduction of the first rake of indigenously designed LHB coach in December 2003, 11 Rajdhani and 11 Shatabdi Express trains with conventional ICF design coaches have since been converted to LHB design. Conversion of the remaining Rajdhani/Shatabdi rakes to LHB design is in progress.

Coach Upkeep

622 old coaches were given mid-life rehabilitation. 112 coaches were refurbished improving their condition substantially. Other important works undertaken during

2009-10 include refurbishing of toilets in 1,032 coaches, provision of PVC flooring and stainless steel inlays in 995 coaches and retro-fitment of new bogie mounted air brake system in 1,407 coaches.

Cleanliness and Hygiene

To bring about improvement in enroute cleaning of trains, a new scheme 'Clean Train Stations' has been launched to provide mechanized cleaning in passing through trains during their halts at selected stations. 27 such Clean Train Stations have been made operational so far.

'On Board House Keeping Service' scheme has also been launched by the Railways to carry out frequent on board cleaning of Mail/Express coaches through professional agencies.

Cushioned seats in unreserved coaches

With a view to provide better amenities to the travelling public, regular production of unreserved coaches with cushioned seats has commenced. Retro-fitment of cushioned seats in all the existing unreserved coaches has also been taken up.

Duronto trains

Duronto trains have heralded a new era of rail travel on IR. These superfast trains, with fully reserved accommodation, run as end to end non stop service. An unique aesthetically appearing exterior colour scheme was developed for these trains through vinyl films wrapped on the coach exteriors. A total number of 14 such trains were introduced during 2009-10.

Air conditioned Double Decker Coaches

Earnest efforts were put in and a prototype Air Conditioned Double Decker coach was conceived, designed and manufactured in record time during 2009-10.

Setting up of mechanized laundry for washing of linen

A state-of-the-art fully mechanized departmental laundry was set up at Wadibunder Coaching Depot on Central Railway as a pilot project to improve the standard of cleanliness and hygiene in the linen being supplied to the passengers in the trains.

Production of DEMU/MEMU coaches with toilet facilities

The coach layouts and design details for providing toilet facilities in DEMU/MEMU coaches were finalized. Production



Mechanised cleaning of EMU trains.



Luggage trolleys at Raipur Station, South East Central Railway.



A view of AC dormitory bed at Raipur Station, South East Central Railway.



Clean & comfortable AC waiting hall with modern facilities at Vadodara Station, Western Railway.

of new DEMU coaches with toilet facilities has begun in 2009-10.

Mass Rapid Transit System for Metropolitan Cities

Kolkata:

Metro Railway (16.45 kms.) from Dum Dum to Tollygunge has been under commercial operation since 27.9.1995. It has been extended from Tollygunge to Garia Bazar (5 kms.). Another stretch of 3.50 kms. from Garia Bazar to New Garia is expected to be commissioned in 2010-11.

Mumbai:

Belapur-Seawood-Uran (27 kms.) project was sanctioned in 1996-97 (costing ₹495.44 crore) on cost sharing between Railways and State Government of Maharashtra in 1:2 ratio. The work is in progress.

Mumbai Urban Transport Project (MUTP-I) was taken up for execution at an estimated cost of ₹4,175 crore with cost sharing between Railways and Government of Maharashtra in 50:50 ratio. The project, partially funded by the World Bank, has started providing benefits due to increased line capacity, induction of additional EMU rakes, introduction of additional services and conversion of 9-car rakes into 12-car rakes on Central and Western Railways, all leading to reduction in over crowding in trains to a large extent. The project is in advance stage of completion.

Mumbai Urban Transport Project (MUTP-II) (costing ₹5,300 crore) was included in the Budget of 2008-09, on cost sharing between Railways and Government of Maharashtra in 50:50 ratio. The work has commenced and ₹101 crore have been spent upto 31st March 2010.

Chennai:

MRTS Phase-I (Chennai Beach- Thirumailai, 8.96 kms.) was commissioned for passenger traffic on 19.10.1997 at an estimated cost of ₹300 crore.

MRTS Phase-II (Thirumailai-Velachery, 11.16 kms.) was also commissioned for passenger traffic on 19.11.2007. Extension of MRTS Phase-II from Velachery to St.Thomas Mount (5 kms) has been sanctioned at a cost of ₹495.74 crore with Railways and State Government of Tamil Nadu sharing the cost in 1:2 ratio. The work is in progress.

Planning

In 2009-10, 13,068 wagons, 472 locomotives, 3,470 coaches, 64 MEMUs, 64 DMUs and 602 EMU coaches were acquired by IR. In addition to this, 26 locomotives and 24 coaches were procured for Non-Railway customers. 1,117 route kilometres of track were electrified and 258 kilometres of new lines constructed. Double/multiple lines were provided over 448.5 kilometres, while 3,840 kilometres of track was renewed (including both primary and secondary renewals) and 1,516 kilometres of lines were converted from MG/NG to BG.

The Plan allocation (Revised Estimates) and Actual Net Expenditure for 2009-10 compared with 2008-09, were as follows:-

Plan Head	2008-09		2009-10	
	Allocation (R.E.)	Actual Net Expenditure	Allocation (R.E.)	Actual Net Expenditure
New Lines (Construction)	*2,962.23	3,150.80	**3,338.30	3,638.02
Restoration of Dismantled Lines	25.00	16.96	53.00	46.29
Gauge Conversion	#2,742.15	2,989.08	##2,914.13	3,319.58
Doubling	1,794.81	1,830.88	1,995.22	2,372.30
Traffic Facilities-Yard Remodelling and Others	1,126.96	1,173.31	1,056.87	1,097.41
Computerisation	227.13	206.06	162.00	186.67
Railway Research	37.72	23.78	41.19	43.56
Rolling Stock	\$11,048.87	❖11,255.43	\$\$\$13,125.19	❖❖12,550.12
Leased Assets – Payment of Capital Component	1,764.80	1,813.91	2,261.86	2,258.84
Railway Safety Works -Level Crossings	600.00	249.57	647.73	358.58
Railway Safety Works - Road Over/Under Bridges	699.00	315.51	978.31	539.53
Track Renewals	3,619.12	4,140.77	3,022.78	2,628.99
Bridge Works	480.25	412.38	351.38	355.26

Plan Head	2008-09		2009-10	
	Allocation (R.E.)	Actual Net Expenditure	Allocation (R.E.)	Actual Net Expenditure
S & T Works	1,424.18	1,380.31	996.98	1,048.71
Electrification Projects	778.38	783.17	812.83	713.23
Other Electrical Works	426.30	449.46	352.74	350.04
Machinery and Plant	338.09	324.97	359.09	432.32
Workshops & Production Units	1,113.34	1,018.45	1,331.15	1,250.12
Staff Quarters	200.22	199.98	236.69	222.96
Amenities for Staff	278.96	282.15	314.80	322.28
User's Amenities	731.32	827.53	922.66	906.21
Investment in PSUs	@2,718.66	✦ 2,095.00	291.00	✦✦ 1,671.99
Investment in non-Government Undertakings including JVs/SPVs	--	--	@@1,815.46	--
Other Specified Works	277.45	303.81	360.92	353.56
Inventories	695.89	935.05	1,019.81	768.93
M.T.Ps.	662.17	677.19	642.06	614.78
New Lines (const.) – Dividend free Projects	--	--	@@@880.35	879.55
Total	36,773	36,855.51	40,284.49	38,929.83
*	Includes ₹1,036.20 crore for national projects.			
**	Includes ₹542.27 crore for national projects.			
#	Includes ₹263.30 crore for national projects.			
##	Includes ₹476.38 crore for national projects.			
\$	Includes Bonds of ₹6,907 crore raised by IRFC for Rolling Stock.			
\$\$	Includes Bonds of ₹9,150 crore raised by IRFC and ₹180 crore mobilized under Wagon Investment Scheme (WIS).			
@	Includes Bonds of ₹283 crore raised by RVNL			
@@	Includes Bonds of ₹370 crore raised by RVNL.			
@@@	Indicates provision for Udhampur-Srinagar-Baramulla New Line.			
✦	Includes an amount of ₹6,990.84 crore through IRFC Bonds and ₹520.00 crore through WIS investment in Rolling Stock.			
✦✦	Includes an amount of ₹9,017.79 crore through IRFC Bonds and excludes WIS investment in Rolling Stock.			
✦	Includes an amount of ₹293 crore raised by RVNL from market borrowings.			
✦✦	Excludes RVNL Bonds from market borrowings.			

Engineering

Gauge Conversion

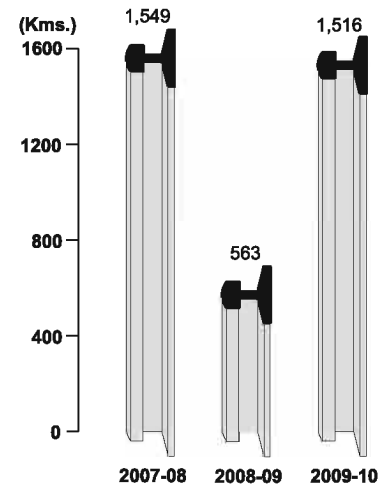
During 2009-10, 1,516 kms. of track was converted from MG/NG to BG, as detailed below.

Railway	Projects/Section	Length (Kms.)
Central	Pandharpur-Miraj	137
East Central	Saharsa-Dauram Madhepura	22
Northeast Frontier	Fakiragram-Dhubri	66
	Haibargaon-Mairabari	44
North Western	Sadulpur-Ratangarh-Degana	254
Southern	Vellore-Villupuram	140
	Quilion-Punalur	45
	Podanur-Coimbatore	6
South Central	Madanpalle-Dharmavaram	144
South Eastern	Baripada-Bangriposi	38
South East Central	Balaghat-Katangi	47
South Western	Shimoga-Anandapuram	57
	Dabhoi-Bodeli	35
Western	Wansjaliya-Jetalsar	90
	Surendranagar-Dhrangadhra	35
	Phulera-Gahlota	36
RVNL	Gahlota-Ajmer	44
	Bhildi-Samdari	233
	Thanjavur-Villupuram (Cuddalore-Sirkazhi)	53
Total		1,516

Doubling

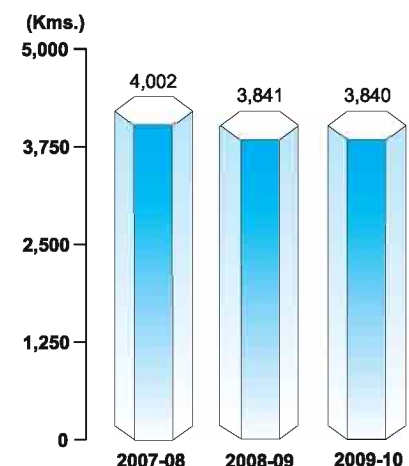
448.5 kms. of double/multiple lines were completed in 2009-10.

GAUGE CONVERSIONS



J&K rail link project.

TRACK RENEWALS



New Lines

During 2009-10, new lines over a length of 258 kms. were constructed on the following sections:

Railway	Section	Length (Kms.)
Eastern	Tarakeshwar-Talpur	5
East Central	Jagdishpur-Nekhpur	27
	Sitamarhi-Runnisaipur	23
	Maheshpur-Nawadi	14
	Muzzaffarpur-Jubbasani	12
Northern	Churaru Takarala-Amb Andaura	11
	Quazigund-Anantnag	18
	Rewari-Jhajjar	45
North Eastern	Phulwaria-Bathuabazar	5
Southern	Nagappattinam-Velankanni	10
South Eastern	Lohardaga-Barkichampi	15
	Rainagar-Matnasibpur	10
South Western	Kottur-Harihar	63
	Total	258

Track

During 2009-10, 3,840 kms. of track renewal was carried out. The year-wise track renewals done and expenditure incurred thereon during the XI Plan are as under:

Year	Gross expenditure (₹ in crore)	Renewals done (In kms.)
2007-08	4,479.16	4,002
2008-09	5,249.08	3,841
2009-10	4,105.88	3,840

Track Modernisation

Track constitutes the basic infrastructure of a railway system and bears the brunt of ever increasing traffic. High speed and heavy axle load operation on IR has necessitated upgradation of the track structure. Several policy initiatives have been taken in order to upgrade the track.

Track structure is upgraded at the time of renewals. Sleepers are upgraded from wooden, steel and CST-9 to PSC sleepers. Heavier section and high tensile strength rails are being used. Presently, 52 kg/60 kg 90 UTS rails are being used in place of 90R 72 UTS rails. Similarly welded rails are used instead of earlier fish-plated joints. As on 31.3.2010, on the BG track main lines of IR, about 85% of the length comprises of long welded rails, 95.8% of track are laid with PSC sleepers and 88% with 52kg/60kg 90 or higher UTS rails.



A view of Foot-Over-Bridge at Dibrugarh Station, N.F. Railway.

On most of BG track, rails have been converted into long welded rails and short welded rails of 39m length. Single rails are limited to locations where welded rails are not permitted on technical grounds. As on 31.3.2010, total length of welded track on main lines of IR was 77,050 kms. of which 63,385 kms. was with long welded rails and 13,655 kms. with short-welded rails.

Concrete sleepers are economical and technically best suited for high speed and heavy density traffic. Adequate capacity has been developed for production of concrete sleepers to meet the present requirement of IR. During the year, about 95 lakh Broad Gauge mono-block concrete sleepers and 6,095 sets of PSC turnout sleepers were produced.



A view of Bogibil bridge project, Northeast Frontier Railway.

During the year, 87,837 kms. of mechanized tamping was completed over the IR network. High output tampers for straight track and unimats for turnouts are being used for tamping. Also 1,075 kms. of track renewal was carried out by track relaying machines. Ballast cleaning machines and shoulder ballast cleaning machines are being used for ballast cleaning and for improving drainage of track. Dynamic track stabilizers and ballast regulators are also being used to improve the retentivity of packing by tampers and dressing of ballast profiles. Points and Crossings changing machines are used for laying complete turnouts with concrete sleepers. During the year, 1,905 concrete sleeper turnouts were laid with the help of these machines. Also, Utility Vehicles (UTV) machines are used for loading/unloading of the P-way materials (rails, sleepers, etc.). With the help of Track Recording Cars (TRC) 1,59,669 kms. of track recording was carried out during 2009-10.

Bridges

IR has 1,31,205 bridges out of which 667 are important, 10,738 are major and 1,19,800 are minor bridges. In 2009-10, 1,294 bridges, including 21 distressed bridges were rehabilitated/rebuilt.



Construction of new station building at Andheri Railway Station, Western Railway.

Road Over/Under Bridges

To improve safety and reduce inconvenience to road users, busy level crossings are being replaced by Road Over/Under Bridges (ROBs/RUBs) gradually. The works of ROBs/RUBs in lieu of busy level crossings are sanctioned on cost sharing basis with the concerned State Governments/Local Authorities. During the year, a total of 80 works were completed on Zonal Railways.

As on 31st March, 2010, there are total 1,593 ROBs/RUBs works at various stages of planning and execution, out of which, 787 are sanctioned on cost sharing basis, 205 on deposit terms, 55 on Build, Operate and Transfer (BOT) basis and 546 under NHDP are being constructed by NHA as single entity. During 2010-11, 68 ROBs/RUBs have been completed till August 2010 under various schemes like 37 under cost sharing, 5 under BOT, 12 under deposit and 14 under NHA.

Level Crossings

As on March 31, 2010, IR maintained 33,553 level crossings, out of which 17,560 had gate-keepers and 15,993 crossings were unmanned. 377 unmanned level crossings were provided with gate-keepers in 2009-10 and 95 unmanned gates have been provided with gate-keepers in 2010-11.

Land Management

IR owns about 4.31 lakh hectares of land, 90% of which is under Railways' operational and allied usage such as laying of new lines, doubling, gauge conversions, track, stations, workshops, staff colonies, etc.

The break-up of the land is as under:

Description	Area (in lakh hectares)
Track and structures including stations, colonies, etc.	3.27
Afforestation	0.45
'Grow More Food' scheme	0.06
Commercial licensing	0.03
Other uses like pisciculture	0.03
Encroachment	0.01
Vacant land	0.46
Total	4.31

Creation of various infrastructure facilities for development of future rail network largely depends on the availability of land. Therefore, preservation and meaningful interim use of railway land is the main objective of IR's land-use policy.

Efforts are made to reduce the encroachments on railway land. Railways have issued a Joint Procedure Order for better co-ordination among all departments to prevent, detect and remove encroachments.

In pursuance of Railways' commitment towards environmental improvement through afforestation and also with a view to safeguarding the precious railway land against unauthorized occupation, tree plantation is being undertaken on vacant railway land with active participation of railway employees. In some States, railway land in mid-sections has been entrusted to the Forest Departments for plantation so as to ensure purposeful utilization and prevention against encroachments. IR has taken up plantation of *Jatropha Curcas*. So far over 363.42 lakh saplings have been planted.

Besides, railway land is also licensed to Group 'C' and 'D' categories of railway employees under 'Grow More Food' scheme, in identified urban areas for growing vegetables, crops, etc.

Licensing of railway land is permitted for the purposes directly connected with railway working. Plots of railway land at stations, goods sheds and sidings are licensed to other parties for stacking/storing of goods either received or to be dispatched by rail. Railway land is also licensed to schools, welfare organizations and for developing shopping complexes in railway colonies for the welfare of railway employees. Apart from this, sharable railway land is licensed to Oil Companies for setting up retail outlets and is also leased to Central/State Governments/Public Sector Undertakings on long term basis.

Railways have also taken up commercial use of such land which may not be required by the Railways for its immediate future use. Through an amendment to Railways Act, 1989, Rail Land Development Authority (RLDA), under the Ministry of Railways has been constituted on 1st November, 2006 to undertake all tasks related to commercial development on railway land/air-space under the control of Ministry of Railways. So far, 135 sites have been entrusted to the Authority for commercial development.

Apart from the above, 67 stations were identified for development of Multi Functional Complexes (MFCs) containing items of public amenities, work for which has already been started.



A view of Foot-Over-Bridge of way side Station in Qazigund-Baramula Section.



A view of Bogibil Bridge project, Northeast Frontier Railway.

Electrification

The advent of electric traction on IR dates back to 1925 when 1500 Volts DC traction was first introduced. It was subsequently extended by installing 3000 Volts DC system. In 1957, IR introduced electrification on single-phase 25 kV system for all future schemes.

Of the 3,500 route kilometres targeted for electrification during the XIth Plan period, 2,416 route kilometres have been electrified in the first three years, i.e., 2007-08 to 2009-10. The Golden Quadrilateral having double line has been electrified except Mumbai-Chennai route where electrification is in progress.

The progress of electrification on IR over the Plan periods is as under:-

Period	Route kms. electrified
Upto VII Five Year Plan (1990)	9,252
Annual Plans (1990-92)	1,557
VIII Five Year Plan (1992-97)	2,708
IX Five Year Plan (1997-02)	2,484
X Five Year Plan (2002-07)	1,810
XI Five Year Plan : First Year (2007-08)	502
XI Five Year Plan : Second Year (2008-09)	797
XI Five Year Plan : Third Year (2009-10)	1,117

Details of route kilometres electrified during 2009-10 are as under:

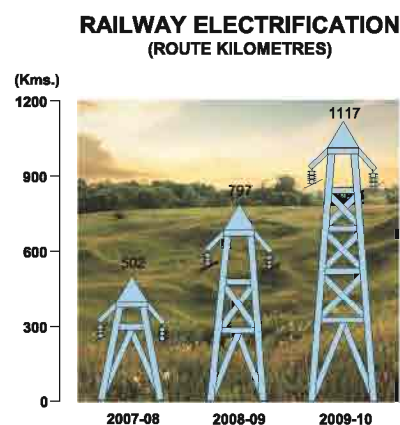
Section	Route kms. electrified
Tarakeswar-Talpur (Eastern)	5
Barauni-Samastipur-Dholi (excl. station) (East Central)	69
Hajipur-Ram Dayalu Nagar (excl. station) (East Central)	45
Dighwara-Hajipur-Bachwara (East Central)	90
Sirka-Siding at Patratu (East Central)	5
Jarangdih I & II Siding (East Central)	1

Section	Route kms. electrified
Tomka-Harichandanpur (East Coast)	49
SAIL siding at Kapilas Road (East Coast)	5
Moradabad Yard (Northern)	8
Rosa-Miranpur Katra-Bareilly (Northern)	80
Tanda Umar-Chhabbi River (Northern)	65
Bahadurgarh-Rohtak (excl. station) (Northern)	40
Baral (excl. station)-Meerut City-Sakhoti Tanda (Northern)	84
Mughalsarai (excl. station)-Sri Krishna Nagar (Northern)	104
Utrahtia -Akbarganj (excl. stations) (Northern)	61
Chandigarh-Morinda-New Morinda (Northern)	43
Anand Vihar-Sahibabad (Northern)	7
BPCL Siding at Panki (North Central)	3
Bara Banki-Burhwal (North Eastern)	27
Pachrukhi-Siwan (North Eastern)	9
Chhapra Kacheri-Chhapra (North Eastern)	3
Hathua-Thawe (North Eastern)	8
Dindigul-Madurai (excl. station) (Southern)	62
Tandur-Nawandgi (South Central)	18
Nandalur-Kadapa (South Central)	43
Samalkot-Kakinada port (South Central)	16
Krishna Canal-Mangalagiri (South Central)	5
Maula Ali By-pass line (South Central)	1
Regupalem yard, NCL Siding & R&D line No.3 of Vijayawada Division (South Central)	4
Loopline at Sangam Jagarlamudi and X-over at Nallapadu in Guntur Division (South Central)	3
Lotte Gollahalli-Yelahanka & Yesvantpur-Bangalore City (South Western)	11
Bangalore-Kengeri (South Western)	12
Ajitkheri -Sheela Kheri (excl. station) & Laxmibai Nagar-Indore (Western)	14
Ratikhedda-Ruthiyai (West Central)	54
Salpura-Ruthiyai-Vijaipur (West Central)	63
Total	1,117

Upto March 31, 2010, 29.59% of the total route kilometres have been electrified.



54 MVA traction transformer for 2x25 KV TSS.



OHE maintenance on North Central Railway.

Signal and Telecom

Signalling:

Advanced Signalling Systems viz., complete track circuiting, Multiple Aspect Colour Light Signalling (MACLS), Panel/Route Relay/Electronic Interlocking, Last Vehicle Check by Axle Counter are deployed on IR for safe and efficient train control and optimum utilization of line capacity. A major thrust has been given for provision of LED based signals, track circuiting and replacement of signalling gears at block stations. On Board Train Protection System, Train Management System etc., have also been introduced on IR.

The progress of deployment of various signalling devices as on March 31, 2010 vis-à-vis last year is as follows:

Installation	As on 31.3.2009	(In units)
		As on 31.3.2010
Panel Interlocking (No. of stations)	3,676	3,830
Electronic Interlocking (No. of stations)	338	401
Route Relay Interlocking (No. of stations)	236	255
LED Lit Signals (No. of stations)	2,695	3,549
Data Loggers (No. of stations)	3,264	3,816
Colour Light Signalling (No. of stations)	4,971	5,097
Last vehicles check by Axle Counters (No. of Block Sections)	1,929	2,452
Track Circuiting (No. of locations)	26,221	27,215
Automatic Block Signalling (Route kms.)	1,950	2,020
Intermediate Block Signalling (No. of Block Sections)	272	342
Interlocked Level Crossing Gates (Nos.)	8,903	9,335
On Board Train Protection System (Route kilometres)	328	328
Train Management System (No. of Sections)	–	1

To attain self-sufficiency in meeting the increased demand for electronic system of signalling, IR's Signal Workshops on

Central, Eastern, North Eastern, Southern and South Central Railways have been manufacturing items like Axle-Counters, Electric Point Machines, various types of relays, Tokenless Block Instruments, etc

Telecommunication:

Telecommunication plays an important role in train control, operation and safety. With the rapid growth in telecommunication technology, IR has decided to go for the state-of-the-art nationwide telecom network for meeting its communication needs and earning revenue by exploiting surplus capacity commercially. With this objective, RailTel, a Railways' Public Sector Undertaking was formed in September, 2000.

As on 31st March 2010, 35,268 route kilometres of Optical Fibre Cable have been commissioned that is carrying Gigabits of traffic. RailTel is significantly contributing in building National Knowledge Network. It is also planning to provide Broadband connectivity to the Panchayats.

IR has decided to adopt Global System of Mobile Communication – Railways (GSM-R) based mobile train radio communication. It has already been provided on 1,303 route kilometres and is being extended in other sections.

IR has established its own Satellite hub to facilitate connectivity for the remote Freight Operations Information System (FOIS) locations and Unreserved Ticketing System (UTS) application. IR has also established its Multi-Protocol Label Switching (MPLS) based Next Generation Networks (NGN) for voice traffic which has been integrated with all the zonal and divisional exchanges.

With a view to provide improved passenger amenities, Train Information Boards have been provided at 1,090 stations, Public Address System at 3,748 stations and Coach Guidance System at 428 stations.



LED Signal, Northeast Frontier Railway.



Route Relay Interlocking system at Bandra Terminus, Western Railway.

The progress of installation of telecom equipment on IR is given below:

Installation	(In units)	
	As on 31.3.2009	As on 31.3.2010
Railway Telephone Subscribers Lines (Nos)	3,01,292	3,51,678
Number of Control Sections provided with Dual Tone Multiple Frequency (DTMF) control equipment	309	310
Control communication through wireless (18 GHz) (route kms.)	989	168
Mobile Train Radio Communication System (route kms.)		
(a) GSM - R based	700	1,303
(b) TETRA (Terrestrial Trunked Radio) based	345	345
Optic Fibre Cable (OFC) communication system for control communication (route kms)	30,846	35,268
Digital Microwave (7 GHz) (route kms.)	7,093	6,811
Public Address System (No. of stations)	3,418	3,748
Train Display Boards (No. of stations)	1,055	1,090
Coach Guidance System (No. of stations)	370	428

Safety

There were 165 consequential train accidents in 2009-10 compared to 177 in 2008-09. Train accidents per million train kilometres, an important index of safety, came down from 0.19 in 2008-09 to 0.17 in 2009-10 (excluding Konkan and Metro Railways).

Category-wise and Cause-wise Analysis of Train Accidents

Categories	No. of accidents	
	2008-09	2009-10
Collisions	13	9
Derailments	85	80
Accidents at level crossings	69	70
Fire in trains	3	2
Miscellaneous	7	4
Total	177	165
Causes of train accidents		
Human failures:		
a) Failure of railway staff	*76	63
b) Failure of persons other than railway staff	75	75
Equipment failures:		
a) Rolling Stock	-	3
b) Track	-	3
c) Electrical	-	-
d) S & T	-	-
e) Rolling Stock + Track	-	-
Sabotage	13	14
Combination of factors	*4	1
Incidental	*5	4
Cause not established	4	2
Under investigation	*-	-
Total	177	165
*revised		
Casualties		
Passengers:		
Killed	52	67
Injured	257	253
Railway employees:		
Killed	12	4
Injured	22	9
Others:		
Killed	145	167
Injured	165	135
The above figures exclude Konkan and Metro Railways.		

Compensation

A sum of ₹265.81 lakh was paid as compensation to the victims of train accidents during 2009-10 as against ₹218.94 lakh in 2008-09. (The compensation paid during a year relates to cases settled and not necessarily to the number of accidents/casualties during that year.)

Damage to Railway Property

The cost of damage to railway property and duration of interruption to through communication caused by consequential train accidents during 2008-09 and 2009-10 were as under:

Year	Cost of damage		Interruption to through communication (Hours)
	Rolling Stock inclusive of engines (₹ in lakh)	Permanent way (₹ in lakh)	
2008-09	5,011.95	1,052.89	1,420.08
2009-10	4,126.48	1,244.99	1,105.01

Note : The above figures exclude Konkan and Metro Railways.

Measures to improve safety

General:

- Contribution to Depreciation Reserve Fund (DRF) has been made to the tune of ₹7,700 crore in 2010-11 to take care of renewal/rehabilitation of over aged assets through internal sources.
- Safety Action Plans were continually executed to reduce accidents caused by human errors. A multi-pronged approach with focus on introduction of newer technologies, mechanization of maintenance, early detection of flaws, etc. to reduce human dependence in the first place, alongwith upgrading the skills of the human resources were the prime drivers for accident prevention.
- Periodical safety audits of different Divisions by multi-disciplinary teams of Zonal Railways as well as inter-railway safety audits were conducted on regular basis. During 2009-10, 62 internal safety audits and 26 inter-railway safety audits were carried out. In addition, inspections were also conducted by Railway Board.

- Four multi-disciplinary safety teams constituted in March, 2009 at Board's level are in place to audit the safety preparedness on Zonal Railways. Each team has four zones under it.
- Training facilities for drivers, guards and staff connected with train operation have been upgraded. Disaster Management Modules have also been upgraded. During 2009-10, 94,342 safety category employees attended refresher training.

Collisions:

- Pilot project on Anti Collision Device (ACD) to prevent cases of collisions and to minimize the extent of damage caused by collisions has been in-service trial on 1,736 route kilometres of Northeast Frontier Railway. Trials with modified ACD are being carried out on electrified multiple-line & automatic signalling section of Southern Railway.
- Fouling Mark to Fouling Mark track circuiting on the entire 'A', 'B', 'C', 'D' and 'D Special' routes, where permissible speed is more than 75 kilometres per hour, was completed. Further, Fouling Mark to Block Section Limit (straight) track circuiting and Fouling Mark to Home Signal (straight) track circuiting was completed on 'A' and 'C' routes.
- Last vehicle check by Axle Counter (BPAC) was introduced in 523 Block Sections in 2009-10.
- Auxiliary Warning System to prevent cases of signal passing at danger has been working on Mumbai suburban sections.
- Out of the Pilot projects on Train Protection Warning System (TPWS) sanctioned earlier, one is in use since May 2008 on 50 route kilometres of Southern Railway and the work on second pilot project–Delhi-Agra section (200 route kilometres)–is in progress. TPWS has also been approved for deployment on high density networks/Automatic Signalling Sections covering 895 route kilometres of five Zonal Railways (North Central, Eastern, South Eastern, Southern and Western) at an estimated cost of ₹599 crore.
- Vigilance Control Device (VCD) for keeping drivers vigilant exists on all 3-phase electric locomotives. After successful trials of this device on 30 conventional locomotives, it has been decided to install it in all conventional and diesel

locomotives. This device has so far been installed on 1,500 diesel locomotives.

Derailments:

- To improve maintenance and reliability of assets, efforts to eliminate fish-plated joints by welding single rails into long welded rails were continued. During relaying/construction of new lines/gauge conversion, long welded rails are laid on concrete sleepers. Turnouts are also being improved systematically.
- There has been a progressive increase in the use of Tie Tamping and ballast cleaning machines for track maintenance. Also, sophisticated Track Recording Cars, Ultrasonic Flaw Detectors, Self Propelled Ultrasonic Rail Testing Cars, Oscillograph Cars and Portable Accelerometers are being used progressively.
- Modern bridge inspection and management system has been adopted, which include non-destructive testing techniques, under water inspections, fibre composite wrapping, mapping unknown foundations and integrity testing, etc.
- Based on threat perceptions due to adverse weather conditions or external interference, patrolling of railway track including night patrolling is carried out at vulnerable locations regularly.
- Progressive fitment of tight lock Central Buffer Coupler (CBC) in lieu of screw coupling in new design coaches by ICF has been carried out to prevent the coaches from climbing over each other in unfortunate event of an accident. So far, 670 LHB coaches and 1,510 ICF design coaches have been manufactured with Central Buffer Couplers.
- Design of passenger coaches with features of crashworthiness to absorb most of the impact energy, leaving the passenger area unaffected has been developed. About 455 crashworthy coaches have been manufactured upto December 2009.
- Derailment prone 4-wheeler Tank Wagons are being progressively phased out.
- For enhancing safety and reliability of passenger coaches, the suspension systems are being re-designed with air

springs at secondary stage capable to maintain constant height at variable loads. Air springs have been developed and are being fitted on all the newly built EMU and DMU coaches for suburban trains. Air springs have now been developed for mainline coaches as well and manufacture of such coaches has already commenced since 2008-09.

Level Crossing Accidents:

- To educate road users about safety at unmanned level crossings, publicity campaigns are periodically launched through different media like quickies on television, cinema slides, SMSs, posters, radio, newspapers, street plays, etc.
- Joint ambush checks with civil authorities are conducted to nab erring road vehicle drivers under the provisions of the Motor Vehicles Act, 1988 and the Indian Railways Act, 1989.
- As a special measure, powers have been delegated to the Zonal Railways to sanction new works of Road Over Bridges and Under Bridges (Limited/Normal Height Subways) costing upto ₹2.50 crore in each case.
- Construction of 80 ROBs/RUBs was completed during 2009-10. 137 ROB/ RUBs have been further sanctioned for 2010-11.
- 727 level crossings were identified for replacement by sub-ways, out of which 577 were sanctioned in 2009-10. Against the target of 160 sub-ways in 2009-10, 102 have been completed during the year.
- Criteria for manning has also been revised to make more number of unmanned level crossings eligible for manning. During 2009-10, 377 unmanned level crossings were manned.

Fire in Trains :

- IR have always endeavoured to enhance fire worthiness of coaches by using more fire retardant furnishing materials such as board/PVC for coach flooring, laminated sheets for roof, ceiling wall & partition panelling, rexene and cushioning material for seats and berths, FRP windows and UIC vestibules etc. Specifications for such furnishing materials have been periodically upgraded to incorporate the fire retardant parameters in line with UIC/other international norms.

- With the prime objective of enhancing the standards of safety against incidences of fire in trains, RDSO took up a pilot project for Comprehensive Fire and Smoke Detection System in one rake on Northern Railway. Field trials on this rake have been reported to be working satisfactorily. This system shall be installed in 20 more rakes for extended field trials.
- Guard-cum-Brake Van and AC coaches in all trains are provided with portable fire extinguishers to cater for emergencies due to fire accidents.
- Improved materials for electrical fittings and fixtures such as MCB, light fittings, terminal boards, connectors, etc., are being used progressively.
- Intensive publicity campaigns to prevent the travelling public from carriage of inflammable goods are regularly undertaken.

Rolling Stock

Rolling stock placed on line during the year is given in the following table:

Type of Rolling Stock	Year	Units placed on line					
		Replacement account			Additional account		
		B.G.	M.G.	N.G.	B.G.	M.G.	N.G.
Diesel Locos	2008-09	95	-	-	188	-	-
	2009-10	69	-	-	164	-	-
Electric Locos	2008-09	82	-	-	138	-	-
	2009-10	52	-	-	188	-	-
Wagons (in vehicle units)	2008-09	846	-	-	7,617@	-	-
	2009-10	1,043	-	-	10,051\$	-	-
					(@ including 5,510 on Deposit A/c)		
					(\$ including 5,674 on Deposit A/c)		
Electric Multiple Units:							
Motor Coaches	2008-09	60	-	-	72	-	-
	2009-10	105	-	-	96	-	-
Trailer Coaches	2008-09	125	-	-	139	-	-
	2009-10	209	-	-	196	-	-
Main line Electric Multiple Units:							
Motor Coaches	2008-09	-	-	-	12	-	-
	2009-10	-	-	-	16	-	-
Trailer Coaches	2008-09	-	-	-	37	-	-
	2009-10	-	-	-	48	-	-
Passenger Carriages	2008-09	988	-	-	1,486	-	-
	2009-10	858	-	-	1,762	-	-
Other Coaching Vehicles	2008-09	-	-	-	213	-	-
	2009-10	66	-	-	130	-	-

Stock condemned during the year was as under:

Type of Rolling Stock	(in units)					
	B.G.		M.G.		N.G.	
	2008-09	2009-10	2008-09	2009-10	2008-09	2009-10
Diesel Locos	95	126	17	53	-	3
Electric Locos	10	43	-	-	-	-
Wagons (in Vehicle Units)	6,232	5,916	620	535	12	-
Electric Multiple Units:						
Motor Coaches	37	103	-	-	-	-
Trailer Coaches	54	202	-	-	-	-
Passenger Carriages	618	755	182	486	28	17
Other Coaching Vehicles	73	135	69	94	3	-



Rajdhani Express passing through picturesque location, Northeast Frontier Railway.



Inaugural run of Agartala-Dharmanagar fast passenger.



First in India, 15 car suburban train, Western Railway.

Traction

The entire passenger and freight traffic, in terms of both gross tonne kilometres (GTKms) and train kilometres was carried by diesel and electric locomotives. Steam locomotives, however, continued to run on certain steam circuits including 5 Hill Railways as icons of IR's glorious past.

The traction-wise fleet as on March 31, 2010, was as follows:

	As on March 31, 2009	(in units) As on March 31, 2010
Locomotive		
Steam	43	42
Diesel	4,964	5,022
Electric	3,586	3,825
Total	8,593	8,889

Manufacture of Rolling Stock

The performance of Production Units during 2009-10, was as under:

- Chittaranjan Locomotive Works (CLW), Chittaranjan manufactured 220 BG electric locomotives including 60 state-of-the-art 3-phase 6000 HP electric locos.
- Diesel Locomotive Works (DLW), Varanasi manufactured 258 BG diesel locomotives including 110 indigenous high power EMD locomotives. Out of these, 26 diesel locomotives were supplied to non-Railway customers. It also exported spares worth ₹ 4.54 crore.
- Integral Coach Factory (ICF), Chennai manufactured 1,433 coaches including 494 Electric Multiple Units (EMUs) and 24 coaches for non-Railway customers and exported spares worth ₹ 1.89 lakh.
- Rail Coach Factory (RCF), Kapurthala manufactured 1,568 coaches including 163 light weight LHB coaches with high passenger comforts and amenities. It exported products worth ₹ 4.96 crore.
- Rail Wheel Factory (RWF), Bangalore produced 55,940 wheel-sets. It also manufactured 1,87,450 wheels and 65,302 axles.

- Diesel Loco Modernisation Works (DMW), Patiala successfully upgraded 112 diesel electric locomotives (WDM-2) from 2600 HP to 3100 HP thus increasing the hauling capacity to the extent of 3 to 4 additional coaches. It exported spares worth ₹488.63 lakhs.

Import content in the Railway Production Units expressed as percentage of total production cost (excluding proforma charges), was as follows:

Locomotive	Import content (%)	
	2008-09	2009-10
BG goods traffic diesel electric (WDG-3A)	2.59	2.03
BG goods traffic AC electric (WAG-7)	0.85	0.83
BG passenger traffic AC electric (WAP-4)	0.52	0.54
BG mixed traffic diesel electric (WDM-3D)	2.78	2.04
BG goods traffic diesel electric (WAG-9)	0.76	7.05
BG passenger traffic diesel electric (WAP-7)	0.74	7.17
BG passenger traffic diesel electric (WAP-5)	14.03	9.25

IR's entire requirement of wagons is met by manufacturing units in public and private sectors, supplemented by railway workshops. In 2009-10, production of wagons totalled 15,597 in terms of Vehicle Units (VUs). Out of these, 1,592 VUs (including BLC wagons) were manufactured at railway workshops and the remaining 14,005 VUs including 1,847 VUs against WIS, BLC and other private wagons were manufactured by wagon industry.

During April-September, 2010, 6,600 wagons in terms of Vehicle Units (VUs) were produced. Out of which, 733 VUs (including 216 VUs CONCOR wagons) were manufactured at railway workshops and the balance 5,867 VUs including 1,075 VUs against WIS, BLC and other private wagons were manufactured by wagon industry.

Maintenance of Rolling Stock

The number of units of rolling stock given periodic overhaul (POH) in railway workshops during the year and the percentage of stock overdue periodic overhaul at the end of the year are



4500 HP WDP-4D (Dual Cab Locomotive)



Interior view of new LHB rake of Mumbai-Ahmedabad Shatabdi Express.



Kamrup Express rated ISO : 9001, 2008.

given in the following table:

Type of Rolling Stock	Periodic overhaul (Nos.) undertaken during the year (BG + MG)		Overdue POH (%) at the end of the year			
	2008-09	2009-10	B.G.		M.G.	
			2008-09	2009-10	2008-09	2009-10
Diesel Locos	614	562	–	0.3	0.9	1.6
Electric Locos	312	391	0.9	0.3	–	–
Coaches	29,470	27,647	3.1	1.3	9.2	5.4
Wagons	42,011	45,806	2.2	1.4	21.1	6.3

The percentage of ineffective stock to the total stock on line for different types of rolling stock was as follows:

Type of Rolling Stock	Percentage of ineffective stock to total on line			
	B.G.		M.G.	
	2008-09	2009-10	2008-09	2009-10
Steam Locos	–	–	38.2	37.20
Diesel Locos	9.38	9.57	14.5	13.93
Electric Locos	7.21	7.00	–	–
EMU Coaches	12.10	12.60	–	–
Passenger Carriages	6.54	6.98	6.52	6.92
Other Coaching Vehicles	6.13	6.32	2.64	0.96
Wagons	*3.92	4.18	*17.56	19.72

* revised

Export Order

The total value of export of rolling stock/spares during 2009-10 was ₹98.73 crore. The cumulative value of export of rolling stock/spares up to the end of March 2009 and March 2010 was ₹930.50 crore (revised figure) and ₹1,029.23 crore respectively. The value of export of rolling stock/spares during April – September, 2010 was ₹42.10 crore.

These exports included locomotives, coaches, spare parts, loco and coaches on lease, lease cum maintenance of YDM4 diesel locomotives, consultancy and maintenance services to developing countries like Angola, Sudan, Mozambique, Senegal, Tanzania, Malaysia, Sri Lanka, Mali, Benin and Peru.

Modernisation of Workshops

Central Organisation for Modernisation of Workshops (COFMOW) was set up in 1979. The organisation plays a

major role in providing consultancy and engineering inputs for technology upgradation and improving productivity of manufacturing units, repair workshops and maintenance depots of IR. COFMOW has kept itself abreast of global technological developments and acquired considerable expertise over the years in the fields of machinery selection and procurement. It has been instrumental in the dissemination of technical knowledge to railway units and organizing training of personnel in operation and maintenance of manufacturing infrastructure at periodic intervals. It has assisted suppliers in manufacturing special purpose machines for exclusive application by the Railways.

COFMOW has also been assisting IR in preparation of technical specification, procurement, delivery and commissioning of machinery and plant. It has been actively engaged in organising seminars on new technologies for the benefit of its customers.

COFMOW has been designated as the nodal agency for procuring disaster management items like under-water oxy-cutting equipment, inflatable tents, air bags, synthetic packings, portable electrical tools and fire fighting equipment, etc. for all the zonal railways. It also undertakes centralized purchase of hydraulic rescue devices and hydraulic re-railing equipment.

COFMOW has recently been entrusted with the responsibility of procurement of machinery & plant items for a locomotive components factory proposed to be set up at Dankuni. This entails preparation of technical specification, procurement and commissioning of the equipment on turnkey basis. COFMOW has already placed purchase orders for majority of the machines required by Dankuni project in record time.

Materials Management

Stocking Depots

Zonal Railways and Production Units run 230 Stocking Depots over the railway network for uninterrupted supply of railway materials and stores. Over 1.8 lakh materials components of various descriptions are stocked in these depots.

Disposal of unserviceable items

Generation of revenue through disposal of surplus and obsolete items and industrial wastes is another important function of materials management. During 2009-10, ₹3,526 crore was realised from disposal of unserviceable stores.

Expenditure on Purchases

During 2009-10, expenditure on procurement of materials for operation, maintenance and production, etc. (excluding cost of ballast, track related items, materials supplied by contractors for civil construction works) was ₹27,876 crore.

A broad analysis of purchases made is given below:-

	(₹ in crore)	
	2008-09	2009-10
Stores for operation, repairs and maintenance	9,533	8,277
Stores for construction	1,171	986
Fuel	6,602	7,619
Stores for manufacture of Rolling Stock and purchase of complete units	10,189	10,994
Total	27,495	27,876

Procurement of Iron & Steel Materials

IR's requirement of iron and steel materials was met indigenously. Procurement during 2009-10 was 1.25 lakh metric tonnes for ₹721 crore as against 3.31 lakh metric tonnes for ₹1,892 crore during 2008-09. 1.2 lakh metric tonnes of iron and steel materials valued at ₹639.4 crore were procured during April-September, 2010.

Mode of Procurement

Zonal Railways and Production Units procure most of the materials directly. However, some items are procured through Railway Board. Certain purchases are also made through

Directorate General of Supplies and Disposals (DGS&D). Of the ₹27,876 crore of stores procured in 2009-10, the share of Zonal Railways & Production Units, Railway Board and DGS&D and other sources was 55%, 43% and 2% respectively.

During 2009-10, stores worth ₹1,700 crore were purchased from Small Scale Sector and Khadi and Village Industries. Public Sector Undertakings contributed 31% and other industries contributed 69% towards supplies.

Indigenous Development

Indigenous purchases of stores (₹26,725.5 crore) comprised 95.87% of the total purchases in 2009-10. However, IR had to depend on imports of certain high technology components for its recently acquired diesel and electric locomotives, coaches as well as for sophisticated signal and telecom equipments and raw materials which are not available in adequate quantity with required quality within the country.

The shares of imports and indigenous purchases, were as follows:-

Name of stores	2008-09			2009-10		
	\$Imports	Indigenous	Total	\$Imports	Indigenous	Total
Steam loco parts and fittings	-	0.5	0.5	-	0.7	0.7
Diesel loco parts and fittings	424.0	2,638.3	3,062.3	781.9	2,775.0	3,556.9
Electric loco parts and fittings	103.5	1,683.7	1,787.2	89.9	1,753.0	1,842.9
Carriage, wagon and EMU parts and fittings	81.7	3,136.5	3,218.2	114.1	3,516.7	3,630.8
Electric stores	1.8	1,217.0	1,218.8	0.7	985.3	986.0
Engineering stores	31.4	282.1	313.5	52.0	335.5	387.5
Ball and roller bearings	0.1	91.2	91.3	0.1	112.6	112.7
General stores covering acid, chemicals, drugs, etc.	32.0	269.1	301.1	44.5	278.6	323.1
Other items (including Metal ferrous, complete units of Rolling Stock i.e. bogies, wheel-sets, couplers, etc.)	138.2	17,363.9	17,502.1	67.7	16,968.1	17,035.8
Total	812.7	26,682.3	27,495.0	1,150.9	26,725.5	27,876.4

₹ in crore

\$(a) Import content represents landed cost (after adding customs duty, etc.)
 (b) Value of imported stores purchased in India is also included.
 Note: The figures represent value of stores received during the year.

Inventories

During 2009-10, the Turn Over Ratio (TOR) – the efficiency indicator for inventory management – was 15% (without fuel) and 12% (with fuel).

The inventory (without fuel) held by IR was ₹2,250 crore (₹2,697.53 crore with fuel) during the year against total issues of ₹14,873.39 crore (₹22,356.03 crore with fuel).

Research and Development

Research, Designs & Standards Organisation (RDSO), the R&D Organisation of Indian Railways, functions as the technical adviser to Railway Board, Zonal Railways and Production Units. Its manifold achievements in developing new and improved designs and adopting new technologies for use on IR have attracted world-wide attention.

Some of the major activities and projects undertaken/completed by RDSO during the year are given below:

Safety

- Development of sensors for way side detection of hot boxes and hot wheels to prevent derailment.
- Development of train protection and warning system for dynamically controlling speed of train in all weather conditions.
- Development of lifting barrier with hand generator for use in areas where electric power supply is poor.
- Design and development of twin-cab WDP4 locomotive with light weight fabricated bogie for longer formation coaching services.
- Development of air conditioning system without heating coil to provide warm air to the passengers in winters.
- Development of Vigilance Control Device for conventional electric locomotives to improve the state of alertness of crew and reduce the number of accidents.
- Development of automatic smoke/fire detection with alarm system, working on multi point aspiration system based on laser light scattering principle, for LHB Rajdhani coaches.
- Development of LED based flashing tail light for EMUs & DEMUs.
- Development of new metallurgy for manufacturing corrosion resistant rails.
- Design and development of pre-stressed concrete sleepers for 25t axle load to cater to the heavier axle load on IR.

Passenger Amenities

- Development of air-conditioned double decker passenger coach having shell structure, crashworthy design, environment friendly control discharge toilets, mini pantry and improved ventilation system, etc. with seating capacity of 105 and 128 passengers in Shatabdi type reclining chair and Yuva type fixed chair respectively. Prototype has been successfully tested at a speed of 180 kmph.
- Provision of energy efficient low noise compressors for EMU/MEMUs.
- Design and development of new state-of-the-art air-conditioned rakes for Kolkata Metro to improve safety and passenger comfort.
- Design of EMD family WDP4 variant locomotive and WAP7 electric locomotive with Hotel Load capability eliminating the need for having self generating power equipment in each coach.
- Development of fan blade of fibre reinforced plastic for improved ventilation system in coaches.
- Development of GPS based Passenger Information System to provide location of train and information to passengers about the next station.



An exterior view of a double decker coach.



An inside view of the upper deck of an air conditioned double decker passenger coach.

Infrastructure

- Development of Measuring Wheel Technology to measure derailment co-efficient for better appreciation of safety and realistic appreciation of rail wheel interaction forces.
- Augmentation of 500T Universal Spring/Structure Fatigue Testing System for conducting accelerated fatigue testing of high axle load bogie frames and bolsters and providing research facility to develop higher axle load wagons, bogies and its components.

Operational Efficacy

- Development of cable laying management to improve its reliability and prevent fire in conventional locomotives.
- Undertaking design work for 5000 HP+locomotive WDG5.



An exterior view of a new state-of-the-art coach for Metro Railway, Kolkata.

- Design of BG bogie 28-Axle 'Threaded Beam' special wagon provided with a 380 mm hydraulic lateral shifting arrangement to permit the shifting of consignment at curves.
- Development of 5 Pulley ATD for regulated Over Head Electric equipment on new lines.
- Development of Head On Generation (HOG) system for drawing power supply in train directly from the loco.
- Increase the passenger carrying capacity of EMU by increasing the number of coaches.
- Design improvements of EMU/MEMU like change in suspension arrangement from all coil to air suspension at secondary stage and rubber spring/hydro spring at primary stage to increase the speed of operation.
- Conversion of air-conditioning system from R-12 to environment friendly R-134 refrigerant in coaches in keeping with the Montreal protocol.
- Modification of the layout of the equipment in power car and air flow system to reduce the noise level between 75 to 80 decibel.
- Upgradation of WAP5 locomotives for service speed of 225 kmph.

Indigenous Development

- Development of indigenous insulation system for Hitachi (HS15250A) traction motors.
- Indigenization of major components of three phase electric locomotives.
- Development, installation and commissioning of software for hands-on-practice for trainees on IR.
- Development of standard designs of 12.2 m steel plate girder, welded type open web girder, composite girder, etc.

Consultancy

- The blue print for upgradation of 7 identified high density routes to achieve the freight targets of 1100 MT in XI plan has been prepared.
- Consultancy provided to DMRC, KRCL and DAME for selection of operating staff.
- Standardization of maintenance/fitment practices of equalizer and compensating beam pins and cotters in WAG7 locomotives.
- Consultancy report to EC Railway to prevent train derailment due to slope failure in the track between Gauchhari & Narayanpur stations on Barauni-Katihar section of Sonpur Division.



An inside view of a EMU/MEMU coach with improved aesthetics.

Tests and Trials

- Field trial of online station video display board showing real time running status of Mail Express trains equipped with SIMRAN train equipment.
- Successful trials of high rise Over Head Electric equipments.
- Track recording by TRCs of 1,60,487 kilometres of track.
- Rail wear measurement of RPMS of 13,965 kilometres of track.
- Modernisation of GE laboratory.



An inside view of a EMU/MEMU coach with passenger information system.

Export

- Retrofit engineering of MALAWI Railways : development of 2300 HP, Co-Co, CG locomotive rebuilt on ALCo 251E 1800 HP 8-Cylinder GETS Make Locomotives.
- Design and development of underframe & bogie for 2300 HP locomotive for Srilanka.
- Design and development of 2300 HP converted cape gauge locomotive for Southern Africa with new platform, new tetra-mount bogie and released WDP1 equipment.



Imported instrumented Measuring Wheel.

Managing the Environment

Railways are one of the least polluting of all the modes of transport. Efforts are being made to further reduce the impact of railway operation on the environment. Some of the important steps taken in this direction are:

Eliminating the use of wooden sleepers

Concerted efforts are being made to eliminate the use of wooden sleepers. IR has stopped using wooden sleepers on main lines except on some bridges or special layouts. Development of composite sleepers made of a polymer matrix, typically post-consumer recycled high density polyethylene (HDPE), with reinforcing fibers is being done as an alternative to wooden sleepers.

Afforestation

In pursuance of Railway's commitment towards environment improvement through afforestation and also with a view to safeguarding the precious railway land against unauthorized occupation, IR has undertaken afforestation on its vacant land on a large scale and brought approximately 0.45 lakh hectares of railway land under green cover. During 2009-10, about 95.10 lakh saplings including 41.42 lakh saplings of *Jatropha Curcas* were planted on railway land.

Two locations namely Raipur and Tondiarpet have been identified for setting up of Bio-diesel plants.

Energy Conservation

Vision 2020 document envisages use of renewable energy sources including use of solar water heater, solar panels at level crossing gates and wayside stations, wind mills, solar and wind hybrid plant, etc. for saving upto 15% of energy through improved energy efficiency in both traction as well as non-traction use.

About 190 solar panels at stations, 1,000 solar panel at level crossing gates, 3 solar + wind (hybrid system) for level crossing gates, 400 solar based street lights for colonies & training schools and replacement of 800 conventional geysers with solar based water heaters in running rooms/hospitals/

rest houses/canteens/base kitchens, etc. were provided during 2009-10.

Policy guidelines have been issued by Railway Board to adopt various energy conservation measures like use of star rated electrical equipments by Bureau of Energy Efficiency (BEE), CFLs & T-5 fittings, LED signage, conducting energy audits of major work centres with higher load, automation of pumps, etc.

Ministry of Power & Bureau of Energy Efficiency have given 1st and 2nd prizes for National Energy Conservation Award during 2009 to Western and North Eastern Railways and Certificate of Merit to West Central Railway for their best efforts in implementing the energy conservation measures. The 1st prize for hospital sector at national level has been given to Railway Hospital, Jodhpur, North Western Railway. Office building of General Manager, West Central Railway, Jabalpur got the 1st prize in office building category.



Mobile Work Station with Solar Panels, South East Central Railway.

Personnel

Industrial Relations

IR is having the best of 'Industrial relations' with its fourteen lakh employees. All major decisions are taken in consultation with the recognized Federations. Industrial relation on IR remained cordial throughout the year. Free exchange of views between the organized labour and the management took place at all levels ensuring greater transparency in decision-making process. Recognized Unions participated in all important meetings thereby resulting in effective and meaningful involvement of staff in achieving the corporate objectives of IR.

Number of Personnel

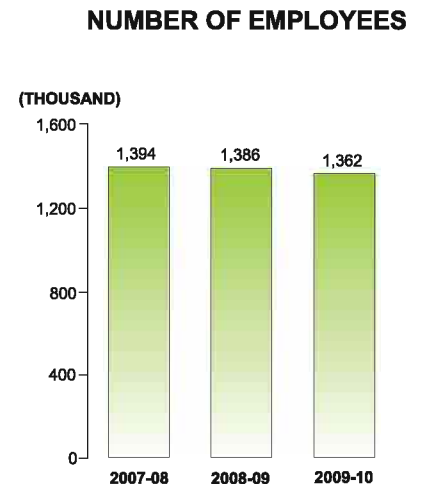
Group-wise and Department-wise break-up of railway employees as on 31-3-2010 and 31-3-2009, is as follows:

Group-wise break-up	As on 31-3-2009	As on 31-3-2010
Group A	8,382	8,566
Group B	*8,062	8,285
Group C:		
(i) Workshop & Artisan	*2,92,229	2,90,550
(ii) Running	87,634	88,591
(iii) Others	*5,34,351	5,25,555
Group D:		
(i) Workshop & Artisan	*1,21,538	1,12,121
(ii) Others	*3,33,927	3,27,851
Total	*13,86,123	13,61,519

*revised

Department-wise break-up	As on 31-3-2009	As on 31-3-2010
Administration	*47,062	45,873
Accounts	*30,058	29,705
Engineering	*3,37,348	3,27,692
Signal and Telecom	*67,753	69,023
Transportation	*1,67,659	1,64,054
Commercial	*98,317	98,394
Mechanical Engineering	*3,27,121	3,20,195
Stores	*28,873	28,831
Electrical	*1,64,014	1,62,065
Medical	*46,918	45,361
R.P.F.	*53,885	53,151
Railway Board/other railway offices, including RPSF	17,115	17,175
Total	*13,86,123	13,61,519

*revised



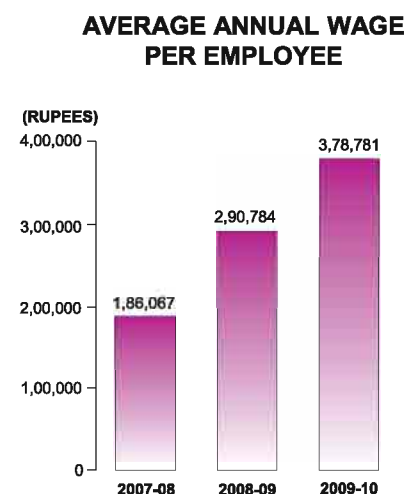
Wage Bill

Wage Bill including pension etc. increased by ₹11,243.4 crore to ₹51,236.75 crore – a rise of 28.11% over the previous year. The average wage per employee was up by 30.26% from ₹2,90,784 per annum to ₹3,78,781 per annum. The ratio of staff cost on open line (excluding payment towards pension and gratuity) to ordinary working expenses (excluding appropriation to DRF and Pension Fund) was 56.16%.

The total number of personnel as on 31st March and the average annual wage per employee for the last two years, are as follows:

	2008-09	2009-10
Total number of personnel (in thousands)	1,386	1,362
Average annual wage per employee (₹)	*2,90,784	3,78,781

• revised



Representation of Scheduled Castes (SCs) and Scheduled Tribes (STs)

The position of representation of SC & ST employees on IR (including MTP Railways) for the year 2009-10 as compared to the previous year is given below:

	No. of SC employees		No. of ST employees	
	*As on 31-3-2009	As on 31-3-2010	*As on 31-3-2009	As on 31-3-2010
Group A	1,166 (13.82%)	1,255 (14.56%)	645 (7.64%)	647 (7.51%)
Group B	1,266 (15.59%)	1,264 (15.16%)	558 (6.87%)	509 (6.10%)
Group C	1,36,881 (14.94%)	1,39,744 (15.38%)	58,086 (6.34%)	61,151 (6.73%)
Group D (excluding 'Safaiwalas')	66,152 (15.92%)	62,553 (15.62%)	28,622 (6.89%)	26,648 (6.68%)
Group D (('Safaiwalas')	23,474 (56.08%)	21,920 (54.60%)	2,223 (5.31%)	2,233 (5.56%)
Total (excluding 'Safaiwalas')	2,05,465 (15.29%)	2,04,816 (15.45%)	87,911 (6.52%)	88,955 (6.71%)
Grand Total (including 'Safaiwalas')	2,28,939 (16.47%)	2,26,736 (16.60%)	90,134 (6.49%)	91,188 (6.68%)

*revised
(Figures in brackets indicate %ages to the total staff in the respective Groups.)

Fully dedicated reservation cell exists at the Ministry/ Railway Zone/Division/Workshop/Production Unit, to deal with the grievances of Scheduled Castes, Scheduled Tribes and Other Backward Classes and to ensure speedy redressal of grievances and appropriate implementation of policies.

Railway Recruitment Boards

During 2009-10, the RRBs supplied panels of 11,644 candidates for appointment to Group 'C' posts.

The recruitment process for Group 'C' posts was reviewed comprehensively and following improvements made:-

- The examination for a particular post will be held on the same date simultaneously by all the RRBs;

- (b) In addition to Hindi, Urdu and English, Question Papers shall be set in local languages also; and
- (c) It has been decided to waive off the examination fees for women candidates, minority candidates and candidates belonging to economically backward classes having annual family income less than ₹50,000.

Productivity Linked Bonus

In 2009-10 all non-gazetted railway employees (excluding RPF/RPSF personnel) were sanctioned Productivity Linked Bonus (PLB) for 77 days. This benefitted about 12.92 lakh employees. Group 'C' and 'D' RPF/RPSF personnel were sanctioned ad-hoc bonus equivalent to 30 days' emoluments for the year.

Human Resource Development (HRD) and Manpower Planning

Human resource development strategies on IR have been reoriented towards enhancing the competitiveness of the Railway organisations in the context of internal and external changes in the environment. In addition to in-house training, railwaymen are being provided specialized training in other institutions in India and abroad. Railway employees are also encouraged to enhance their knowledge and skills by acquiring higher educational qualifications in the specified areas relevant to their work by granting incentives to them. Efforts are being made to improve the basic infrastructure for training to provide structured training programme in improved learning environment. Manpower planning system has been redesigned to regulate manpower intake with reference to emerging business needs and financial viability of the system.

Following seven Centralised Training Institutes (CTI) cater to the training needs of railway officers:

- Railway Staff College, Vadodara.
- Indian Railways Institute of Civil Engineering, Pune.
- Indian Railways Institute of Signal Engineering and Telecommunications, Secunderabad.
- Indian Railways Institute of Mechanical & Electrical Engineering, Jamalpur.
- Indian Railways Institute of Electrical Engineering, Nasik.



*A view of renovated Ward No.2,
Central Hospital, Bilaspur,
South East Central Railway.*

- Indian Railways Institute of Transport Management, Lucknow.
- Jagjivan Ram Railway Protection Force Academy, Lucknow.

The Centralized Training Institutes apart from probationary training, cater to various specialised training needs of IR officers. Railway Staff College provides inputs in General Management, Strategic Management and function-related areas for serving railway officers. Other CTIs conduct specialised technical training courses in respective functional areas. Training programmes on Information Technology are also being conducted by the CTIs to provide solutions for information management and decision support requirements. Need based special courses conducted by CTIs and facilities offered by them for trainees from abroad and non-railway organizations in India have been well appreciated. The training programmes emphasize on professional approach to learning with a purpose. In addition to in-house faculty, faculties with diverse experience in business, industry and government are utilized to meet the changing needs arising out of technological development and socio-economic transformation.

Training needs of non-gazetted staff are taken care of by over 300 training centres located over IR. Training has been made mandatory at different stages for staff belonging to the safety and technical categories. Certain categories of staff overdue for refresher training are taken off from sensitive duty, till completion of the training. Efforts are constantly made to improve living conditions in the hostels, provide better mess facilities, strengthen facility for recreational and cultural activities, make good the deficiencies in respect of training aids including improvement of the Model Rooms.

During 2009-10, a total of 6,539 Gazetted Officers and 3,26,648 Non-Gazetted Staff underwent different types of training programmes.

Railway Health Services

IR health care system with a chain of 125 hospitals, 586 dispensaries and 150 empanelled private super-speciality hospitals, managed by 2,506 doctors and about 54,000 paramedical staff alongwith 1,000 visiting Specialists, resident doctors, etc. forms an integral part of 'total health care solution' made available for its 62 lakh beneficiaries – both serving and

retired. During the year, about 45,000 major/super-speciality surgeries which include surgeries like heart surgeries, joint replacements, oncology, cochlear implants, G.I. surgeries, etc. were performed in various railway hospitals.

Many innovative steps have been taken by IR Medical Services to augment its services for better patient care, like introduction of Telemedicine, upgradation of Metro Hospital/ Kolkata and cardiac centres at B.R Singh Hospital/Kolkata and Jagjivan Ram Hospital/Mumbai, etc., introduction of Honorary Visiting Specialists and calling medical specialists/super specialists on case-to-case basis in Divisional/Sub-Divisional Railway Hospitals. Besides areas of highly critical patient care units like burn units, modular operation theatres are being introduced with latest technology bringing IR Medical Services at par with any big health system.

For travelling public, the Medical Department provides medical relief during train accidents and any other untoward incidents at railway stations, on trains, etc. For providing emergency medical care to passengers falling sick while travelling in train, a doctor alongwith one paramedic staff, equipped with medicines, disposables and resuscitation equipments has been provided in all the Duronto trains as a pilot project. Regular checks are also conducted to ensure that the food and water supplied to passengers are pure and hygienic.

A Memorandum-of-Understanding has been signed between Ministry of Railways and Ministry of Health & Family Welfare for opening of OPDs & Diagnostic Centres, Secondary Level General Speciality Hospitals and Tertiary Level Hospitals for railway passengers, railway employees and their families and people living around such areas by setting up healthcare infrastructure.

For wards of railway employees, steps are being taken to open Medical and Nursing Colleges on railway land with existing railway hospitals under Public Private Partnership. All the Zonal Railway Hospitals conduct the highly prestigious post-graduate medical education programmes leading to the award of Diplomate National Board (DNB) degree in various specialities and super specialities, helping in building highly trained manpower of doctors for railways and the country in general.



A view of a Health Unit at Guwahati, N.F. Railway.



A view of an improved running room with developed circulating area for running staff.



Handball ground at Bilaspur settlement, South East Central Railway.

Resources available:

	2009-10
No. of hospitals	125
No. of total indoor beds	13,963
No. of health units/polyclinics	586
No. of lock up dispensaries	92
No. of private hospitals recognised for medical treatment	150

Performance during 2009-10:

Total OPD cases attended	2,61,47,308
Total indoor cases admitted	4,84,249
No. of major surgeries performed	44,229
Bed occupancy rate (BOR)	62.04
Average length of stay (ALS)(in days)	6.46
Percentage of mandays lost on account of sickness	0.74
Percentage of mandays lost on account of sick/Private Medical Certificate/Hurt on Duty	1.24
No. of new candidates examined for fitness	35,183
No. of employees who underwent periodical medical examination.	1,32,800
No. of medical boards constituted	2,262
No. of food samples collected under Prevention of Food Adulteration (PFA) Act	6,073
No. of water samples examined :	
For residual chlorine	7,93,168
For bacteriological test	61,933
No. of sick passengers attended to by Railway doctors	27,844

Staff Welfare

IR's welfare schemes cover a wide spectrum of activities in the areas of education, medical care, housing, sports, recreation and catering.

Staff Benefit Fund is an important channel for providing additional facilities to railway employees and their families in the spheres of education, recreation, medicare, sports, scouting and

cultural activities. Dispensaries under the indigenous systems of medicine, viz. Ayurvedic and Homeopathic, are run with the help of this Fund.

Approximately 42% staff have been provided with railway quarters. 1,027 staff quarters were electrified during 2009-10.

253 canteens served subsidized meals and refreshments to employees during the year at their workplaces.

Co-operative societies of various types are engaged as a part of welfare programme for employees. Besides, a large number of Thrift and Credit Societies, 166 registered Railwaymen's Consumer Co-operative Societies, 12 Railwaymen's Co-operative Housing Societies and 28 Labour Co-operative Societies were functional on IR during 2009-10.

IR attaches due importance to recreation for its employees and provides excellent facilities through Institutes/ Clubs for sports, libraries, etc. and Holiday Homes to enable the employees and their families to enjoy holidays at nominal expenses.

Pension Adalats

Long-standing disputes or delays in the settlement of dues of superannuated employees are decided on the spot in Pension Adalats organized at Zonal and Divisional Headquarters' level. 4,523 cases were decided in the Pension Adalats held during the year.

Railway Minister's Welfare and Relief Fund

The Fund provides financial assistance and relief to railway employees and their families at times of distress. Voluntary contributions from the employees and Railway Women's Welfare Organizations constitute the primary source of the Fund. In 2009-10, a sum of approximately ₹8.9 crore was received as contributions from railway employees to this Fund.

Railway Schools

IR runs and manages one Degree College and 269 Railway Schools which include nearly 100 Senior Secondary/High Schools. These schools provide quality education at subsidized



Office accommodation, Northeast Frontier Railway Head Quarters, Maligaon.



Children playing inside a creche.



A view of Model Railway Colony at Pandu, N. F. Railway.

cost to about 60,000 children of railway employees and about 40,000 non-railway wards. There are about 3,500 teachers and about 800 non-teaching staff employed in these railway schools. IR also supports 74 Kendriya Vidyalayas for the benefit of wards of railway employees.

Outstanding Achievements in Sports

Starting only with hockey, athletics and table tennis in 1928, the Railway Sports Promotion Board (RSPB) have 30 sports disciplines now, including some popular indigenous games. IR's sports-persons have won acclaim both at International and National levels.

At International level, Railway sportspersons exhibited exemplary skill by winning several Gold, Silver and Bronze Medals in various disciplines like wrestling, powerlifting, boxing, kabaddi, shooting, volleyball, hockey, etc. Shri Sushil Kumar was the first Indian wrestler to win Gold Medal in World Wrestling Championship held in Moscow in September 2010. In the USIC (Union Sportive Internationale des Cheminots) World Railway Table Tennis Championship held in Russia in April 2010 and World Railway Shooting Championship held in Poland in August 2010, IR's sportspersons performed brilliantly by winning several Medals.

At the national level, IR teams participated in 42 National Championships and annexed 26 titles and stood runners-up in 2 disciplines. The titles in Men's section were for Athletics, Ball Badminton, Basketball, Body Building, Boxing, Bridge, Cross Country (12 kms), Diving, Gymnastics, Powerlifting, Kho-Kho, Water Polo and Wrestling (Free Style & Greco Roman). In Women's section, the titles won were for Athletics, Archery, Basketball, Boxing, Cricket, Cross Country (8 kms), Diving, Gymnastics, Handball, Hockey, Kabaddi and Volleyball.

Besides, Shri Subhash B. Aggarwal (Retd.) and Shri Kuldeep Singh were honoured with Dronacharya Award for Billiards & Snooker and Wrestling, respectively. Arjuna Award 2010 were awarded to Ms Krishna Poonia for Athletics, Ms Jasjeet Kaur Handa for Hockey, Shri Joseph Abraham for Athletics, Shri Kapil Dev K.J. for Volleyball and Shri Rajeev Tomar for Wrestling.

Welfare, Development and Empowerment of Women

IR is the largest employer in the country with 13,16,519 employees of which 84,352 are women employees as on March 31, 2010. As a model employer, Railways lay due emphasis on Staff Welfare and run various schemes towards this end.

Welfare, development and empowerment of women employees as well as women family members of the employees has been a thrust area in the staff welfare.

In order to instill a sense of confidence amongst women employees at the work place, a system has been evolved to address complaints of women employees about gender discrimination where a Committee looks into the grievances and recommends suitable action.

Various privileges are also available to women railway employees like maternity leave, special leave for promoting family welfare and most significantly Child Care leave for a period of 2 years which has been introduced recently.

Schemes are also in place to ensure financial security to family members of the employees who suffer injuries or die due to accidents arising out of performance of duties. This is in the form of compensation under Workmen's Compensation Act, 1923 and ex-gratia compensation scheme. Appointment is also given on compassionate grounds to kin of the employees who die in harness.

Railways ensure that not only women employees but also women family members of the employees are empowered and self reliant. Handicraft centres and Mahila Samities have been instituted to impart skills necessary for pursuing income generating vocations. A specific outlay is earmarked under Staff Benefit Fund towards Women Empowerment Activities.

Women Welfare Organisations are also being run by wives of Railway Officers who are also promoting the cause of women through activities like nursery schools, crèches, institutions for mentally challenged children, promoting talent amongst wards of the employees and rendering necessary financial assistance in deserving cases.



Security checking by women RPF personnel.

One of the shining examples of promoting women talents on Railways is numerous sportswomen who have excelled at National and International arena and have brought laurels for the country as well as for IR. During 2009-10, IR's Women's Team won National titles in Athletics, Archery, Basketball, Boxing, Cricket, Cross Country (8 kms.), Diving, Archery, Gymnastics, Handball, Hockey, Kabbadi and Volleyball. In the USIC (Union Sportive Internationale des Cheminots) World Railway Table Tennis Championship held at Novgorod, Russia in April, 2010, IR sportswomen performed brilliantly, winning Doubles Silver and Team Bronze Medals. In 19th South Asian Federation (SAF) games, Ms V. Tejashwani Bai was part of the Gold Medal winning Indian Kabaddi team. Ms Krishna Poonia and Ms Jasjeet Kaur Handa won the Arjuna Award for 2010, for Athletics and Hockey respectively.

Facilities to Persons with Disabilities

The Persons with Disabilities (Equal Opportunities, Protection of Right and Full Participation) Act, 1995 was promulgated by Government of India to ensure equal opportunities to persons with disabilities and their full participation in nation building.

The implementation of the provisions of the Act requires a multi sectoral collaborative approach of all Ministries of the Central/State Government including the Ministry of Railways.

IR grants concession in train fares to four categories of disabled persons, i.e., (i) orthopaedically handicapped / paraplegic persons who cannot travel without an escort, (ii) mentally retarded persons who cannot travel without an escort, (iii) completely blind persons and (iv) totally deaf and dumb persons (both afflictions together in the same person). The extent of concession admissible to the first three categories is 75% in Second, Sleeper, First, AC Chair Car and AC-3 tier Class and 50% in AC-2 tier & AC First Class. The applicable concession for the fourth category is 50% in Second, Sleeper and First Class. These concessions are admissible for any purpose on single journey ticket. In case of Season tickets, 50% concession in First and Second Class is granted. While one escort is compulsory with persons in category (i) & (ii), it is optional in category (iii) & (iv). The escort is also granted same element of concession.

Amenities to make stations and service buildings more accessible to handicapped are being developed through an action plan in a phased manner. In first instance, all 'A-I' (58) and 'A' (284) category stations have been provided with (i) standard ramps for barrier free entry, (ii) earmarked parking lots for vehicles used by disabled persons, (iii) non-slippery walkway, (iv) signages, (v) toilets and water taps suitable to the needs of handicapped persons (vii) "May I help You" booth and (viii) wheel chairs. Out of 237 'B' category stations, 138 stations have been provided with these facilities and the remaining stations are also planned for provision of these facilities. As a temporary measure, Zonal Railways have been directed to authorize the use of pathways provided at the end of the platforms (meant for parcel traffic) for the disabled persons with escorts to facilitate inter-platform transfer. At 451 stations, wheel chair pathways and subways or other models like lifts/escalators have already been provided for inter-platform transfer. For this purpose,

wheel chairs are provided free of charge and coolies escort the passengers on payment of specified charges. Railways have planned to provide barrier free access including inter-platform transfer at stations through provision of lifts/escalators at 39 major and important stations which have been identified for development as world class stations. Besides, work for provision of 50 lifts at other railway stations has also been sanctioned to facilitate inter platform transfer.

Zonal Railway, etc. have been directed to ensure that the main entrance and at least one toilet on the ground floor in all service buildings including workshops, attached subordinate offices and autonomous bodies are made accessible to the physically handicapped persons. Zonal Railways have also been instructed to train RPF personnel to assist physically disabled passengers so as to make their journey more comfortable.

Physically handicapped persons with disability of 40% and above, including blind, are allotted space for setting up STD/PCO booths. A reservation of 25% of the total number of booths has been made for this category.

IR has so far manufactured 2100 specially designed (SLRD) non-airconditioned coaches, having accommodation for disabled passengers, specially wheel chair borne passengers. Guard-cum-brake van and a non-air conditioned compartment and a toilet adapted to the needs of wheel chair borne/disabled persons have been inducted in important Mail/Express trains. It is expected that in about 6 to 8 years' time all Mail/Express trains will have these coaches at both ends of the trains so that, irrespective of the direction of movement of train, disabled passengers can be accommodated close to the Guard. Fully air-conditioned Garib Rath trains have also been provided with air conditioned disabled friendly compartment and toilets in the power cars.

Under 3% quota for physically handicapped in recruitment, posts have been identified for three categories of disabilities namely, (i) Blindness or low vision, (ii) Hearing impairment and (iii) Locomotor Disability or Cerebral Palsy. Railways are making their best effort to fill up the vacancies reserved against physically handicapped quota including 1% quota reserved for visually handicapped in Group 'C' & 'D' categories. IR has also identified services/posts for the disabled in Group 'A' of Indian Railways Accounts and Indian Railways Medical Services in consultation with Ministry of Social Justice & Empowerment.

Security

Railway Protection Force (RPF), an 'Armed Force of the Union', constituted under the Railway Protection Force Act, 1957 (as amended from time to time), has been entrusted with the duties of protection and security of railway property, passenger areas and passengers. The Force is empowered under the Railways Act, 1989, to deal with offences such as unauthorized alarm chain pulling, roof travelling, touting, ticketless travel, unauthorized entry into coaches earmarked for ladies, unauthorized vending, trespass etc. and under the Railway Property (Unlawful Possession) Act, 1966, to deal with offences related to unlawful possession of railway property.

Present strength of RPF is 74,440 which include over 9,000 personnel of RPSF which is organized on battalion pattern. At present there are 12 functional battalions of RPSF located in the various parts of the country.

On an average, 1,275 trains are being escorted by RPF daily. The force is actively supplementing the efforts of Government Railway Police (GRP) which functions under the respective State Governments in controlling crime over Railways. A total of 14.41 lakh offenders were prosecuted during the year under various sections of the Railways Act. During the year, 89 cases of drugging, 210 cases of luggage lifting, 25 cases of carrying illegal arms, 58 cases of chain snatching, 127 cases of pickpocketing, 174 cases of trafficking of contraband goods, 8 cases of offences against women and 325 cases of other criminal offences were detected by RPF. Also, 2,228 minor girls and boys (destitutes) were rescued and restored to their parents or Non-Governmental Organizations.

Comparative position of crime against railway property dealt under the Railway Property (Unlawful Possession) Act, 1967 by RPF during 2009-10 vis-à-vis 2008-09, is as follows:

	No. of cases registered	No. of persons arrested	Value of property (₹ in lakh)	
			Stolen	Recovered
Railway materials and fittings				
2008-09	8,141	8,089	584.95	369.90
2009-10	6,290	5,547	342.67	185.09
Booked consignments				
2008-09	1,157	872	245.66	98.49
2009-10	1,123	788	174.09	100.12



A security person inspecting the track.



View of Close Circuit TV – security checking



RPF Sniffer Dog Squad at a Railway Station.

Security Upgradation

Integrated security system consisting of CCTV, access control, personal and baggage screening and bomb detection and disposal is being introduced to strengthen surveillance mechanism at 202 railway stations of IR at an estimated cost of ₹353 crore.

To augment passenger security, an all India RPF help-line, which will be accessed by the passengers round the clock, is being set-up at an estimated cost of ₹5 crore. Various other measures like networking of Security Control Rooms, augmentation of commando training facilities for RPF personnel, identification and procurement of improved security equipments is under active consideration. To constantly upgrade the professional skills of RPF personnel, intensive training is being imparted in areas like crime control, gender sensitization, human rights, customer care and disaster management, in 13 Training Centres spread all over the country including one Centralized Training Institute at Lucknow. Some of the recent training programmes undergone by the RPF personnel include Bomb Detection & Disposal Course with National Security Guard and Indo-Tibet Border Personnel and Commando Training with Punjab Police and Army. RPF personnel have also been deployed overseas under the aegis of United Nations peace keeping missions in countries like Sudan, Kosovo and Cyprus. Recruitment is also under process for 5,134 non-gazetted posts created in RPF, to cope up with the additional responsibilities shouldered by the RPF.

Encounters with Criminals

During 2009-10, 22 RPF/RPSF personnel laid down their lives and 35 sustained injuries while protecting railway property/passengers.

Meritorious Service

During the year, 29 RPF/RPSF personnel have been awarded with Police Medal for meritorious service, 3 with President Police Medal for distinguished services and 2 RPF personnel were awarded with Police Medal for Gallantry. Besides, 3 RPF staff have been awarded with Railway Minister's Medal for 'Best Investigation' and 3 staff have been awarded with Railway Minister's Medal for Bravery.

Vigilance

Vigilance organization is a major area of management in the Railways and the vigilance oriented activities are basically concerned with the objectives such as : minimizing corruption and malpractice; suggestions/recommendations to the management to improve systems and procedures to reduce scope for corruption; help employees to take clean and effective decisions; bring about change in work culture and work ethics and help to develop transparency and minimize discretionary powers. Checks are also conducted in areas where spending of public money is involved, e.g. tenders/works contracts, purchase of materials, etc. Passenger Reservation System and Unreserved Ticketing System (UTS) have been specifically targeted to prevent malpractices. Special watch is also kept on recruitments and selections.

Improved Vigilance Administration:

For improving Vigilance administration, instructions relating to Leveraging of Technology are being implemented on Zonal Railways and Production Units to develop transparency through effective use of website in the discharge of regulatory, enforcement and other functions by making available certain information which includes downloadable application forms/proforma for registration of contractors, firms, hospitals, allotment of rakes, commercial plots, leasing of Food Plazas, licenses of RTSAs and CBAs, etc.

Several other steps have been taken by Vigilance to reduce corruption such as augmentation of the capacity of trains by upgrading lower class passengers to higher classes on availability of berths; empowerment of Railway Protection Force for taking action against touts and unauthorized travel agents; intensify checks at reservation offices, booking counters, parcel and goods booking offices and other such offices which deal with the public; implementation of rotational transfers of officials posted on sensitive seats; stringent exemplary action against those found guilty of corruption; educating and training of senior officers in the matter of tenders and contracts; manning of the Railway Recruitment Boards by officials of proven integrity, etc.

Prevent leakage of revenue:

Regular checks are being done by various departments in vigilance to prevent leakage of railway revenue. As a result of special drive conducted by Vigilance especially in Traffic Commercial department, an amount of ₹72.81 crore was recovered during the year against undercharges in Goods and leasing of SLRs in various trains.

Vigilance Help Line:

For the convenience of on-board passengers, the facility of Mobile help line on No.155210 has been provided. Vigilance officials are accessible on this line to look into complaints relating to extortion or harassment by any railwayman, for real time redressal of grievances having vigilance overtones.

Promoting Hindi

Under the provisions of the Official Languages Act, 1963 and the Official Language Rules, 1976, progressive use of Hindi has been a continuing endeavour on IR. During the period from April 2009 to March 31, 2010, a large number of offices were notified thereby increasing the total number of notified Railway offices to 3,534. In these offices, employees who are proficient in Hindi have been directed to transact cent percent work in Hindi on subjects specified under Official Language Rules.

Training in Hindi including Typewriting and Stenography

In addition to the Training Centres set up by the Ministry of Home Affairs, IR also makes arrangements to provide in-service training in Hindi language, Hindi typing and Hindi stenography. The number of employees trained during 2009-10 as against 2008-09, were as follows:

Activity	As on March 31, 2009	As on March 31, 2010
Working knowledge	7,10,002	9,33,196
Typewriting	5,615	5,917
Stenography	3,140	3,116

Other Activities

The existing policy of acquiring bilingual electronic machines including computers is being vigorously pursued. At the end of the year 2009-10, 33,438 bilingual personal computers were available in various offices of IR. Computerised reservation charts are prepared in Hindi also by all Zonal Railways. In order to promote usage of Hindi in Railway offices, various Manuals, Station-Working Rules etc. are being published bilingually. At present, all Codes/Manuals of Railway Board are bilingual. Out of 6,470 Station Working Rules on the Zonal Railways, 5,890 are in Hindi and out of the total of 28,235 local, statutory and standard forms on the Zonal Railways and Production Units, 28,175 forms have been made bilingual and the rest are under translation. Presently, more than 16 lakh books in Hindi are available in 990 libraries on IR.

Official Language Implementation Committees

To review the progress of the use of Hindi, 992 Official Language Implementation Committees are functioning on the Railways and the Production Units including those at stations and other railway offices. Besides, at the Railway Board level, Railway Board Official Language Implementation Committee has been constituted which conducted two meetings in 2009-10.

Incentive Schemes for the use of Hindi

Various incentive schemes have been implemented to encourage railway personnel to work in Hindi. Prominent among them are the individual Rajbhasha Cash Awards, Railway Minister's Hindi Essay Competition, Group Award Scheme, Prem Chand and Maithili Sharan Gupt Awards besides other awards for elocution/noting/drafting in Hindi. In order to encourage railway personnel to write technical books in Hindi on railway functioning, they are awarded under Lal Bahadur Shastri Takaniki Maulik Lekhan Scheme every year.

In the year 2009-10, Ministry of Railways received the First prize under Indira Gandhi Rajbhasha Award Scheme for the maximum use of Hindi in official work. 'Rail Raj Bhasha Patrika' published by Official Language Directorate was awarded Second Prize on the occasion of 'Hindi Diwas' on 14th September, 2010.

North Eastern Region

North Eastern Region comprising of eight states viz., Assam, Arunachal Pradesh, Meghalaya, Manipur, Mizoram, Nagaland, Tripura and Sikkim is being served by Northeast Frontier Railway. Development of rail infrastructure in North Eastern Region is one of the priority areas of the Ministry of Railways. The endeavour of Government is to provide rail connectivity to all the sister states in the Region and thereafter, extend the same to the capital cities.

Upto 31.3.2010, ₹8,588.93 crore has been spent on various projects and other works in the Region. At present, 17 construction projects, viz., 10 new line, 5 gauge conversion, one doubling and one railway electrification project, are being executed in the North Eastern region at an estimated cost of ₹19,427.68 crore.

The details of the ongoing projects are as under:

Name of the project	Length in kms	Anticipated cost (₹ in crore)	Expenditure upto 31.3.2010 (₹ in crore)	Status
NEW LINES				
Agartala-Sabroom	110	813.34	151.14	This is a 'National Project'. Final Location Survey (FLS) from Agartala to Sabroom for 110 kms. completed. Stacking out of centre line of the alignment on the ground by fixing concrete pillars has been completed upto 110 km from Agartala to Sabroom. Adequate security has been provided to the surveying parties.
Azra-Byrnihat (Supplementary)	30	546.47	6.39	This is a 'National Project'. FLS is in progress. In Assam portion, FLS has been suspended since 10.11.2007 due to obstruction by local people against proposed alignment. State Government has been requested to resolve the issue.

Bhairabi-Sairang	51.38	619.34	20.58	The project has been declared as 'National Project'. FLS work is in progress.
Bogibil bridge with linking lines between Dibrugarh and North Bank line.	46	3,087.4	1,941.71	The project has been declared as 'National Project'. The work of construction of embankment, guide bund, major and minor bridges, boulder collection, dyke raising and strengthening is in progress on the North and South bank of the bridge. Track linking on the South Bank from Simalguri to Moranhat has been completed. 247.43 lac cum earthwork, 98 minor, 16 ROB/RUB and substructure of 18 major bridges have been completed.
Dimapur-Kohima (Zubza) (Supplementary)	88	850	61.33	The project has been declared as 'National Project'. FLS is not progressing well due to agitation by people. State Governments of Manipur and Nagaland have been requested to resolve the dispute.
Dudhnoi-Mendipathar	15.5	86.22	39.10	FLS and Joint Survey for land acquisition for the proposed alternative route has been completed. Contract for earthwork awarded. Two RUBs have been completed.
Harmuti-Itanagar (Supplementary)	33	160.48	152.51	FLS from Harmuti to Naharlagun (21 km) has been completed. Joint Survey for land acquisition in Assam portion completed.



Construction work of a bridge in progress in Lumding-Silchar Section.



Construction work of a bridge in progress in Lumding-Silchar Section.



Construction work of a bridge in progress in Lumding-Silchar Section.

Jiribam-Imphal Road (Tupul)	97.9	2,492.5	298.64	Final location survey of this 'National Project' has been completed for 72 km and geo-technical for 22 km completed. Work for earthwork and minor bridges in 9.9 km length taken up.
New Maynaguri-Jogighopa	245	1,480.7	555.37	On New Maynaguri-New Cooch Behar section, 36.31 lac cum earthwork substructure of 17 major bridges, 73 minor bridges and 3 ROB/RUB have been completed. On New Cooch Behar-Golakganj section, 257.27 hectare land acquired, 22.96 lac cum earthwork, 69 minor bridges, 27 major bridges and one important bridge over river Gangadhar is in progress. Gouripur Jogighopa Joint verification of land completed. Work is in progress on 4 major bridges.
Sivok-Rangpo	52.7	1,339.5	10.00	Work for conducting FLS awarded and work is in progress.
GAUGE CONVERSION				
Katakhal-Bairabhi (Supplementary)	84	88.7	90.02	The work has been planned for completion alongwith gauge conversion of Lumding-Silchar section.
Lumding-Dibrugarh with linked fingers, Haibargaon-Mairabari (44.8 kms) and Senchoa Jn-Silghat town (61.85 km)	734.65	950.06	771.99	Lumding-Dibrugarh with linked fingers completed and commissioned. Passenger train introduced in the Senchoa-Silghat town section from 15.4.2009. All works completed in Haibargaon to Mairabi section (44.8 km).
Lumding-Silchar including alignment between Migrendisa-Ditokcherra and extension from Badarpur to Bariagram	367	2,500	2,155.19	The project has been declared as 'National Project'. Progress of earthwork, bridges and tunnels at sites affected due to militant activities. Land acquisition completed on Lumding-Silchar section.

New Jalpaiguri-Siliguri-New Bongaigaon Branch lines	417	970	1,004.79	New Jalpaiguri - New Bongaigaon main line fully commissioned. Alipurduar-Bamanhat branch line completed and commissioned on 7.11.2007. Overall progress is 99.59%.
Rangiya-Murkeongselek alongwith linked fingers (Supplementary)	510.33	1,555.2	271.64	The project has been declared as 'National Project'. 8.526 lac cum earthwork and 63 minor bridges completed. Work is in progress on 26 major bridges.
DOUBLING				
New Guwahati-Digaru	29.81	116.24	107.50	Earthwork and bridge works have been taken up. Overall progress is 50.73%.
RAILWAY ELECTRIFICATION				
Barauni-Katihar-Guwahati	809	821.53	25.2	Work is in progress and targeted for completion by March 2012.



Tunnel & bridge construction work in progress in Lumding-Silchar Section.

Passenger Service Improvements

12 new train services were introduced, 4 existing trains were extended and frequency of 2 trains was increased during the year.

Computerised Passenger Reservation System

The facility of computerized Passenger Reservation System (PRS) is available at 82 locations in the North Eastern Region. All State Capitals of North Eastern Region are now on PRS network.

8 more PRS locations, including some non-railhead locations in the far flung districts of North Eastern States have been sanctioned. Some of the above locations are unified Passenger Reservation System-cum-Unreserved Ticketing System (PRS-cum-UTS).



Barak bridge construction work in progress in Lumding-Silchar Section.



Tunnel & bridge construction work in progress in Lumding-Silchar Section.

Railway Engineers Regiments (Territorial Army)

Railway Territorial Army (TA) units were raised as an auxiliary force in 1949 under the Territorial Army Act, 1948, to maintain rail communication in forward areas during active hostilities and to carry on essential rail transportation in an emergency during peace time. Railway Engineers Regiments are manned primarily by serving railway personnel with the help of small nucleus of permanent staff drawn from the regular Army.

Presently, there are six Railway paid TA Regiments, viz:

- i) 1031 Railway Engineers Regiment (TA), Kota,
- ii) 1101 Railway Engineers Regiment (TA), Chandigarh,
- iii) 1105 Railway Engineers Regiment (TA), Hyderabad,
- iv) 969 Railway Engineers Regiment (TA), Jamalpur,
- v) 970 Railway Engineers Regiment (TA), Jhansi and
- vi) 1032 Railway Engineers Regiment (TA), Adra.

The entire expenditure including cost of stores, arms and ammunition (drawn from the Ministry of Defence), pay and allowances of permanent staff, cost of annual training camps, the expenditure on various incentives to Railway Territorial Army personnel such as enhanced daily allowance payable during embodiment in aid of civil authorities, cash awards to recipients of TA Decoration/Medal and extended stay in TA service on completion of prescribed period etc. is borne by the Ministry of Railways. During 2009-10, the expenditure incurred on six Railway paid TA Regiments was ₹5 crore, approximately.

Annual Training Camps

The Railway TA personnel have to undergo 30 days of mandatory annual training every year to keep them physically fit and accustomed with military discipline, arms & ammunition, defence techniques etc. The annual training camps were duly conducted for the Railway TA personnel of the Six Railway TA Regiments during 2009-10.

Recruitment/Discharge

During 2009-10, 349 Railway TA personnel were inducted into various Railway TA Regiments while 203 were discharged/retired from TA Regiments.

Public Relations

Indian Railways' PR set up is responsible for disseminating information about various policy initiatives, services, concessions, projects, performances and developmental activities undertaken by the Railways. It plays an important role in building both the corporate and social image of IR.

During the year, special emphasis was given on publicity of introduction of new schemes/facilities such as Izzat Scheme, extension of free Monthly Season Ticket Scheme to Madarsa students, introduction of non-stop point to point 'Duronto Express' trains, introduction of 'Yuva' trains and 'Ladies Special' suburban trains and launching of the last leg of Anant Nag – Baramulla section in Kashmir Valley, etc. New policy guidelines regarding creating awareness on safety at unmanned railway level crossing gates through SMS on mobile phones and utilization of the print and electronic media by the Zonal Railways for dissemination of information in regional languages, were issued.

The Ministry of Railways participated in the 'Indian International Trade Fair-2009 organized at Pragati Maidan, New Delhi. Ministry of Railways also presented a Railway Tableau during Republic Day Parade-2010, depicting 'Duronto Express' pulled by Steam engine, symbolizing IR's commitment to maintain its links with the past while moving swiftly towards the future. A brochure titled 'Indian Railways Looking Ahead to the Future' was also published and circulated by the Directorate at the time of Prime Minister's National Level Conference on 'Building infrastructure' held at Vigyan Bhavan.

In 2009-10, 8,693 press releases were issued, 174 press conferences were organized, 175 publicity brochures were brought out, 763 Display Advertisements & 23,604 Tender Notices were released and 1,575 Radio/TV spots were broadcast/telecast. IR also participated in 317 exhibitions and conducted 65 press party tours to highlight the benefits accrued to rail users due to introduction of new facilities/new projects in their region.

The in-house monthly magazines, viz., 'Indian Railways' (in English) and 'Bharatiya Rail' (in Hindi) brought out by the Ministry of Railways continued to provide effective links between the Railways and the public. A colourful Railway Week Award Brochure was also brought out on the eve of National Railway Week Award Function.

Commercial Advertising:

Commercial publicity in IR is undertaken at stations through hoardings, glow signboards and other media of publicity, e.g., plasma screens, computerized systems, etc. In trains, the publicity is done in an aesthetic manner. PRS/ UTS tickets and reservation charts/forms are also utilized for commercial publicity. IR is also exploring further new areas and ideas where earnings through commercial publicity could be exploited to maximum potential.

Undertakings and other Organisations

CONTAINER CORPORATION OF INDIA LTD. (CONCOR):

Container Corporation of India Ltd. (CONCOR) was set up in November 1989 with the prime objective of developing multi-modal transport and logistics support for India's domestic and international containerized cargo and trade.

CONCOR's core business is characterized by three distinct activities – carrier, terminal operator and warehouse/CFS operator. CONCOR derives its strength mainly from a dedicated network of terminals at multiple locations. During 2009-10, CONCOR handled over 2.4 million Twenty feet Equivalent Units (TEUs).

CONCOR paid a total dividend of ₹ 181.98 crore on its paid up capital for the year 2009-10.

Financial Highlights

The financial performance of CONCOR in the last two years is as follows:

	2008-09	2009-10
Turnover (₹ in crore)	3,628.25	3,885.73
Net Profit as % of Turnover	21.81	20.25
EPS (in ₹)	60.87	60.52

CENTRE FOR RAILWAY INFORMATION SYSTEMS (CRIS):

The progress of computerization of various railway projects undertaken by Centre for Railway Information Systems (CRIS) is as under:

Freight Operations Information System (FOIS):

FOIS is an on-line system for management and control of freight movement over the railways. The FOIS application comprises the core module of Rake Management System (RMS) for train operations and Terminal Management System (TMS) for commercial transactions. More than 4000 reporting devices have been installed at more than 1200 locations on IR. These inter linked devices provide instant access to information regarding the current status of consignments in transit.

Passenger Reservation System (PRS):

Countrywide Network of Computerized Enhanced Reservation and Ticketing (CONCERT) has been installed at

more than 2,061 locations having 7,663 terminals for on line ticket reservation. IR's website www.indianrail.gov.in facilitates internet-based rail reservation and enquiry through Indian Railway Catering & Tourism Corporation (IRCTC) portal. Mobile phone based SMS enquiry services on availability of berths, status of waitlisted passengers, etc. have also been introduced.

Unreserved Ticketing System (UTS):

Unreserved Ticketing System (UTS) is a computer based ticketing application for issue of unreserved tickets. As on 31st March, 2010, UTS has been functional at 3,614 locations. A total of 53.31 crore passengers were served, resulting in total earnings of ₹833.75 crore during the year.

Other Projects:

CRIS has undertaken many important projects, viz.,

- Parcel Management System(PMS) at 10 Stations of Delhi-Howrah corridor to reduce time for booking, dispatch and delivery of parcel packages;
- Rake Management System deployed at 240 locations on IR for live monitoring of freight trains;
- Terminal Management System deployed at 850 locations to issue online RRs;
- E-Procurement Systems (EPS) implemented on IR for improving efficiency and transparency in materials purchases – more than 9,626 vendors have registered with EPS and 1,17,103 electronic tenders floated so far;
- Integrated Coaching Management System (ICMS) consisting of three modules viz. PAM (Punctuality Analysis and Monitoring) for monitoring punctuality of trains,
- COIS (Coaching Operations Information System) to generate on line position of coaching stock and CMM (Coach Maintenance Management) for maintenance of coaches at Coaching Depots;
- Control Office Application (COA) for more efficient monitoring and controlling of train operation across all division/area control offices on IR;
- Crew Management System (CMS) introduced at 296 lobbies to manage around 90,000 crew;

- Web-enabled claims Phase-II covering 47 locations of IR including Railway Claims Tribunals, Refund goods offices and Subsidiary Claims offices.

DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD. (DFCCIL):

Dedicated Freight Corridor Corporation of India Ltd. (DFCCIL), a Special Purpose Vehicle (SPV) was created to undertake planning & development, mobilization of financial resources, construction, maintenance and operation of Dedicated Freight Corridor. DFCCIL was registered as a company under the Company's Act 1956 on 30th October 2006.

Dedicated Freight Corridor, primarily double-line corridor is exclusively for running trains at maximum permissible speed of 100 kmph to cover approximately, 3,300 route kms. – Eastern Corridor (about 1,800 kms.) from Ludhiana to Sonnagar extended up to Dankuni and Western Corridor (approximately 1,490 kms.) from Jawahar Lal Nehru Port, Mumbai to Tughlakabad/Dadri along with interlinking of the two corridors at Dadri.

DFCCIL has the mandate to develop Multi Modal Logistics Parks (MMLP) along with its alignment which would yield international traffic for the DFC and would become nucleus of industrial and economic growth. An MOU has been signed between Haryana Government & DFCCIL for development of MMLP at Rewari. Techno-economic Feasibility studies are being undertaken for development of MMLPs at Ahmedabad & Navi Mumbai.

Physical construction work was resumed on both Eastern & Western Corridors during 2009-10. Civil Engineering work consisting of earth work, bridges etc. on approximately 105 kms. length of Sonnagar-Mughalsarai section of Eastern Corridor and work of construction of 54 major bridges on Virar-Surat section of Western Corridor has been taken up.

The Corporation has incurred net expenditure of ₹ 81.55 crore during the year.

IRCON INTERNATIONAL LTD. (IRCON):

Ircon International Ltd. (IRCON), was incorporated as a railway construction company in 1976. The company has diversified its activities to other sectors of infrastructure outside



View of a bridge construction work in Western Corridor - Pier cap in river Sanjan, (DFCCIL).



Form work in progress at Bridge No. 575, (DFCCIL).



View of a Rail-Over-Bridge in Bihar at LC-75 (Dhanus Setu).



Inside view of a tunnel, DMRC-Delhi.

the Railways viz. highways, roads, ports, housing, water supply, irrigation and electrification, etc. and bagged many projects through competitive bidding.

IRCON has emerged as one of the front ranking construction company of international repute having executed as many as 270 infrastructure projects across the globe in more than 20 countries. It has formed a subsidiary company viz. IRCON Infrastructure & Services Limited to undertake infrastructure projects etc. to provide facilities and amenities to users of IR system.

During the year, the company has completed five international projects in Mozambique, Sharjah, Nepal and Ethiopia and nine projects in India including the Qazigund-Baramula rail line in the State of Jammu & Kashmir which was commissioned on 28th October 2009.

Financial Performance:

IRCON has declared a profit of ₹ 264 crore during 2009-10. Its financial performance during the last two years is as follows:

	2008-09	(₹ in crore) 2009-10
Total income/Gross sales	2,787.6	3,216.91
Operating income	2,654.3	3,152.88
Profit before tax	187.7	264.01
Profit after tax	140.2	182.18
Gross margin	231.9	305.28
Net worth	1,074.7	1,199.36

INDIAN RAILWAY CATERING AND TOURISM CORPORATION LTD. (IRCTC):

Catering Services:

Catering services managed by Indian Railway Catering and Tourism Corporation Ltd. (IRCTC) were operational on 9,199 static catering units and on 277 pairs of trains through pantry cars. 118 trains were serviced through train side vending. Departmental Catering units under Zonal Railways and IRCTC were 16 and 647 respectively. Private licensees under Zonal Railways and IRCTC operated 3,762 and 9,078 catering units respectively. So far 802 Automatic Vending Machines and 78 Food Plazas and Fast units have been operational at railway

stations. Sales turnover of departmental catering units was ₹ 145.05 crores.

IRCTC has obtained ISO certification for its manufacturing facilities such as base kitchen and departmental managed trains. Guidelines have been issued and professionals engaged to ensure improvement in the quality of catering services.

Rail Tourism:

IRCTC's tourism portal www.railtourismindia.com is fast growing into a one stop travel shop to meet all the travel and tourism needs of a customer. On 20th March 2010, a luxury train - The Maharajas Express – was introduced which has been designed on the lines of the best international luxury trains covering important tourist destinations across the country and has been very well received in the international market. Another tourist train viz. The Mahaparinirvan Express – the Buddhist Circuit Special Train has gained popularity among the domestic and international tourists. It has been awarded The National Tourism Award of Excellence. Bharat Darshan trains are also being operated and marketed by IRCTC. 57 Bharat Darshan trips were operated and 22,621 passengers were booked during the year. IRCTC offers a range of rail tour packages across the country as also educational tours for students. During the year, 248 train/coach charters were undertaken by IRCTC as against 159 charters during the previous year.

Internet Ticketing System:

During 2009-10, the number of railway tickets booked through the IRCTC website www.irctc.co.in went up to ₹ 7.20 crore as against ₹ 4.41 crore during the previous year. The value of tickets booked has also gone up to ₹ 6,001 crore during the year as against ₹ 3,889 crore during the previous year.

Packaged Drinking Water Project (Railneer):

During the year, production of Railneer increased to 5.43 crore bottles by the existing two Rail Neer Plants at Nangloi(Delhi) and Danapur(Patna). Railneer continues to be one of the top quality brands of packaged drinking water in the country.

A Rail Neer Plant at Palur (Chennai) is being constructed and there is a plan to set up a Rail Neer Plant at Ambarnath(Mumbai) too.



View of clean & hygienic cafeteria at Railway Stations.



Newly constructed UTS-cum-PRS Centre at Itwari Railway Station, South East Central Railway.



Jan Ahar counter at Tinsukia Station, Northeast Frontier Railway.

Financial performance:

During the year, IRCTC earned a total income of ₹ 721.97 crore as compared to ₹ 618.77 crore during 2008-09.

INDIAN RAILWAY FINANCE CORPORATION LIMITED (IRFC):

Indian Railway Finance Corporation Limited (IRFC) was set up, as a public limited company, in December 1986 with the sole objective of raising money from the market to part finance the Plan outlay for meeting the developmental needs of IR. Funds are raised through issue of bonds, term loans from banks/financial institutions and external commercial borrowings/export credit. The Department of Public Enterprises has rated IRFC as 'Excellent' on 11 occasions in the last 12 years. The Company maintained the highest credit ratings from three domestic Credit Rating Agencies indicating highest safety of the lenders' funds and investment grade ratings equivalent to the rating of Indian 'sovereign' from four major international Credit Rating Agencies.

The Company has leased rolling stock assets worth ₹ 60,163 crore to the Ministry of Railways (MoR) up to 31st March, 2010. Ministry of Railways has been making lease payments to IRFC regularly in respect of about 57% of the rolling stock assets which include 5,060 locomotives, 32,115 coaches and 1,39,659 wagons. The efficacy of the arrangement is evidenced by the fact that lease rentals form just about 5.5% of the Railways' Gross Traffic Receipts. The Company has also provided funding assistance to sister railway companies to the extent of ₹ 2,294 crore till the end of 2009-10.

IRFC has had a consistent profit earning track record. It has so far paid ₹ 1,468 crore as dividend to its shareholders, the Government. The company earned net profit of ₹ 442.69 crore during 2009-10. The Overhead to Turnover ratio of the Company is 0.11% which sets industry benchmarks.

KONKAN RAILWAY CORPORATION LIMITED (KRCL):

The prestigious 760 Kms long Konkan Railway project was commissioned in 1998 as the first railway project in the country to be executed on BOT (Build, Operate and Transfer) basis with equity participation of Government of India along the four State Governments viz., Maharashtra, Goa, Karnataka and Kerala.

Financial and Operating Performance:

During 2009-10, KRCL's earnings from freight and passenger traffic were ₹588 crore with an operating surplus of ₹247 crore. The Corporation has earned a profit of ₹11 crore after prior period adjustment.

Projects:

The Corporation has completed several projects such as the tunneling work of Mumbai - Pune expressway, ventilation and lighting of Jawahar tunnel in J&K and Owk tunnel in Andhra Pradesh. The Kartra-Laole section of USBRL project in J&K is under construction. The work of 14 Road Over Bridges in Jharkhand have also been completed.

Safety Works:

During the year, geo safety works of ₹26.39 crore have been completed to tackle the vulnerable cuttings, improving drainage to prevent boulder falls in tunnels to enhance the safety of running trains. About ₹79.12 lakh sapling of vetiveri grass have been planted so far in 85 soil cutting to control soil erosion.

PIPAVAV RAILWAY CORPORATION LIMITED (PRCL):

Pipavav Railway Corporation Limited (PRCL), a joint venture company of Ministry of Railways and Gujarat Pipavav Port Ltd., (GPPL) with equal equity participation was formed to execute the Surendranagar-Rajula-Pipavav Port gauge conversion & new line project. This is the first railway infrastructure project executed through private sector participation. PRCL has concessionaire rights to construct, operate and maintain this project line for 33 years. PRCL is entitled to the rights, obligations and duties of a Railway Administration enumerated in the Railways Act, 1989 and has rights to give volume discounts on transportation of cargo.

PRCL has permission to run container trains on rail corridors serving the Ports of Pipavav, Mundra, Chennai, Ennore, Vizag and Kochi and their hinterlands. The company started its container operations on 20th August 2009 from Asoti Railway Station to Morvi in Gujarat. During the year 2009-10, container trains were operated on Morvi-Kannur-Morvi sector. From August 2009 - January 2010, four round trips (MVI-CS-MVI) of container trains were operated.

During 2009-10, PRCL handled 2,483 trains including 1,302 container trains and transported 2.94 million tonnes of cargo. The total apportioned earnings were ₹ 65.29 crore from freight operations during 2009-10. 12 pairs of passenger trains are running on different sections of Pipavav Railway.

RAILTEL CORPORATION OF INDIA LTD. (RailTel):

The RailTel Corporation of India Ltd. (RailTel) was incorporated in the year 2000 for modernization of IR's communication network for safe and efficient train operation and for revenue generation through commercial exploitation of the network. It has now emerged as a national level operator in the telecom sector by using Railways' right of way on about 63,000 route kilometres for creation of Optic Fibre Cable (OFC) network.

RailTel has modernized train control and emergency communication system of IR by providing OFC network along the railway track and high bandwidth Point of Presence (PoP) at more than 3,774 stations. It has also connected railways' electronics telephone exchanges at E1 level to provide seamless railway STD services. The long haul network coverage for STM 16 has reached 27,982 route kms. with multiple rings on common section of 22,136 route kms. During the year the utilization of RailTel's network has increased considerably. RailTel has leased 54 Gbps capacity by the end of 2009-10, as compared to 42 Gbps during 2008-09.

RailTel's operating income was ₹408.53 crore during 2009-10 resulting in a net profit of ₹106.44 crore.

RAIL INDIA TECHNICAL AND ECONOMIC SERVICES LTD. (RITES):

RITES, a Schedule 'A', Mini Ratna Enterprise, was established in 1974 under the aegis of the IR. Over the last three decades, RITES has grown and diversified from being a rail consultant to an internationally recognized ISO 9001:2000 certified Company of Consultants, Engineers & Project Managers providing total transport solution. It provides a comprehensive array of services from concept to commissioning in the fields of railways, urban transport, urban development and urban engineering, roads and highways, airports, ropeways, inland waterways, ports and harbours, information technology and export packages of rolling stock and railway related equipment.

BITES, with recognition from multi-lateral funding agencies, has experience in over 55 countries in Africa, Middle East, Latin America, South East Asia, UK, USA and Europe.

Business Operations:

Some of the important assignments undertaken in the recent past are:

Overseas

- Afghanistan: Procurement facilitation services to Afghanistan Reconstruction Development Services (ARDS) under World Bank funded Public Administration and capacity building project.
- Benin: Supply of MG in-service diesel locomotives.
- Botswana : Consultancy services for Tsabong-Hukuntsi Airport, project management for improvement of Francistown airport and project management for Francistown-Ramogwelana road project.
- Ethiopia: Construction supervision of Nazareth-Assela road project.
- Indonesia: Setting up rail and port infrastructure for the coal project for Reliance Energy Group.
- Mauritius: Feasibility study for the second runway at SSR International Airport.
- Mozambique: Manage and operate the Beira Rail system for a period of 25 years including supply, rehabilitation and leasing of locomotives as one of the consortium members.
- Nepal: Planning, design and project management for the development of integrated border check posts along Nepal, Pakistan and Bangladesh; feasibility study of approximately 1400 kms. new railway lines between Mechi-Mahakali and Pokhara-Kathmandu and construction supervision for the upgradation of roads in Terai region, Nepal.
- Saudi Arabia: Detailed project report for development of the railway and port infrastructure for Saudi Cement Company.
- Senegal: Supply of four metre gauge air-conditioned diesel multiple train sets to PTB, Senegal.
- Sri Lanka: Supply of locos, DMU's sets, setting up of DMU maintenance facility and training of personnel.

- UAE: Feasibility study for a new railway line and a new freight railway line of 215 kms. to be further extended to Saudi Arabia, Oman, Bahrain, Kuwait, etc.

In India:

- The most challenging work of a new broad gauge, 240 kms. long Kashmir rail link, in the mountainous Himalayan terrain having 37 tunnels including the longest tunnel of 11 kms. and 69 bridges upto 105 metres.
- Detailed project report and design consultancy services for Quazigund–Baramulla railway project and design engineering services for rail bridges for Quazigund-Baramulla line in J&K State.
- Mega projects of rail-cum-road bridges across major rivers at Patna, Munger, Dibrugarh and Bogibil and Jublee.
- Detailed engineering and construction management project in railway infrastructure for Damodar Valley Corporation.
- Rail infrastructure works at SAIL plants of Bokaro, Bhilai, Rourkela, Durgapur, etc. and in over 24 NTPC projects at various locations in the country for enhancing their power generation capacity.
- Feasibility study for the 2,761 kms. long Dedicated Freight Corridors (DFC) for the Eastern and Western corridors.
- Workshop modernization including expansion and enhancement of stainless steel LHB coach production capacity from 1400 to 1500 per annum for Rail Coach Factory, Kapurthala.
- Project management for laying of water transmission lines for Kolkata Municipal Corporation.
- General consultancy for Bangalore Metro network (33 kms.) on the system design to commissioning, etc.
- Functioning as a major member of the international consortium as “General Consultants for the Mass Rapid Transit System (MRTS), Delhi for phase II-DMRC.
- Advisory consultancy services for Yamuna Expressway from Greater NOIDA to Agra.
- Total Transport system study on modal cost and traffic flows-Planning Commission.

Financial Performance:

The comparative financial performance of RITES during the last two years is as follows:

	2008-09	(₹ in crore) 2009-10
Total turnover	672	623
Net Profit	94*	112

*revised

RAIL LAND DEVELOPMENT AUTHORITY (RLDA):

Rail Land Development Authority (RLDA) was set up in 2005 through an amendment of the Indian Railways Act 1989 for development of vacant railway land for commercial use for the purpose of generating revenue by non-tariff measures for IR.

Railway land sites, not required for operational purposes or future expansion, are identified by Zonal Railways and entrusted to RLDA for commercial development. The Authority initially engages a consultant to ascertain the suitability and potential for commercial development of the site and thereafter based on the feasibility report, identify a suitable development model for its commercial development through an open and transparent bidding process to generate maximum revenue for the Railways.

During 2009-10, 9 more sites were entrusted to RLDA for commercial development. During the year, Consultant's final reports were approved for 17 sites and two sites were handed over to developers for development of commercial complexes.

RLDA has been assigned the responsibility of developing Multi Functional Complexes (MFCs) to provide multiple facilities like shopping, food stalls/restaurants, book stalls, PCO booths, ATMs, Medicines and variety stores, parking spaces and other similar amenities to rail users at Railway stations. 67 MFCs sites were sanctioned by the Ministry of Railways in 2009-10.

RAIL VIKAS NIGAM LIMITED (RVNL):

Rail Vikas Nigam Limited (RVNL), a Special Purpose Vehicle (SPV) under the Ministry of Railways was incorporated in the year 2003 to raise non-budgetary resources for rail capacity projects and to implement them on a fast track basis.

Up to 31.3.2010, RVNL completed 22 projects covering 185 kms. of new lines, 1,517 kms. of gauge conversion and 422 kms. of doubling and 1,152 kms. of railway electrification making a total of 3,276 kms. Important projects commissioned during the year were:

Section	Length completed (in kms.)
Bhildi-Samdari - Gauge Conversion	223
Sirkazhi to Villupuram - Gauge Conversion	101
Phulera-Ajmer - Gauge Conversion-cum-doubling	80
Pullampet-Bhakarapeta - Doubling	43
Ballari bypass of Hospet-Guntakal section- Doubling	3
Tiruvallur-Aarakkonam 3 rd line	26.83

In addition to above, Bhatapara-Hathband (16 kms.) section, Idapally-Vallarparadm new line and 4.6 kms. longest railway bridge in India were completed. RVNL also energized Railway Electrification sections of Nandalur-Bhakarapet-Kadapa (43 kms.) and Tomka-Harichandpur (49 kms.).

RVNL is executing 8 projects funded by Asian Development Bank. In addition, 5 more projects to be funded by ADB are yet to be executed by RVNL covering social and environmental management plans and rehabilitation of the project affected persons.

During the year, expenditure on project works was ₹ 1,749 crore.

Advisory Boards

National Railway Users' Consultative Council, Zonal/ Divisional Railway Users' Consultative Committee, etc.

These Committees at different levels provide opportunities for formal consultations between the management and the rail users with a view to improve services for rail users. Divisional Railway Users' Consultative Committees (DRUCCs), Zonal Railway Users' Consultative Committees (ZRUCCs), National Railway Users' Consultative Council (NRUCC) and Konkan Railway Users' Consultative Committee (KRUCC) have been reconstituted for a two year term w.e.f. 16.9.2009 to 15.9.2011. Suburban Railway Users' Consultative Committees and Station Consultative Committees at important stations provide useful inputs to railway administration.

Central Board of Railway Research

Central Board of Railway Research comprises of Director-General, RDSO as Chairman, concerned Senior Officers of Railway Board as Members and Additional DG, RDSO as Member Secretary. Representation is also given to non-railway members from the IITs, eminent scientists, engineers, other Government departments, Industry, etc. The Board recommends and reviews Railway's research programmes and also ensures coordination and assistance from other research laboratories.

Railway Hindi Salahakar Samiti

Railway Hindi Salahakar Samiti functions under the Ministry as an aid for progressive use of Hindi in official work. To promote the usage of simple Hindi in the Railway offices, a sub committee on 'Anuwad sarlikaran' has been constituted.

Important Events

2009

5 th August	Ladies Special train between New Delhi and Palwal flagged off.
29 th August	Mangalore-Yesvantpur (Tri-weekly) Express flagged off.
18 th September	Sealdah-Delhi Duronto Express flagged off.
21 st September	Chennai Central-Hazrat Nizamuddin (weekly) non-stop Duronto Express flagged off.
28 th October	Last leg of Anant Nag – Baramulla line inaugurated.
29 th October	An Intercity Express train between New Coochbehar and Kamakhya flagged off Foundation stone of Sivoke – Rangpo new railway line project laid.
21 st November	Three superfast trains, viz., Mumbai-Nagpur (Tri-weekly) Duronto Express, Mumbai-Karwar (Tri-weekly) Superfast Express and Pune-Sholapur Superfast Intercity Express introduced and running of Hyderabad-Usmanabad Express extended upto Pune.
24 th December	Mumbai-Ahmedabad Duronto Superfast Express inaugurated.
30 th December	Six new trains viz., Howrah-New Delhi Yuva Express, Howrah-Yesvantpur (Weekly) Duronto Express, Howrah-Purulia (Bi-weekly) Express, Howrah-Haridwar Express (5 days a week), Kolkata-Bikaner (Weekly) Express and Sealdah-Amritsar (Weekly) Express flagged off.

2010

12 th January	Newly built waiting hall at Hazrat Nizamuddin station inaugurated. Mobile Computerized Reservation Service by the name 'Mushkil Aasaan' introduced.
15 th January	Yuva Superfast (Weekly) Express between Bandra (T) and Hazrat Nizamuddin flagged off.
28 th January	First 3300 HP Microprocessor Control Rebuilt locomotive flagged off.
24 th February	Visakhapatnam-Lokmanya Tilak (Bi-weekly) Superfast Express flagged off.
13 th March	Howrah-Gandhidham (Weekly) and Kolkata-Amritsar Superfast (Bi-weekly) Express trains inaugurated.
20 th March	Tourist train namely 'Maharajas Express' inaugurated at Kolkata station.
29 th March	First prototype of AC Double Decker coach rolled out.
30 th March	Varanasi-Khajuraho Link Express inaugurated.

Glossary

ACCOUNTS

Capital-at-Charge :	Book value of the capital assets of Railways.
Gross Earnings :	The true earnings in an accounting period whether actually realized or not.
Gross Receipts :	Earnings actually realized in an accounting period.
Net Revenue :	Gross traffic receipts minus total working expenses.
Operating Ratio :	Ratio of working expenses to gross earnings.
Suspense :	Unrealised earnings, liabilities not discharged in an accounting period.
Working Expenses :	Expenditure on administration, operation, maintenance & repairs, contribution to Depreciation Reserve Fund and Pension Fund.

STATISTICAL

Density :	The volume of traffic moving between any two points on the railway expressed in terms of passenger kilometres or net tonne kilometres per route kilometre/running track kilometre or train kilometres per running track kilometre.
Engine Kilometre :	Movement of an engine under its own power over the length of one kilometre.
Gross Tonne Kilometre:	Gross tonnage comprising payload and tare weight hauled by a train.
Lead :	Average haul of a passenger or a tonne of freight.

Loaded Wagon Kilometre:	Movement of a wagon loaded with goods over one kilometre.
Net Load or Net Tonnage:	Payload of passengers, luggage or goods carried by a vehicle or a train.
Net Tonne Kilometre:	Payload of one tonne carried over one kilometre.
Non-Revenue Traffic:	Traffic conveyed free for working the Railways.
Passenger Kilometre :	A passenger transported over one kilometre.
Revenue Earning Traffic:	Traffic which is paid for by the consignor or the consignee.
Route Kilometre :	The distance between two points on the railway irrespective of the number of lines connecting them, whether single line, double line etc.
Running Track Kilometre :	The length of all running tracks excluding tracks in sidings, yards and crossings.
Smalls :	Goods consignments whose weight and dimensions do not require the exclusive use of a wagon.
Track Kilometre :	The length of all running tracks and tracks including tracks in sidings, yards and crossings.
Train Kilometre :	Movement of a train over one kilometre.
Vehicle/Wagon Kilometre:	Movement of a vehicle/wagon over one kilometre.
Wagon Turn-Round :	Interval of time between two successive loadings of a wagon.

TRAFFIC

Freight Forwarder :	The scheme of collection of “smalls” as well as piecemeal wagon-load consignments from the premises of individual
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traders by an external agency that consolidates and offers them as wagon-load/train-load traffic for carriage by rail.

OTHERS

Number of Staff :

All employees paid directly by the railway administration.

Stores :

Materials or parts either purchased by the railway or manufactured in Railway workshops for working the railways.

Tractive Effort :

Load-hauling capability of a locomotive expressed in terms of the tractive force exerted by the locomotive at wheel.

Gist of important Audit Paragraphs from the Report of the Comptroller and Auditor General of India – Union Government (Railways) for the year ended 31st March, 2009.

Report CA 9 of 2009-10 – Railways (Compliance Audit)

Container Corporation of India Limited

Container Corporation of India Limited, a company dealing in transportation of containers and logistics business, entered a new business of purchase, storage and trading of the apples in 2006-07. Before entering into the new business, the Company had identified some risk factors associated with the fruit trading business like lack of expertise, exposure of the business to demand risk, price risk, cost risk and crop failure risk. However, the Company did not mitigate these perceived risks before entering into this business and consequently suffered losses of ₹30.37 crore during the period 2006-07 to 2008-09. **(Para 16.1.1)**

Indian Railway Catering and Tourism Corporation Limited

IRCTC would lose revenue of ₹7.63 crore due to non-inclusion of clause in the agreements for proportionate increase in concession fee with the increase in the passenger carrying capacity of trains as a result of increase in number of coaches. **(Para 16.2.1)**

The Company would suffer a loss of revenue of ₹5.96 crore due to renewal of catering licences at lower rates ignoring the receipt of higher rates through competitive bidding on the same/similar routes. **(Para 16.2.2)**

Report CA 11 of 2009-10 – Railways (Compliance Audit)

The gross traffic receipts of ₹79,861.85 crore registered a growth of 11.35 per cent and the working expenses of ₹71,839.30 crore rose by 31.91 percent over the year 2007-08. The net revenue surplus of ₹4,456.78 crore after payment of dividend to General Revenues declined by 66.82 per cent over the previous year. **(Para 1.2)**

Net effective rate of dividend after setting off the subsidy from the dividend paid during last five years (2004-09) ranged between 4.18 percent (2008-09) and 5.37 per cent (2007-08). **(Para 1.2.1)**

Annual rate of growth in passenger earnings declined from a peak of 15.21 per cent achieved in 2007-08 to 10.52 per cent in 2008-09.

(Para 1.3)

Goods earnings of ₹53,433.42 crore showed an increase of 12.65 percent over the previous year but it was much below the rate of growth of 17.90 per cent achieved in 2005-06. Annual rate of growth of loading declined to a low of 4.97 per cent in 2008-09 from a peak of 10.70 percent achieved in 2005-06.

(Para 1.3.2)

15.79 per cent of the earnings from goods services in 2007-08 went to make up the losses in the operation of coaching services during the year. Only AC Sleeper, AC-3 Tier and AC Chair Car segment of passenger services were in profit in 2007-08.

(Para 1.4)

Committed expenditure in 2008-09 comprising salary and wages including pension and gratuity, dividend payment to General Revenues and payment of lease charges on rolling stock constituted 55.86 per cent of the total revenue expenditure.

(Para 1.7)

Operating Ratio of Indian Railways(IR) declined to 90.46 per cent in 2008-09 from 75.94 per cent achieved in 2007-08.

(Para 1.8.1)

Plan expenditure of ₹9,545.35 crore from the General Budget Support registered an increase of 36.95 per cent when compared to previous year. It was 34.44 per cent more than the budget estimates. Extra Budgetary support received from IRFC in the shape of financing the procurement of rolling stock increased from ₹4,604.43 crore in 2007-08 to ₹6,990.84 crore in 2008-09. No fund could be mobilized through Public Private Partnership Project's schemes where a budgetary projection of ₹800 crore was made.

(Para 1.9.1)

IR could achieve only 28 per cent of the total XI Five Year Plan (2007-12) targets in the first two years (2007-09).

(Para 1.9.2)

Railways' action to detach engines from the rakes during loading under TIEL scheme and sending them to other stations vitiated the scheme and resulted in loss of earning capacity of the wagons (₹21.88 crore) besides payment of freight rebate (₹6.12 crore) to the customers.

(Para 2.1.1)

The failure of the Central Railway to effectively pursue the revision of allowance of free time to wagons exchanged with MbPT Railway has resulted in non-recovery of wagon hire charges of ₹11.99 crore.

(Para 2.1.2)

Failure of the Railway Administration to optimally utilize wagon capacity in defiance of Railway Board directives resulted in loss of earnings of ₹6.86 crore.

(Para 2.1.3)

The failure of the Railway Administration to follow the directions of the Railway Board regarding regulating the movement of locomotives to ensure timely trip inspection schedule has resulted in failure of locomotives causing productivity loss of ₹12.25 crore on account of avoidable detention. **(Para 2.3.1)**

Railways' failure in procuring Air brakes in advance and arranging free supply items resulted in stabling of manufactured wagons and corresponding loss of earning capacity of ₹11.11 crore. **(Para 2.3.2)**

Railways' failure in augmenting the train composition to 24 coaches by the target date resulted in non-realisation of anticipated additional revenue to the extent of ₹35.78 crore. **(Para 2.4.1)**

Electrification of non-electrified sidings at the cost of Railways under Liberalized Siding Rules has resulted in reduction of earnings by ₹5.21 crore in comparison to earlier earnings even after incurring expenditure on the electrification of the siding. **(Para 2.4.2)**

Injudicious decision of Railway to undertake the work of doubling and electrification of a branch line resulted in avoidable expenditure of ₹87.29 crore. **(Para 3.1.1)**

Failure of the Railway Administration to utilise the newly converted Pipar Road – Bilara section resulted in idling of investment of ₹45.59 crore besides loss of earnings of ₹2.75 crore. Work of doubling and electrification of a branch line resulted in avoidable expenditure of ₹87.29 crore. **(Para 3.1.2)**

The decision of the Railway to construct the line between Baramati and Lonand via Phaltan without ascertaining the availability of land as well as traffic prospects, has not only resulted in delay in completion but also likely to prove the entire investment (₹30.17 crore already spent) as unproductive. **(Para 3.1.3)**

Injudicious creation of passenger amenities in excess of prescribed norms and execution of construction works unnecessarily resulted in an avoidable additional expenditure of ₹9.99 crore. **(Para 3.1.5)**

Railways' failure to create, in time, the posts of staff for the maintenance of newly laid lines resulted in avoidable payment of interest (₹22.50 crore) besides non-fulfillment of the objectives of undertaking projects. **(Para 3.4.1)**

The acceptance of abnormally high rates in November 2006 as compared to the rates accepted in March 2006 and October 2006 has resulted in extra expenditure of ₹2.54 crore and ₹2.15 crore respectively. **(Para 3.4.4)**

Injudicious procurement of non-stock items leading to non-disposal of stores and overstocking resulted in blocking up of capital valuing ₹24.66 crore. **(Para 4.1.1)**

Delay in procurement process, apart from incurrence of expenditure of ₹2.58 crore on idle manpower resulted in production loss of ₹7.30 crore on account of closure of foundry shops. **(Para 4.1.2)**

Railways' failure to provide complete description of wheel sets in the PO coupled with indecisiveness in procuring the required kits, entailed machinery worth ₹10.26 crore lying underutilised. **(Para 4.2.1)**

Failure of the Railway Administration to utilise a costly ballast cleaning machine resulted in blocking of capital worth ₹6.63 crore. **(Para 4.2.2)**

The failure of the Railway Administration to take timely action for availing the concession in VAT as authorized under Maharashtra Value Added Tax Act, 2002 has resulted in excess payment of ₹37.21 crore on account of VAT. **(Para 4.4.1)**

Failure of the Railway Administration to utilise the available fit surplus Metre Gauge (MG) coaches resulted in avoidable expenditure of ₹4.34 crore on Periodical Overhauling (POH) of running MG coaches. **(Para 4.4.2)**

The failure of the Railway Administration to adopt the correct rates for assessment of cost of land and recover lease charges accordingly resulted in loss of ₹9.76 crore. **(Para 5.1.1)**

The failure of the Railway Administration to enter into an agreement with IRCTC and raise the bills for water charges resulted in non-recovery of ₹6.16 crore. **(Para 5.1.2)**

Failure on the part of Railways in levying service tax as per Notification issued by the Ministry of Finance resulted in an avoidable liability of ₹34.98 crore. **(Para 5.2.1)**

Railways failed to deduct mandatory cess charges to the extent of ₹6.06 crore from the contractor bills resulting in an avoidable liability of ₹5.18 crore. **(Para 5.2.2)**

Railways' failure in getting the uneconomic temporary stoppages eliminated resulted in avoidable loss of ₹33.54 crore. **(Para 5.4.1)**

Injudicious constitution of arbitration for settlement of claims on 'excepted matters' in violation of the contractual provisions resulted in an avoidable expenditure of ₹6.76 crore. **(Para 5.4.2)**

Failure to switch over from old BSNL scheme to new scheme of M/s Bharati Airtel for Closed User Group (CUG) phones led to an extra expenditure of ₹5.68 crore. **(Para 5.4.3)**

Railways' failure in canceling poorly patronized trains resulted in incurrence of avoidable operational cost to the extent of ₹5.39 crore. **(Para 5.4.4)**

Railway Audit Report No. 8 of 2010-11 (Performance Audit) comprises of three chapters that include the results of the following three All India Performance Audits conducted during the year 2008-09.

Chapter 1 Freight Services in IR

Chapter 2 Freight Operations Information System in IR

Chapter 3 Implementation of Corporate Safety Plan in IR

Chapter 1: Freight Services in IR

Market share of IR has been consistently shrinking over the years. IR laid down detailed freight operational and marketing strategies for the Xth Five-year plan to regain the lost market share. The Performance Audit assessed the adequacy of the infrastructure and whether it was commensurate with the growth in freight traffic as envisaged in the Plan; trends in the utilization and maintenance of available assets and outcome of the IR's initiatives for improving its market. Audit revealed that:-

Rolling stock manufacturing (locomotives and wagons) did not keep pace with growth of traffic in the zones owing to persistent manufacturing constraints, which adversely affected their availability in the zones. Planning mechanism for locomotive augmentation was predominantly based on projected traffic requirements and was flawed since the planned annual augmentation of locomotives always far exceeded the manufacturing capacities in Diesel Locomotive Works, Varanasi and Chittaranjan Locomotive Works, Chittaranjan. Neither the capacity of these manufacturing facilities was enhanced nor external procurement of locomotives adequately pursued. Further, the augmentation was not synchronised with requirements in the zones affecting the availability of locomotives.

Public and private wagon manufacturers continued to supply only 33 to 51 per cent of the contracted quantity. Remedial measures were not in place adversely affecting availability of wagons in the zones. The initiatives envisaged in the Integrated Railway Modernisation Plan (IRMP) for augmentation of specialised wagons were only partially achieved even though four of the five year period of the plan had lapsed.

Major freight terminals suffered from inadequate facilities viz direct reception /dispatch facility; all weather cemented/ tarred approach roads, covered shed and mechanical equipment for loading/unloading operations etc. to enable quicker placement and removal of rakes. A significant 42 to 47 per cent of the 173 respondents/customers also felt that these facilities were inadequate. Funds allotted constituted only ten per cent of the allotment towards capital augmentation works. Further, seven to nine per cent of the funds allotted were surrendered during 2005 to 2008.

Initiatives envisaged for capacity augmentation and throughput enhancement works were plagued by procedural delays in pre-tendering stage and the slow pace of progress of these works rendered them unlikely to be completed within the envisaged period. Port connectivity works and upgradation of permanent way were similarly behind schedule. During the entire Xth Plan period (2002-2007), IR could only add an average of 462 kilometres annually. Scheme initiated (Engine on Load) for harnessing private investment in infrastructure augmentation for modernizing freight terminals remained unsuccessful as there were no takers for the schemes in 10 out of 16 zones.

Quality of periodic maintenance in locomotive sheds was poor as a substantial 25 per cent of locomotives failed on account of poor workmanship. The time involved in train examination in wagon maintenance depots continued to be beyond the envisaged norm (11 hours) due to operational and manpower constraints apart from deficient infrastructure.

The freight incentive schemes introduced to improve the market share of piece-meal traffic were not successful in improving the market share. Scheme wise data was not maintained and the performance of the individual schemes was not evaluated. Further, IR plans to attract road traffic by developing multi modal parks under PPP initiatives, Roll On-Roll Off (RoRo) services did not fructify as envisaged.

Chapter 2 : Freight Operations Information System (FOIS) in IR

FOIS was developed by IR with a view to leveraging Information Technology in freight operations and to provide a wide range of information to enable planning, direction and control of freight operations as well as a real time view of transactions. FOIS comprises two sub systems—Rake Management System (RMS) and Terminal Management System (TMS). RMS covered various operational functions relating to routing, tracking and yard activities and had seven sub-modules while TMS covered the commercial activities pertaining to goods sheds such as generation and accounting of Railway Receipts etc. The Information Technology Audit conducted to assess the comprehensiveness of system design, accuracy and timely availability of reliable data apart from the adequacy and effectiveness of IT security disclosed that:-

Business rules governing levy of freight were not fully incorporated while designing the system requiring frequent manual interventions. The system also imposed operational constraints resulting in improper levy of charges such as Busy Season surcharge, Terminal Charges etc. included in the freight. Monitoring mechanism was inadequate as the

business rules were also defectively implemented requiring frequent manual correction.

The master data bases contained numerous errors. The input validation controls were inadequate and deficient leading to numerous errors in the master databases viz. inconsistencies in placement and release time of rakes, failure to levy to-pay surcharge, instances of incorrect input, incorrect depiction of opening and closing balances in the station balance sheet etc.

Weak monitoring mechanism in the zones led to input of operating data in the system belatedly. The system accepts back reporting upto four hours and the details are not always entered in the system on real time basis. Therefore, one of the main objectives of FOIS- Global tracking of consignments in real time was not effective. Though the system envisaged registration of customer demands by capturing details such as load (rake/piecemeal), single or multi party consignor(s), rake commodity etc. to enable assessment of requirement and to facilitate a decision on allotment of rakes with the aid of FOIS, the details were put into the system only after a decision on allotment of rakes was taken manually, defeating the very objective of capturing such exhaustive details in the system.

Network security was inadequate exposing the system to increased Information Security risk. Physical and logical access controls were weak and maintenance of back up data was defective.

Chapter 3: Implementation of Corporate Safety Plan in IR

IR have formulated a Corporate Safety Plan in August 2003 which envisaged a safety action plan directed towards continuous reduction in risk level to its customers, implementation of suggested system reforms imbibing better safety culture, enhancement of asset reliability etc. The Plan was made for 10 years divided into two phases (2003 to 2008 and 2008 to 2013). Implementation of Phase I Plan in respect of Signalling and Telecommunication Department was covered in the Report No. PA 26 of 2008-09. Implementation of phase I in respect of the other departments has been reviewed in the Performance Audit Report No 8 of 2010-11 tabled in the Parliament today. Highlights of this report are: –

CSP identified 9,000 kms of Metre Gauge/Narrow Gauge track for conversion to Broad Gauge to be completed by the year 2013 and wherever track renewal work is due it should be done with mixed gauge sleepers so that they can be used when gauge conversion takes place. Many zones, however, took up track renewal works incurring heavy investments on such identified lines, without using mixed gauge sleepers, rendering the expenditure infructuous.

CSP proposed replacement of over-aged locomotives every year – Audit observed that out of the 4163 BG diesel locomotives on line over IR, 223 were still overaged.

CSP envisaged multi-pronged strategy to curb accidents at level crossings and allocated funds for road safety works. It was noticed that utilisation of funds allocated for undertaking road safety works (including Road Over Bridges and Road Under Bridges) under Railway Safety Fund was only about 50 percent. During the period 2003-04 to 2008-09, out of the total allocation of ₹4,607.33 crore, Railways have utilized only ₹2,090.04 crore, leaving many of the suggested safety improvement works at level crossings incomplete.

CSP envisaged strategies for reduction in accidents by introduction of certain improved technologies but the pace of research work at RDSO for introduction of new technologies was very slow.

CSP proposed installation of way side weigh bridges to detect over loaded wagons which affects the life of rail/welds leading to rail fracture. A test check by audit revealed that 20 percent of such wagons were overloaded and those wagons were allowed to run even after detection of overload, endangering the track condition. Further, periodical safety Audits and safety drives were not being carried out as prescribed.

CSP envisaged improved maintenance practices so as to reduce the failures and defects on assets. Target for reduction in failures and defects were also set by CSP. Target of reduction in track defects from 10.58 defects per billion GTKM to 6.35 defects could not be achieved in eight zones. Incidents of train parting were higher than the targets in four zones. Coach defects/failures were higher than the target in four zones, while Over Head Equipment defects were higher than the level of August 2003 in six zones.

CSP laid stress on improved training methods and upgradation and modernization of training centres so as to increase the competency level of maintenance staff. Progress of modernization and upgradation of training centres for imparting training to the staff on modern technology was very slow.

CSP proposed to fill up all safety category vacancies on urgency basis. It was noticed in Audit that there were 22,883 (11.9%), 55,585 (21.18%), 6,324 (11.98%) and 1,316 (17.99%) totalling to 86,108 vacancies in respect of safety category posts of Operating, Civil Engineering, Mechanical Engineering and Electrical Engineering Departments respectively at the end of March 2008.

Financial Statements & Operating Statistics

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Statistical Summary—Indian Railways

Financial Statements

Consolidated Profit and Loss Account: 2009-10

2008-09 (₹ in crore)		2009-10 (₹ in crore)	Supporting Statement
79,861.85	Gross Traffic Receipts	86,963.97	IA
54,349.30	Ordinary Working Expenses (including Payment to Worked Lines)	65,810.35	IB
17,490.00	Contribution to Reserve Funds (Depreciation Reserve Fund and Pension Fund)	17,105.00	IC
71,839.30	Total Working Expenses	82,915.35	
8,022.55	Net Traffic Receipts (Operating Profit)	4,048.62	
1,151.90	Miscellaneous Transactions (Net)	1,495.47	
9,174.45	Net Revenue (Gross Profit)	5,544.09	
	Less		
4,717.67	(a) Dividend and other Payments to General Revenues	5,543.34	ID
-	(b) Payment to Deferred Dividend Liability	-	
(+)4,456.78**	Excess (+)/Shortfall (-)	(+)0.75*	

* The excess was appropriated to Development fund
** The excess was appropriated to Development Fund and Capital Fund.

Statements Supplementary to Profit and Loss Account

2008-09 (₹ crore)		2009-10 (₹ crore)	IA (Provisional)
# —	Gross Traffic Receipts	# —	
# —	Coaching Earnings	# —	
	Passenger Traffic		
	Full fares	# —	
21,931.32	Less than full fares	# —	23,488.17
	Parcels and other coaching traffic		
1,018.53	Parcels	1,204.92	
77.55	Luggage	83.18	
875.59	Others	947.02	2,235.12
	Goods Earnings		
21,822.96	Coal, Coke etc.	24,588.82	
31,417.57	General Merchandise	33,354.63	
439.69	Other Traffic	661.30	
947.80	Wharfage and Demurrage	989.66	
1,194.60	Less refunds	1,092.73	58,501.68
53,433.42	Miscellaneous (Sundry) other earnings		2,879.68
2,500.66			
79,837.07	Total Gross Earnings		87,104.65
(+)24.78	Suspense (Bills receivable)		(-)140.68
79,861.85	Gross Traffic Receipts (Actually realised)		86,963.97

Figures not available

2008-09 (₹ in crore)	Percentage to total		2009-10 (₹ in crore)	Percentage to total
		Ordinary Working Expenses		I B
3,542.98	6.52	General Superintendence and Services	4,522.33	6.86
5,890.82	10.84	Repairs and Maintenance of Permanent Way and Works	7,419.15	11.26
2,860.52	5.26	Repairs and Maintenance of Motive Power	3,413.02	5.18
6,236.24	11.47	Repairs and Maintenance of Carriages and Wagons	7,698.28	11.68
3,318.40	6.11	Repairs and Maintenance of Plant and Equipment	4,279.03	6.50
4,565.84	8.40	Operating Expenses—Rolling Stock and Equipment	5,816.78	8.83
9,397.13	17.29	Operating Expenses—Traffic	11,603.40	17.61
13,887.60	25.55	Operating Expenses—Fuel	14,555.27	22.09
2,581.98	4.75	Staff Welfare and Amenities	3,353.52	5.09
2,273.75	4.18	Miscellaneous Working Expenses	2,939.41	4.46
176.78	0.33	Provident Fund, Pension and other Retirement Benefits	287.88	0.44
<u>54,732.04</u>		Gross Expenditure	<u>65,888.07</u>	
(-)-382.74	(-)-0.70	Suspense (Bills payable)	(-)-77.72	(-)-0.12
54,349.30		Ordinary Working Expenses (Actually disbursed)	65,810.35	
				IC
		Contribution to Reserve Funds		
7,000.00		Depreciation Reserve Fund	2,187.00	
10,490.00		Pension Fund	14,918.00	
<u>17,490.00</u>			<u>17,105.00</u>	
				ID
	4,691.94	Dividend and Other Payments to General Revenues		5,517.61
23.12		Dividend Paid (Current)	23.12	
2.61	25.73	Other Payments to General Revenues in lieu of tax on Passengers fares On account of assistance to Railway Safety Fund	2.61	25.73
	<u>4,717.67</u>	Total Dividend payable		<u>5,543.34</u>
	-	- Deferred Dividend paid		-
	4,717.67	Net Dividend paid		5,543.34

Balance SheetAs on March 31,
2009 (₹ in crore)**(Provisional)**As on March 31,
2010 (₹ in crore)

LIABILITIES		
* 77,483.45	A. Loan Capital	# 93,779.71
	(advanced by General Exchequer)	
	(Supporting statement V(a))	
	B. Investment Financed from	
32,063.30	Railway Capital Fund	35,346.05
32,400.17	Depreciation Reserve Fund	35,459.69
14,571.96	Development Fund	17,668.87
2,438.24	Railway Safety Fund	3,243.48
15,756.06	Special Railway Safety Fund	15,756.06
1,090.00	Revenue	1,130.50
923.23	Miscellaneous other sources	931.01
<u>99,242.96</u>		<u>1,09,535.66</u>
	C. Reserves	
3,335.98	Depreciation Reserve Fund	4.99
2,298.78	Development Fund	5.43
1,524.80	Pension Fund	1.24
6,179.06	Railway Capital Fund	2,438.20
2,316.09	Railway Safety Fund	2,582.20
–	Special Railway Safety Fund	–
<u>15,654.71</u>		<u>5,032.06</u>
	D. Deposits	
16,169.10	(i) State Railway Provident Fund	19,553.15
* * 7,287.49	(ii) Miscellaneous Deposits	## 7,494.13
376.70	(iii) F. Loan & Advances	332.37
<u>23,833.29</u>		<u>27,379.65</u>
	E. Current Liabilities	
1,698.89	(i) Undischarged (Demands payable)	1,832.34
<u>1,377.87</u>	(ii) Outstanding dues payable to other Government Departments	<u>1,355.13</u>
3,076.76		3,187.47
<u>2,19,291.17</u>	Grand Total	<u>2,38,914.55</u>

* Excludes ₹ 5,327.51 crore of MTPs, ₹ 479.43 crore of Circular Railway and ₹ 11,954.00 crore Appropriation to SRSF and includes ₹ 5,245.51 crore of Udhampur-Srinagar/Baramula Project(National Investment).

** Net liability to end of March 2009 includes ₹ 9.19 crore and ₹ 195.05 crore recoverable from Pakistan and Bangladesh Railways respectively.

Excludes ₹ 5,941.59 crore of MTPs, ₹ 480.15 crore of Circular Railways and ₹ 11,954.00 crore Appropriation to SRSF and includes ₹ 6,125.06 crore of Udhampur-Srinagar/Baramula project (National Investment).

Net liability to end of March 2010 includes ₹ 8.78 crore and ₹ 191.09 crore recoverable from Pakistan and Bangladesh Railways respectively.

As on March 31, 2009 (₹ in crore)		II As on March 31, 2010 (₹ in crore)
	ASSETS	
	Block Assets	
	(i) Fixed Assets	
4,145.89	Land	4,250.65
1,02,109.07	Buildings and track	1,15,667.51
33,746.55	Rolling stock	40,055.44
24,974.69	Plant and equipment	29,102.05
—	Miscellaneous assets	—
1,64,976.20		1,89,075.65
	(ii) Investments	
2,714.03	Inventory	2,919.63
829.51	Works in progress (Workshops manufacture)	1,050.48
3,813.70	Miscellaneous Advance (Capital)	4,031.41
7,357.24		8,001.52
	(iii) Investment in other undertakings	
—	Shares in road transport undertakings	—
4,392.97	Other Government undertakings	6,238.20
1,76,726.41	Total Block Assets	2,03,315.37
	G. Funds lying with Central Government (Contra-items C and D)	32,411.71
	H. Current Assets	
874.10	Sundry debtors	929.83
78.84	Outstanding dues from other Government Departments	77.84
1,032.98	Outstanding traffic earnings	1,151.11
896.49	Cash in hand	811.79
194.35	Demands recoverable	216.90
2,19,291.17	Grand Total	2,38,914.55

Gross book value on 31st March, 2009

(₹ in crore)

	Capital at-charge (Comprising loan/account)	Capital Fund	Improvement element in assets created by charge to the Depreciation Reserve Fund and value of assets created out of Development Fund	Revenue Works	U.S. Machinery and other Miscellaneous Tools	Railway Safety Fund	Special Railway Safety Fund
Land	3,522.41	382.70	165.68	2.02	—	43.90	29.17
Structural Engineering Works							
Stations and offices	4,807.65	1,173.11	5,950.95	320.32	—	98.37	205.61
Workshops and stores buildings	3,338.12	391.27	1,448.94	120.45	—	8.78	50.26
Residential buildings	2,116.54	361.35	1,324.23	72.98	—	56.99	45.27
Track							
Formation	9,583.30	6,487.14	5,242.97	110.79	0.01	486.23	1,623.03
Permanent way materials	17,815.46	7,641.77	14,076.05	129.64	0.27	358.66	7,012.76
Bridges	3,835.69	1,116.52	2,954.02	36.43	—	577.28	1,396.40
Rolling Stock							
Locomotives and spare boilers	4,904.06	4,648.66	4,094.33	10.18	—	16.58	1,085.41
Carriages including Rail Cars and E.M.U. Stock	3,120.82	1,521.47	2,135.51	9.27	—	0.17	681.80
Wagons	3,172.19	2,021.31	1,615.63	5.53	—	1.37	977.05
Ferries	134.22	69.24	9.21	0.01	—	—	—
Rail-cum-road services	1,119.08	1,162.91	678.95	19.01	0.53	412.12	117.17
Road motor cars and carriers for public traffic	2.30	—	0.38	—	—	—	0.09
Equipment (Machinery and Plant)	10,347.03	4,185.66	7,275.27	253.36	3.55	377.79	2,532.04
Suspense (Floating Assets like Inventories and stores holdings)							
Stores suspense	2,551.87	—	—	—	—	—	—
Manufacture suspense	813.74	—	—	—	—	—	—
Miscellaneous advances	8,613.16	—	—	—	918.86	—	—
Investment in shares of Government commercial undertakings—Road services	1,283.06	—	—	0.01	—	—	—
Investment in shares of Government commercial and public undertakings	2,209.69	900.20	0.01	—	—	—	—
Total	**83,290.39	32,063.31	46,972.13	1,090.00	923.22	2,438.24	15,756.06

Note : ** Excludes ₹ 5,327.51 crore of Metropolitan Transport Projects (Railways), ₹ 479.43 crore of Circular Railway and ₹ 11,954.00 crore transferred to SRSF.

Gross book value on 31st March, 2010

(₹ in crore)

	Capital at-charge (Comprising loan/account)	Capital Fund	Improvement element in assets created by charge to the Depreciation Reserve Fund and value of assets created out of Development Fund	Revenue Works	U.S. Machinery and other Miscellaneous Tools	Railway Safety Fund	Special Railway Safety Fund
Land	3,628.44	380.55	165.45	2.71	—	44.32	29.17
Structural Engineering Works							
Stations and offices	4,490.47	1,269.34	5,996.17	302.83	—	226.00	205.61
Workshops and stores buildings	4,244.71	407.49	1,740.07	122.95	—	16.44	49.76
Residential buildings	2,454.14	362.16	1,689.70	74.39	—	69.85	45.27
Track							
Formation	13,483.82	7,656.96	5,452.32	108.85	0.01	749.05	1,979.88
Permanent way materials	21,010.44	6,144.79	16,333.76	135.32	0.27	430.00	6,564.13
Bridges	4,957.21	1,638.93	3,101.95	42.30	—	702.90	1,407.29
Rolling Stock							
Locomotives and spare boilers	5,460.40	5,536.24	5,031.10	13.79	—	81.19	1,145.29
Carriages including Rail Cars and E.M.U. Stock	4,119.81	1,971.39	2,388.42	1.75	—	0.17	684.05
Wagons	3,413.10	1,828.79	1,978.20	5.53	—	1.04	983.81
Ferries	82.80	22.02	2.72	0.01	—	—	—
Rail-cum-road services	2,556.72	1,677.23	323.37	24.06	0.23	467.55	63.09
Road motor cars and carriers for public traffic	2.30	189.00	—	—	—	0.08	—
Equipment (Machinery and Plant)	12,411.88	4,419.16	8,917.75	295.81	3.85	454.90	2,598.70
Suspense (Floating Assets like Inventories and stores holdings)							
Stores suspense	2,919.63	—	—	—	—	—	—
Manufacture suspense	1,050.48	—	—	—	—	—	—
Miscellaneous advances	9,518.93	—	—	—	926.65	—	—
Investment in shares of Government commercial undertakings—Road services	2,087.51	—	7.57	0.01	—	—	—
Investment in shares of Government commercial and public undertakings	2,308.66	1,842.00	0.01	0.01	—	—	—
Total	**1,00,201.45	35,346.05	53,128.56	1,130.32	931.01	3,243.49	15,756.05

Note : ** Includes ₹ 5,941.59 crore of Metropolitan Transport Projects (Railways), ₹ 480.15 crore of Circular Railway and ₹ 6,125.06 crore of Udhampur-Srinagar Baramulla Project (National Investment) and excludes ₹ 11,954.00 Crore Appropriation to SRSF.

**Railways' Contribution to the Plan:
Sources/Application of Funds**

2008-09
(₹ in crore)

4,456.78

7,100.00
—
—
(-) 664.45
48.46
1,171.74

12,112.53

* 8,257.14

—
—
—

—
776.51

9,033.65

21,146.18

*Excludes ₹ 676.85 crore pertaining to MTPs & Circular Railway and ₹ 611.36 crore (Udhampur-Srinagar-Baramula).

SOURCE OF FUNDS

Internal Resources Generation

Excess(+) for the year

Contribution from Revenues and Capital to Reserve Funds

Depreciation Reserve Fund

Spl. Railway Safety Fund

Capital Fund

Pension Fund (Net)

Open Line Works financed from Revenues

Interest on Fund Balances

Total Internal Cash Generation

Borrowing From General Revenues (Interest bearing)

(a) On Capital account

(b) As Temporary Loans:

(i) Reserve Fund

(ii) Development Fund

(iii) Capital Fund

Contribution From General Revenues (Non-interest bearing)

On account of SRSF

On account of RSF

Total contribution received from the General Revenues

Total Source of Funds

2009-10
(₹ in crore)

0.75

2,287.00

—

—

(-) 1,575.15

40.56

553.86

1,307.02

@ 15,416.49

—

—

—

—

1,071.36

16,487.85

17,794.87

@Excludes ₹ 614.81 crore pertaining to MTPs & Circular Railway and ₹ 879.55 crore (Udhampur-Srinagar-Baramula).

2008-09
(₹ in crore)

APPLICATION OF FUNDS

IV
2009-10
(₹ in crore)

Acquisition of new assets and replacement of existing assets

	Acquisition Charged to:	
8,257.14	Capital	15,416.49
7,522.97	Railway Capital Fund	3,282.74
2,998.24	Development Fund	3,141.48
565.08	Railway Safety Fund	805.24
—	Special Railway Safety Fund	—
48.46	Open Line Works (Revenue)	40.56
8,371.56	Replacement Charged to Depreciation Reserve Fund	5,731.19
<u>27,763.45</u>	Total Investment	<u>28,417.70</u>

Repayment of loans obtained for:

—	Development Fund	—
—	Railway Capital Fund	—

Interest paid on temporary loans

—	Development Fund	—
—	Railway Capital Fund	—
(-),6,617.27	Increase(+)/Decrease(-) in Funds Balances	(-),10,622.83

Total Application of Funds

<u>21,146.18</u>		<u>17,794.87</u>
------------------	--	------------------

Note:

22,271.98	Opening balance in all Funds as on 1st April	15,654.89
15,654.71	Closing balance as on 31st March	5,032.06
(-),6,617.27	Increase(+)/Decrease (-) in balance comprised of:	(-),10,622.83
(-),1,011.73	Depreciation Reserve Fund	(-),3,331.20
(-),1,366.85	Development Fund	(-),3,018.35
(-),542.96	Pension Fund	(-),1,523.55
(-),3,907.46	Railway Capital Fund	(-),3,015.85
211.43	Railway Safety Fund	266.12
—	Special Railway Safety Fund	—
<u>(-),6,617.27</u>	Total	<u>(-),10,622.83</u>

Capital-at-charge2008-09
(₹ in crore)

72,237.95

4,128.60

68,109.35

4,717.67

7.00

Capital Liabilities

Capital-at-charge as on 31st March

Less:

Capital qualifying for exemption from
payment of Dividend

Capital on which Dividend is payable

Total amount of dividend and other
payments to General RevenuesAverage borrowing rate or
least rate as on 31st March (%)V (a)
2009-10
(₹ in crore)**87,654.64****7,708.27****79,946.37****5,543.34****7.00****Notes:****The details of Capital qualifying for
exemption from payment of Dividend
are as follows:**

50% of the net Capital

4,128.57

outlay during the year

7,708.24

0.03

Capital contributed by the companies

0.034,128.60**7,708.27****Break-up of Capital liable for payment
of Dividend at different rates:**Capital upto 31st March, 2010 on which
Dividend is paid at 7 %

56,415.54

65,898.39Capital on residential buildings
payable at 3.5%

1,428.86

1,510.66Capital relating to New Lines other than
those taken up on other than financial
considerations taken on or after 1st April,
1955

10,264.95

12,537.3268,109.35

Total Capital on which Dividend is payable

79,946.37

Subsidy from General Revenues

V(b)

2008-09 (₹ in crore)	* Subsidy on:	2009-10 (₹ in crore)
33.18	— Capital cost of Strategic Lines	33.51
1.24	— Full cost of Kiriburu-Bimalgarh and Sambhalpur-Titagarh	1.24
558.50	— Capital-at-charge on non-strategic portion of Northeast Frontier Railway	680.75
46.42	— Capital cost of unremunerative Branch Lines	45.68
6.65	— Capital cost of New Lines constructed on or after April 1, 1955 on other than financial considerations	6.65
693.12	— Capital cost of New lines other than those constructed on or after April 1, 1955 on other than financial considerations	844.10
299.37	— Outlay on works-in-progress for a period of 3 years	455.13
3.00	— Works in progress: Residential buildings	3.65
0.26	— Capital cost of ferries	0.19
24.53	— Capital cost of welfare buildings	25.44
34.62	— Gauge Conversion on strategic consideration	59.60
0.02	— Arrears adjustment	(-)0.07
1,700.91	Total	2,155.87

* Commenced on April 1, 1979

Loans for Development Fund and Railway Capital Fund

V (c)

Particulars	Devel- opment Fund		Railway Capital Fund		₹ in crore) Total	
	2008-09	2009-10	2008-09	2009-10	2008-09	2009-10
Opening balance	—	—	—	—	—	—
Loans taken during the year	—	—	—	—	—	—
Repayment during the year	—	—	—	—	—	—
Closing balance	—	—	—	—	—	—

Operating Statistics

Assets

2008-09			2009-10			VIA
B.G.	M.G.	Total including N.G.	Route/Track-kms. (000)	B.G.	M.G.	Total including N.G.
18.56	—	18.56	Route kms.	18.93	—	18.93
52.81	8.47	64.01	Electrified	54.26	7.18	63.97
			Total			
			Running track kms			
*35.47	—	*35.47	Electrified	35.81	—	35.81
*75.23	8.97	*86.94	Total	76.76	7.79	87.09
			Total track kms			
47.87	—	47.87	Electrified	48.64	—	48.64
99.41	10.66	113.11	Total	101.49	9.29	113.62
6,185	642	7,030	Number of stations	6,320	543	7,083
			Rolling Stock (in units)			
			Locomotives			
—	29	43	Steam	—	29	42
316	—	451	Diesel Hydraulic & Mechanical	263	—	399
*4,114	395	*4,513	Diesel Electric	4,279	340	4,623
3,586	—	3,586	Electric	3,825	—	3,825
			Passenger Carriages			
*38,640	2,785	*42,079	Loco hauled	40,489	2,378	43,518
*4,084	—	4,093	E.M.U. Trailers	4,501	—	4,501
2,148	—	2,148	E.M.U. Motor Coaches	2,264	—	2,264
*719	24	*743	DEMU / DHMU	685	24	709
13	14	38	Rail Cars	14	13	38
			Seats/Berths(000)			
306.4	1.5	307.9	Air-conditioned	333.0	0.7	333.7
46.8	0.3	47.1	Air-conditioned Chair Car	52.5	0.1	52.6
7.2	1.4	9.3	1st Class	7.2	1.0	8.9
2,533.3	190.6	2,745.6	2nd Class	2,618.5	169.1	2,810.6
762.3	—	762.3	E.M.U. Trailers (all classes)	814.8	—	814.8
361.4	—	361.4	E.M.U. Motor Coaches(all classes)	379.5	—	379.5
65.5	1.7	67.2	DEMU / DHMU	66.8	1.3	68.1
0.9	0.8	2.5	Rail Cars (all classes)	1.0	0.8	2.5
3,542	391	4,027	Other Coaching Vehicles (in units)	3,904	310	4,310
			(including Brake Vans)			
1,727	195	1,958	Railway Service Vehicles (in units)	1,985	176	2,195
			Goods wagons (000)			
53.0	3.2	56.3	Covered wagons	54.0	3.0	57.1
112.5	0.5	113.1	Open wagons	119.4	0.5	120.0
28.4	0.8	29.2	Live-stock wagons, wagons for explosives, timber rail wagons, tank and misc. wagons	30.2	0.9	31.1
12.7	0.4	13.1	Departmental wagons (including brake vans)	10.8	0.3	11.1
			Ferry Stock			
—	—	—	Power Vessel	—	—	—
—	—	—	Dump Craft	—	—	—

* revised

Operation

2008-09			2009-10		
B.G.	M.G.	Total including N.G.	B.G.	M.G.	Total including N.G.
—	0.02	0.05	—	0.01	0.03
*252.94	23.28	*282.31	269.21	20.26	296.95
*214.44	—	*214.44	228.69	—	228.69
*66.87	—	*66.87	68.8	—	68.8
16.88	—	16.88	17.53	—	17.53
0.62	—	0.67	0.64	0.03	0.67
*10.83	—	*10.83	11.44	0.05	11.49
—	—	0.44	—	—	0.43
0.44	0.25	0.69	0.4	0.22	0.62
—	—	—	—	—	—
*120.94	1.40	*122.34	127.74	1.14	128.88
*218.28	—	*218.28	227.07	—	227.07
—	—	—	—	—	—
4.40	0.21	4.63	4.85	0.2	5.08
1.40	—	1.40	1.23	—	1.23
0.26	—	0.26	0.28	—	0.28
0.13	—	0.13	0.12	—	0.12
—	—	—	—	—	—
*50.15	*0.01	*52.96	50.24	0.01	52.59
*14.55	*1.83	*14.55	11.61	1.53	11.61
—	—	—	—	—	—
*83.72	*0.93	*84.66	77.08	0.72	77.84
*90.01	—	*90.01	88.31	—	88.31
—	—	—	—	—	—
*278.65	0.02	*309.94	295.48	0.1	324.89
*218.75	24.22	*218.75	232.22	21.11	232.22
—	—	0.01	—	—	0.01
*227.3	*3.17	*231.44	226.72	2.51	230.05
*318.34	—	*318.34	323.34	—	323.34
—	0.01	0.01	—	0.03	0.03
6.20	0.26	6.49	6.92	0.24	7.21
1.59	—	1.59	1.35	—	1.35
—	0.03	0.07	—	0.04	0.08
*512.15	*27.65	*547.87	529.12	23.86	562.15
*538.68	—	*538.68	556.91	—	556.91
*15,303.44	368.08	*15,768.23	16,444.3	314.46	16,875.04
1,276.20	—	1,276.20	1,322.04	—	1,322.04
*396.22	—	*396.22	417.72	—	417.72
7.38	0.03	*7.70	7.72	0.17	7.89
*138.00	—	*138.00	140.63	0.33	140.96
—	—	1.41	—	—	1.22
0.44	0.25	0.69	0.4	0.22	0.62
*10,487.04	*22.00	*10,509.03	11,310.74	14.98	11,325.72
*16,084.96	49.45	*16,134.4	17,032.8	30.53	17,063.33
*65.42	*44.5	*65.1	66.4	49.1	66.4

* revised

Traffic and Earnings

2008-09			Passenger Traffic Passengers originating (millions)	VIC 2009-10		
B.G.	M.G.	Total including N.G.		B.G.	M.G.	Total including N.G.
234.0	—	234.0	Suburban			
3,568.2	—	3,568.2	1st Class	233.9	—	233.9
3,802.2	—	3,802.2	2nd Class	3,641.5	—	3,641.5
			Total Suburban	3,875.4	—	3,875.4
1.9	—	1.9	Non-suburban			
16.1	0.1	16.2	A.C. First Class	2.3	—	2.3
38.6	—	38.6	A.C. Sleeper	17.3	0.1	17.4
6.1	0.1	6.2	A.C. 3-Tier	45.0	—	45.0
13.5	—	13.5	1st Class	7.0	0.1	7.1
			A.C. Chair Car	14.4	—	14.6
231.3	1.9	233.2	Sleeper Class			
7.7	0.1	7.8	Mail/Express	247.0	2.2	249.2
			Ordinary	7.1	0.1	7.2
646.7	6.2	653.6	2nd Class			
1,987.3	144.8	2,147.2	Mail/Express	719.5	6.7	726.7
2,949.2	153.2	3,118.2	Ordinary	2,148.1	133.8	2,300.9
6,751.4	153.2	6,920.4	Total Non-suburban	3,207.7	142.9	3,370.4
			Total Suburban and Non-suburban	7,083.1	142.9	7,245.8
			Passenger kms. (millions)			
8,077	—	8,077	Suburban			
1,16,759	—	1,16,759	1st Class	8,391	—	8,391
1,24,836	—	1,24,836	2nd Class	1,22,526	—	1,22,526
			Total Suburban	1,30,917	—	1,30,917
1,196	—	1,196	Non-suburban			
12,831	25	12,856	A.C. First Class	1,260	—	1,260
28,778	—	28,778	A.C. Sleeper	13,558	32	13,590
1,438	14	1,454	A.C. 3-Tier	33,053	—	33,053
5,184	—	5,184	1st Class	1,799	33	1,835
			A.C. Chair Car	5,404	—	5,444
1,66,488	590	1,67,078	Sleeper Class			
2,893	44	2,937	Mail/Express	1,88,662	852	1,89,515
			Ordinary	2,850	47	2,897
2,47,602	1,953	2,49,634	2nd Class			
2,29,010	14,370	2,44,079	Mail/Express	2,68,736	2,098	2,70,909
6,95,420	16,996	7,13,196	Ordinary	2,41,076	12,094	2,54,045
8,20,256	16,996	8,38,032	Total Non-suburban	7,56,398	15,156	7,72,548
			Total Suburban and Non-suburban	8,87,315	15,156	9,03,465
			Average lead (kms.)			
34.5	—	34.5	Suburban			
32.7	—	32.7	1st Class	35.9	—	35.9
32.8	—	32.8	2nd Class	33.6	—	33.6
			Total Suburban	33.8	—	33.8
619.2	262.7	623.6	Non-suburban			
784.4	182.9	793.2	A.C. First Class	543.8	—	547.5
742.7	—	745.4	A.C. Sleeper	771.8	220.5	782.4
236.4	184.8	236.9	A.C. 3-Tier	731.4	—	733.9
382.5	—	382.8	1st Class	254.9	578.4	259.1
			A.C. Chair Car	374.3	—	373.8
712.7	208.9	716.5	Sleeper Class			
375.6	245.6	376.5	Mail/Express	755.6	267.3	760.6
			Ordinary	401.6	233.2	401.5
379.8	193.4	382.0	2nd Class			
113.7	89.4	113.7	Mail/Express	369.3	191.4	372.8
233.0	97.6	228.7	Ordinary	110.5	82.1	110.4
120.9	97.6	121.1	Total Non-suburban	232.6	93.6	229.2
			Total Suburban and Non-suburban	124.5	93.6	124.7

* revised

Traffic and Earnings

2008-09				2009-10			VIC
B.G.	M.G.	Total including N.G.		B.G.	M.G.	Total including N.G.	
Passenger Earnings (₹ crore)							
Suburban							
236.18	—	236.18	1st Class	235.29	—	235.29	
1,378.58	—	1,378.58	2nd Class	1,433.75	—	1,433.75	
1,614.76	—	1,614.76	Total Suburban	1,669.04	—	1,669.04	
Non-suburban							
288.70	0.11	288.81	A.C. First Class	304.24	—	304.24	
1,478.68	3.67	1,482.35	A.C. Sleeper	1,543.09	4.79	1,547.88	
2,897.30	—	2,897.30	A.C. 3-Tier	3,183.34	—	3,183.34	
100.81	4.04	107.79	1st Class	88.39	4.4	97.83	
479.69	—	479.69	A.C. Chair Car	532.89	—	534.99	
Sleeper Class							
5,496.38	18.58	5,514.96	Mail/Express	6,101.62	30.03	6,131.68	
71.29	0.91	72.20	Ordinary	74.88	1.01	75.89	
2nd Class							
5,743.27	35.22	5,780.44	Mail/Express	5,888.51	38.17	5,927.84	
3,409.10	201.66	3,628.18	Ordinary	3,754.81	167.18	3,941.71	
19,965.22	264.19	20,251.72	Total Non-suburban	21,471.77	245.58	21,745.40	
21,579.98	264.19	#21,866.48	Total Suburban and Non-suburban	23,140.81	245.8	23,414.44	
Average rate/passenger km. (paise)							
Suburban							
29.2	—	29.2	1st Class	28.0	—	28.0	
11.8	—	11.8	2nd Class	11.7	—	11.7	
12.9	—	12.9	All Classes (suburban)	12.7	—	12.7	
Non-Suburban							
241.4	268.8	241.4	A.C. First Class	241.5	—	241.5	
115.2	150.2	115.3	A.C. Sleeper	113.8	149.9	113.9	
100.7	—	100.7	A.C. 3-Tier	96.3	—	96.3	
70.1	240.9	74.1	1st Class	49.1	134.0	53.3	
92.5	—	92.5	A.C. Chair Car	98.6	—	98.3	
Sleeper Class							
33.0	31.5	33.0	Mail/Express	32.3	35.3	32.4	
24.6	20.8	24.6	Ordinary	26.3	21.3	26.2	
2nd Class							
23.2	18.0	23.9	Mail/Express	21.9	18.2	21.9	
14.9	14.0	14.9	Ordinary	15.6	13.8	15.5	
28.7	15.5	28.4	All Classes (Non-suburban)	28.4	16.2	28.1	
26.3	15.5	26.1	Total Suburban and Non-suburban	26.1	16.2	25.9	
Freight Traffic							
Tonnes originating (000's)							
831,141	2,242	833,383	Revenue earning	885,635	2,157	887,792	
3,143	81	3,224	Non-revenue	4,344	82	4,426	
834,284	2,323	836,607	Total	889,979	2,239	892,218	
Net tonne kms. (millions)							
550,756	692	551,448	Revenue-earning	599,905	643	600,548	
547	7	554	Non-revenue	735	7	742	
551,303	699	552,002	Total	600,640	650	601,290	
51,694.68	54.66	51,749.34	Earnings from carriage of goods traffic (₹ in crore)	56,858.21	53.3	56,911.51	
Average lead (kms.)							
662	239	662	Revenue-earning	677	226	676	
174	90	172	Non-revenue	169	85	168	
661	235	660	Total	675	222	674	
93.86	78.99	93.84	Average rate/tonne km. (paise)	94.78	82.85	94.77	

@ Excludes ₹ 48.54 crore for 2007-08 and ₹ 60.92 crore for 2008-09 pertaining to Metro Railway, Kolkata.

Excludes ₹ 60.92 crore for 2008-09 and ₹ 64.84 crore for 2009-10 pertaining to Metro Railway, Kolkata.

Utilisation of Rolling Stock

2008-09				2009-10		
B.G.	M.G.	N.G.		B.G.	M.G.	N.G.
			Vehicle and Wagon usage			
			Vehicle kms./Vehicle day			
*522	152	194	Passenger vehicles	532	151	245
*325	56	*23	Other coaching vehicles	350	56	15
*253.7	*39.9	—	Wagon kms./wagon day	263.2	29.7	—
5.19	—	—	Wagon turn-round (days)	4.98	—	—
*8,687	*558	—	Net tonne kms./wagon day	9,270	627	—
*52.5	*31.5	—	Average wagon load during the run (tonnes) (in terms of 8-wheelers)	53.0	43.0	—
			Average speed of goods trains (kms. per hour)			
			Through goods trains			
—	—	—	Steam	—	—	—
*23.8	15.2	—	Diesel	23.9	15.1	—
*27.3	—	—	Electric	27.2	—	—
25.9	15.2	—	All Traction	25.9	15.1	—
			All goods trains			
—	—	—	Steam	—	—	—
*23.6	14.6	—	Diesel	23.6	14.6	—
*27	0.0	—	Electric	27.2	—	—
25.7	14.6	—	All Traction	25.8	14.6	—
			Engine usage			
			Engine kms./day/engine on line			
—	9	15	Steam	—	15	13
*342	241	143	Diesel	355	213	180
*407	—	—	Electric	410	—	—
			Net tonne kms./goods loco day on line			
—	—	—	Steam	—	—	—
*270,912	*27,392	—	Diesel	311,855	26,469	—
*425,329	—	—	Electric	448,891	—	—
			Net tonne kms./goods loco day in use			
—	—	—	Steam	—	—	—
*324,902	*30,181	—	Diesel	364,441	30,454	—
*474,947	—	—	Electric	494,782	—	—
*19,097	*2,357	—	Net tonne kms./goods engine hour (All traction)	20,883	2,316	—
			Average load of goods trains (tonnes)			
*1,624	496	—	Net Load	1,691	562	—
*2,962	918	—	Gross load (incl. wt. of engine)	3,042	972	—

* revised

General					VIE				
2008-09					2009-10				
B.G.	M.G.	Total including N.G.	Density	B.G.	M.G.	Total including N.G.			
*33.1	7.6	*29.6	Train kms./running track kms./day	34.2	7.6	31.9			
*20.5	7.1	*18.7	Passenger train kms./running track kms./day	21.3	7.1	20.2			
*12.5	0.5	*10.9	Goods train kms./running track kms./day	12.9	0.5	11.7			
Repair of Rolling Stock (ineffective %age)									
8.40	14.18	8.80	Locomotives	8.38	14.08	8.74			
6.54	6.52	6.41	Passenger Carriages	6.98	6.92	6.88			
6.13	2.64	5.59	Other Coaching Vehicles	6.32	0.96	5.73			
12.00	—	12.00	E.M.U. Coaches	12.6	—	12.6			
*3.92	*17.56	*4.18	Wagons	4.18	19.72	4.43			
Fuel consumption by locos									
—	1	2	Coal (000 tonnes)	—	1	2			
*2,173	72	*2,261	Diesel oil (000 kilolitres)	2,319	64	2,400			
*9,401	—	*9,401	Electricity (million kwt. hrs.)	10,192	—	10,192			
1,188	—	1,188	Electricity consumed by E.M.U. suburban services (million kwt. hrs.)	1,161	—	1,161			
Consumption/1,000 grosstonne km.									
—	427.9	568.2	Passenger and proportion of mixed Coal (kg.)	—	360.2	579.00			
*4.01	5.71	*4.11	Diesel oil (litres)	4.03	5.25	4.11			
*19.5	—	*19.5	Electricity (kwt. hrs.)	19.9	—	19.90			
—	—	—	Goods and proportion of mixed Coal (kg.)	—	—	—			
*2.32	*7.09	*2.33	Diesel oil (litres)	2.22	7.41	2.23			
*6.82	—	*6.82	Electricity (kwt. hrs.)	7.1	—	7.1			
Groups A&B	Group C	Group D	Total	Personnel	Groups A&B	Group C	Group D	Total	
11.7	*851.3	*432.9	*1,295.9	Number (000)	12.0	840.0	420.2	1,272.2	
2.1	*13.5	11.6	*27.2	Open line	2.2	13.5	10.8	26.5	
0.9	*36.9	*8.0	*45.8	Construction	0.9	38.5	6.3	45.7	
1.7	12.5	2.9	17.1	Production Units	1.8	12.6	2.7	17.1	
16.4	*914.2	*455.4	*1,386.7	Railway Board and other Railway offices	16.9	904.6	440.0	1,361.5	
1,338.2	*29,474.5	*9,180.6	*39,993.3	Total	1,799.0	37,846.4	11,611.3	51,236.7	
826.1	*326.1	*201.6	*290.8	Total wage (₹ in crore)	10,718.7	422.3	263.9	378.8	
				Average annual wage/employee (₹ in '000)					
		26,682.30		Stores purchases (₹ in crore)	26,725.5				
		758.5		Indigenous	1,112.5				
		54.1		Imported	38.4				
		27,494.9		Direct	27,876.4				
				Purchased in India					
				Total					

* revised

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