

PAKISTAN RAILWAYS  
YEAR BOOK OF  
INFORMATION

1976

85.095491  
391  
976  
05163.

52 R

PAKISTAN RAILWAYS

## PRINCIPAL STATISTICS

1.	Route-miles	--	..	5,475.18
2.	Track-miles	..	..	7,766.14
3.	Railway stations	..	..	877
4.	Locomotives owned	--		1,024
5.	Coaching vehicles owned	..		3,111
6.	Freight wagons owned	..		36,938
7.	Passengers carried	..		146,209,630
8.	Passenger-miles	..	..	7,963,887,641
9.	Freight wagons loaded	..		740,756
10.	Tons of freight carried	..		14,998,110
11.	Ton-miles	..	..	5,490,082,812
12.	Passenger, mixed and other coaching trains run.			163,553
13.	Train-miles, passenger, mixed and other coaching.			21,360,235
14.	Coaching vehicle-miles	..	..	320,375,950
15.	Freight trains run..	..	..	72,066
16.	Freight train-miles	..		8,525,187
17.	Freight wagon-miles on freight and mixed trains.			453,147,162
18.	Fuel consumed—			
	Coal (tons)	..	..	11,088
	Furnace oil (tons)..	..	..	350,417
	H.S.D. oil (tons)..	..	..	141,991
	Electric energy (KWH)	..	..	38,959,000
19.	Gross earnings	..	.. (Rs.)	1,541,980,105
20.	Total ordinary working expenses	(Rs.)		1,162,355,002
21.	Operating ratio	..	..	75.4
22.	Persons employed..	..	..	137,478
23.	Cost of employees..	..	.. (Rs.)	531,869,931

Front Cover :—Diesel Electric Locomotive hauling a passenger train on Rawalpindi Division.



With the  
Compliments of the  
Chairman,  
Railway Board.

*Pakistan Railways  
Headquarters Office,  
Lahore (Pakistan).*

Lahore: }  
1st November, 1976. }

**PAKISTAN RAILWAYS.**

13.	Train-miles, passenger, mixed and other coaching.		21,360,235
14.	Coaching vehicle-miles	..	320,375,950
15.	Freight trains run..	..	72,066
16.	Freight train-miles	..	8,525,187
17.	Freight wagon-miles on freight and mixed trains.		453,147,162
18.	Fuel consumed—		
	Coal (tons)	.. ..	11,088
	Furnace oil (tons)..	..	350,417
	H.S.D. oil (tons)...	..	141,991
	Electric energy (KWH)	..	38,959,000
19.	Gross earnings	.. .. (Rs.)	1,541,980,105
20.	Total ordinary working expenses	(Rs.)	1,162,355,002
21.	Operating ratio	.. ..	75.4
22.	Persons employed..	..	137,478
23.	Cost of employees..	.. (Rs.)	531,869,931

Front Cover :—Diesel Electric Locomotive hauling a passenger train on Rawalpindi Division.



## EXPLANATORY REMARKS

1. This booklet contains statistics of the Pakistan Railways for the financial year 1975-76.

2. Up to 1958-59, the financial year extended from 1st April of a year to 31st March of the following year. From 1959-60, it was changed to cover the period from 1st July of the year to 30th June of the succeeding year.

3. Tonnage figures are all in long tons (2,240 lbs.)

4. (a) 1 Rupee = 100 Palsa.

(b) 1 Rupee = 10.05 Cents (U.S.)

(c) 1 Rupee = 0.06 Pound Sterling.

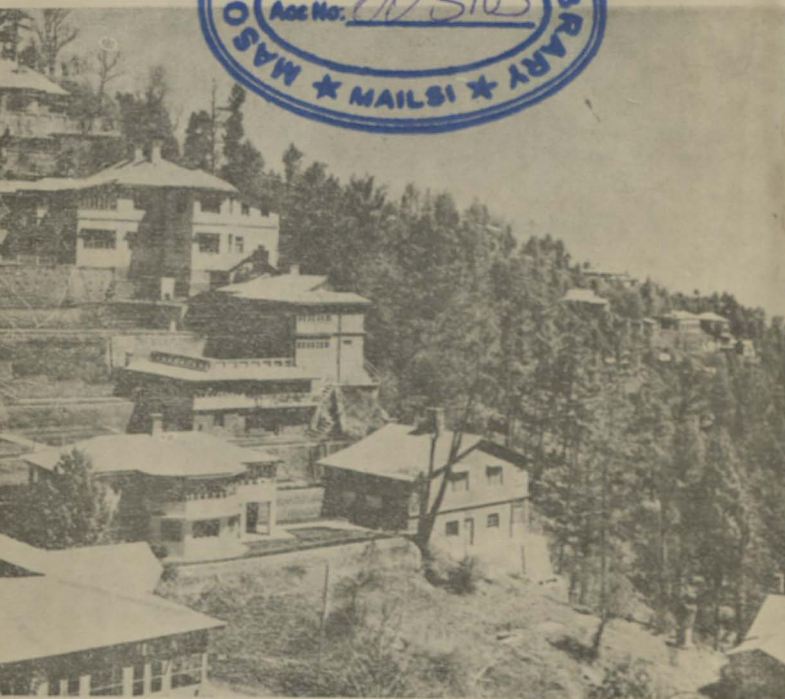
(d) 1 Mile = 1.60934 Kilometres.

(e) 1 Kilometre = 0.62137 Mile.

Lahore: }

1st November, 1976. }

PAKISTAN RAILWAYS.



Summer villas built on the slopes of Murree, Pakistan's premier hill-station.  
(Courtesy : Pakistan Tourism Development Corporation).

385  
P152R

2

SARDAR JHANDIR LIBRARY

MAILS (PAKISTAN) TECHNICAL SUPPORT BY

ACC. NO.

CALL NO.



CHUGHTAI  
PUBLIC LIBRARY

# CONTENTS

	Page No.
Five year comparative Statement .. .. .	4 to 7
Brief History .. .. .	9
Organization .. .. .	9
Passenger Traffic .. .. .	10
Freight and Parcels Traffic .. .. .	12
Collection and Delivery Service .. .. .	13
Lahore Dry Port .. .. .	14
Marketing and Rates Structure .. .. .	14
Soft rail Implementation Cell. .. .. .	15
Operating Position .. .. .	16
Locomotives .. .. .	18
Workshops .. .. .	20
Carriage Factory .. .. .	21
Major Construction Projects .. .. .	22
Surveys .. .. .	25
Track and Signalling .. .. .	27
Organization and Methods .. .. .	28
Staff Training .. .. .	28
Research Centre .. .. .	29
Modernization of Accountal and Financial Systems. .. .. .	29
Staff Welfare .. .. .	30
Floods .. .. .	34
Financial Results .. .. .	35
Index to Tables .. .. .	39

## COMPARATIVE STATEMENT

Particulars.	1971-72
Capital-at-charge( at the end of the year) (in thousands) .. .. .	Rs. 2,668,335
Stores Funds (in thousands) .. .. .	Rs. 390,238
Route-miles .. .. .	5,465
Track-miles, including sidings .. .. .	7,765
Capital Outlay per route-mile .. .. .	Rs. 488,259
Gross Earnings (in thousands) .. .. .	Rs. 785,425
Operating Expenses, excluding appropriation to D.R.F. and repayment of foreign loans (in thousands) .. .. .	Rs. 590,550
Appropriation to Depreciation Reserve Fund (in thousands) .. .. .	Rs. 94,195
Net Earnings (in thousands) .. .. .	Rs. 100,680
Interest charges (in thousands) .. .. .	Rs. 45,174
Gain (+)/Loss(-) (in thousands) .. .. .	Rs. (+)52,487
Operating Ratio .. .. .	%
	75.2
<b>Per Route-Mile Worked—</b>	
Gross Earnings .. .. .	Rs. 143,719
Operating Expenses .. .. .	Rs. 108,060
D.R.F. .. .. .	Rs. 17,236
Interest .. .. .	Rs. 8,266
Operating Expenses plus D.R.F. and Interest .. .. .	Rs. 133,563
Gain (+)/Loss(-) .. .. .	Rs. (+)9,604
Total train-miles (excluding departmental) (in thousands) .. .. .	27,353
Railcar and trailer coach miles (excluding departmental) (in thousands)	7,996
<b>Per train-mile (including 1/3 car &amp; trailer miles)—</b>	
Gross Earnings .. .. .	Rs. 26.2
Operating Expenses .. .. .	Rs. 19.7
D.R.F. .. .. .	Rs. 3.11
Interest .. .. .	Rs. 1.50
Operating Expenses plus D.R.F. and Interest .. .. .	Rs. 24.3
Gain (+)/Loss(-) .. .. .	Rs. (+)1.75

# FOR THE LAST FIVE YEARS.

1975-76 compared with  
1974-75.

1972-73	1973-74*	1974-75*	1975-76*	Increase.	Decrease.
2,734,303	2,744,251	2,999,273	3,522,531	523,258	..
406,601	380,235	382,809	436,800	53,991	..
5,475	5,475	5,475	5,475	..	..
7,767	7,771	7,766	7,766	..	..
499,416	501,233	547,812	643,385	95,573	..
943,398	1,026,115	1,344,699	1,541,980	197,281	..
644,399	858,527	1,173,942	1,162,355	..	11,587
113,206	122,343	160,540	175,940	15,400	..
185,793	45,245	10,217	203,685	193,468	..
68,248	62,504	76,660	57,005	..	19,655
(+)117,453	(-)24,418	(-)76,490	(+)34,303	..	..
68.3	83.7	87.3	75.4	..	11.9
172,310	187,418	245,607	281,640	36,033	..
117,698	156,809	214,419	212,302	..	2,117
20,677	22,346	29,322	32,135	2,813	..
12,465	11,416	14,002	10,412	..	3,590
150,841	190,570	257,743	254,849	..	2,894
(+)21,453	(-)4,460	(-)13,971	(+)6,265	..	..
28,323	27,349	29,671	29,685	214	..
7,348	5,906	6,191	5,942	..	249
30.7	35.0	42.4	48.4	6.0	..
20.9	29.3	37.0	36.5	..	0.5
3.68	4.17	5.06	5.52	0.46	..
2.22	2.13	2.42	1.79	..	0.63
26.8	35.6	44.5	43.8	..	0.7
(+)3.82	(-)0.83	(-)2.41	(+)1.08	..	..

\* Provisional. (Contd. on next page)

## COMPARATIVE STATEMENT

Particulars.				1971-72
Passengers carried (in thousands)	..	..	..	124,028
Passenger-miles (in thousands)	..	..	..	5,912,165
<b>Tons carried—</b>				
Paying Goods (in thousands)	..	..	..	11,962
Departmental (in thousands)	..	..	..	627
Live-Stock (in thousands)	..	..	..	70
Total Goods and Live-Stock (in thousands)			..	12,659
Ton-miles (in thousands)	..	..	..	4,743,496
Average miles a ton of goods was carried		..	..	376.4
Coaching earnings (in thousands)	..	..	Rs.	311,198
Goods earnings (in thousands)	..	..	Rs.	458,151
Average rate charged per ton per mile		..	(Paisa)	9.37
Miscellaneous earnings (in thousands)		..	Rs.	16,076
Earnings under suspense (in thousands)		.	Rs.	(—) 902
<b>Rolling-stock owned on 30th June—</b>				
Locomotives	..	..	..	1,015
Coaching vehicles	..	..	..	3,159
Brake-vans	..	..	..	587
Goods wagons (in terms of 4-wheelers)			..	40,724
Total carrying capacity of goods wagons	..		(Tons)	835,186
Persons employed	..	..	..	132,252
Mean Population of Pakistan (in thousands)			..	60,444

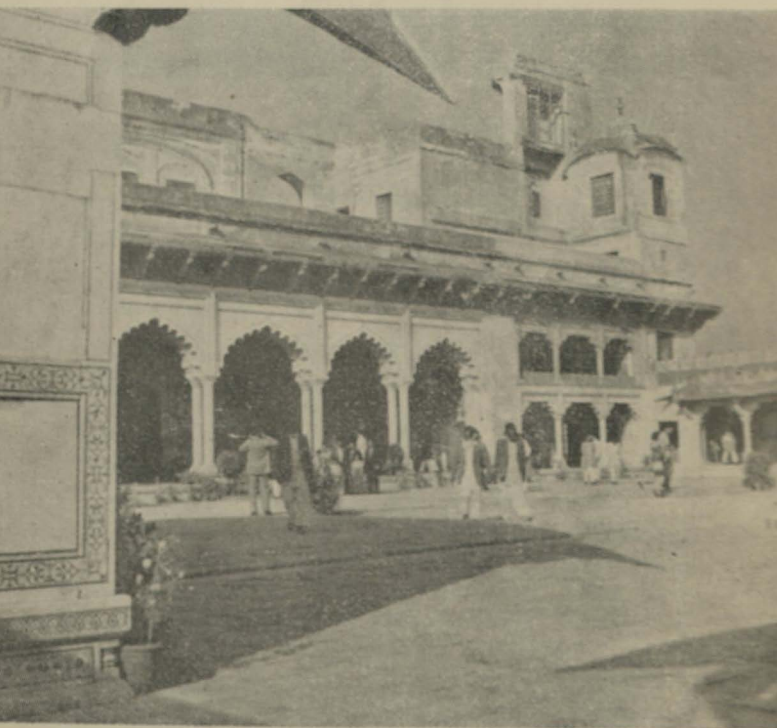


# FOR THE LAST FIVE YEARS.

1975-76 compared with  
1974-75.

1972-73	1973-74*	1974-75*	1975-76*	Increase.	Decrease.
136,009	140,889	143,277	146,210	2,933	..
6,877,808	7,266,189	7,676,545	7,963,888	287,343	..
11,886	10,842	11,506	11,549	43	..
350	407	1,660	3,397	1,737	..
81	67	57	52	..	5
12,317	11,316	13,223	14,998	1,775	..
5,112,218	4,510,411	5,138,547	5,490,083	351,536	..
417.5	400.6	391.3	370.4	..	20.9
354,872	397,641	494,563	518,086	23,523	..
571,859	610,038	828,998	992,916	163,918	..
9.92	13.2	13.9	17.6	3.7	..
16,667	18,436	21,138	30,978	9,840	..
(- )92	(- )7,160	(- )7,681	(- )76,611	..	..
993	992	992	1,024	32	..
3,139	3,176	3,194	3,111	..	83
596	600	590	587	..	3
40,600	40,534	40,469	40,266	..	203
832,784	831,338	829,982	825,685	..	4,297
132,938	133,043	136,077	137,478	1,401	..
64,892	67,358	69,918	70,021	103	..

\* Provisional



*Shish Mahal, Lahore Fort.*

# PAKISTAN RAILWAYS

## I. BRIEF HISTORY.

Pakistan Railways, which now comprise 5,475 route miles and have 877 stations and 112 train halts, came into existence, though under a different name, on the 13th of May, 1861, when Karachi and Kotri, two stations 105 miles apart were linked by rail. In spite of set-backs on account of two World Wars, the net-work of the railway lines continued to grow steadily. In 1947, North Western Railway, named as such at that time, had a route mileage of 6,890, out of which 1,891 was transferred to India leaving a route mileage of 4,999 to Pakistan. This mileage increased to 5,317 by merging 318 miles of metre-gauge railway situated in the Province of Sind, and previously managed by the Jodhpur Railway on behalf of the old Government of India. In February, 1961, the Railway was renamed as Pakistan Western Railway and in May, 1974 as Pakistan Railways.

## 2. ORGANIZATION.

2.1. The Pakistan Railways have become a Federal subject under the Constitution of the Islamic Republic of Pakistan, 1973. A Ministry of Railways has been created at Islamabad with effect from 30th August, 1974. The Railway Board constituted in the year 1962 for the management of the Railways continues to perform three-fold functions namely,

- (a) Corporate planning for development and policy making functions of Government in the sphere of control and regulation of the affairs of the Pakistan Railways.

- (b) The highest technical authority for evaluation and determination of all technical problems connected with the working of Pakistan Railways.
- (c) A Board of Management for administration, construction, operation and maintenance of the Pakistan Railways.

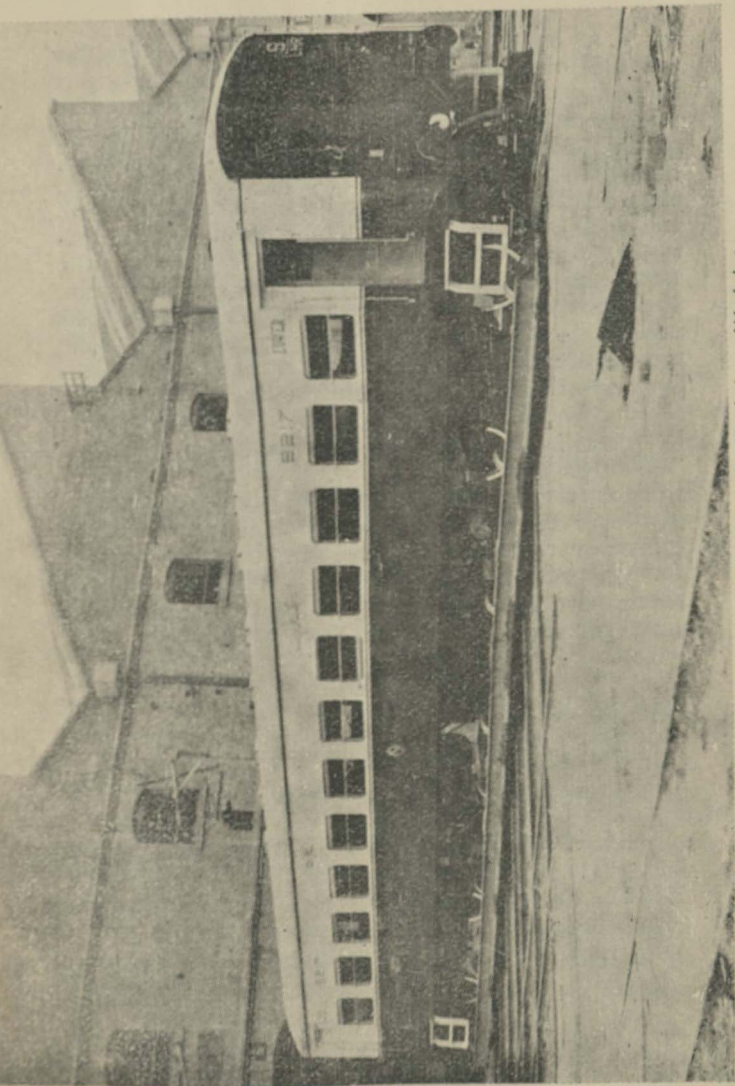
2.2. The Railways are operated on a Divisional system. There are six Operating Divisions and a separate Division for the Mechanical Workshops. All these Divisions are under the overall control of the Railway Board. The Members of the Board perform the functions of the erstwhile General Manager in their respective fields. Each Division is headed by a Divisional Superintendent who is assisted by Officers responsible to him for Way & Works, Signalling, Transportation, Mechanical and Electrical Engineering, Personnel, Commercial, Watch & Ward and Medical matters.

### 3. PASSENGER TRAFFIC.

3.1. Passenger earnings formed 29.3 per cent of the total Railway Revenues in 1975-76.

3.2. Efforts were continued during the year to reduce overcrowding in trains and to provide greater travel comforts. Steps taken in this direction include :

- (a) augmentation of the composition of some trains.
- (b) introduction of new trains and extension in the run of some existing trains.
- (c) introduction of Super Express trains between Lahore and Karachi and Sargodha and Khanewal. The latter trains run amalgamated with the Lahore - Karachi Super Express trains between Khanewal and Karachi.



Exterior view of lower class coach rehabilitated at Moghalbura Workshops.



3.3. Special attention continues to be paid to the provision of greater amenities to lower class passengers particularly waiting halls with separate enclosures for ladies, extension of the existing ones, shelters on passenger platforms, renovation and extension of platforms, raising of rail level platforms to low level or high level, electrification of stations, installation of electric lights and electric fans in waiting halls and on platforms. Lavatories and urinals at important stations where running water supply was available, were fitted with flush system. Steps were also taken to provide benches in waiting halls and on platforms. Electric water coolers have been provided at a large number of stations and water trollies for supply of ice cooled water have been provided at stations where ice is locally available. Water containers have been provided on Super and Awam Express trains. "AP-ki-Khidmat Kai Lei-Yai" counters have been provided at certain important stations for the convenience of the travelling public. These counters are manned by competent staff who have instructions to attend to public complaints and remove them on the spot. Telephone booths have also been provided for the convenience of passengers at a number of important stations.

3.4. In order to bring booking facilities nearer to the door-step of the Railway clientele, 21 City Booking Agencies, 9 Out-Agencies and one City Booking Office are functioning at various points in the country.

#### **4. FREIGHT AND PARCELS TRAFFIC.**

4.1. More than half of the revenue of Pakistan Railways is earned from freight traffic. During the year 1975-76, imports exceeded exports as usual. The Afghan-in-transit traffic from the Port was also moved on a large scale. This imbalance of imports over



exports, necessitated the supply of empties from up-country to Karachi to meet the demand.

4.2. The policy of providing incentives and facilities for the movement of freight traffic continued during 1975-76. Special station-to-station rates for various commodities by Coaching and Goods Trains between stations were granted where found justified. Live-Stock Specials are running between Samasata and Jumma Goth stations for quick clearance of live-stock traffic. The facility of refrigerated fish van by Tezrao between Karachi and Peshawar continues to be provided. Super Parcel Express 369 UP/370 Down trains remained operating between Karachi and Rawalpindi to expedite clearance of parcel traffic.

## **5. COLLECTION AND DELIVERY SERVICE.**

5.1 An important facility for trade and industry was introduced in 1967 at Karachi and Lahore and the same was extended to Lyallpur in November, 1969 and Multan in 1973. This service carried 47,102 tons of freight and earned Rs. 57,41,861 during 1975-76. Under this Scheme, goods weighing more than 25 maunds are carried in Pakistan Railways' trucks between the Railway Goods Office and the factory/godown of the consignor or the consignee at a nominal charge. Besides on-the-spot booking and delivery, the service also ensures priority in allocation of wagons and movement of goods. Collection and Delivery Service is available for consignments from Lahore/Lyallpur/Karachi to any destination and *vice versa*, the service at Multan having been closed down from 30th June, 1976, because of adverse financial results.

5.2. Under the Radial Service, goods booked by rail to and from certain nominated stations within a radius of 80 miles from Lahore, 64 miles from Lyallpur and 56 miles

from Karachi are carried by Railway's own trucks, which considerably reduces the transit time and also helps improve wagon utilization.

## **6. LAHORE DRY PORT.**

The Lahore Dry Port was opened by the Prime Minister of Pakistan on 18th April, 1974. The opening of this inland port meets a long-felt requirement of the business community in up-country areas by providing direct foreign trade facilities nearer to the exporting and consuming centres and by minimizing the cost and time involved in carrying out custom and port formalities at Karachi, which is located at a considerable distance from these areas. The Dry Port is located near Moghalpura station. The Railway has provided a bonded area spread over 18 acres, with 48,000 sq. ft. covered shed space and 30,000 sq. ft. open platform space, accommodation for offices (including customs), boundary wall, roads and other ancillary facilities at a cost of about Rs. 21 lakhs. Railway acts as the sole bonded carrier of cargo between Lahore and Karachi Port as also as a forwarding agent at Karachi for loading the bonded cargo in the ships and receiving cargo in bond from ships for carriage to, and delivery at the Dry Port. During the financial year 1975-76, there was a marked increase in import cargo the weight of which increased to over 42 thousand tons, the export tonnage remained stable and total revenue at the Dry Port amounted to Rs. 1.3 crores.

## **7. MARKETING AND RATES STRUCTURE.**

7.1 A Marketing and Rates Structure Branch has been created during 1975-76. This Branch is responsible for marketing and market research, revision of rates structure whenever the need arises and of "Traffic Costing".

7.2. The work of revision of the rates and fare structure in accordance with the international system of weights and measures, which is scheduled to be introduced on this Railway, with effect from October 1, 1976, has almost been completed. The work of traffic costing has also been started by the Costing Cell set up for the purpose.

## **8. SOFRERAIL IMPLEMENTATION CELL.**

8.1. Messrs Sofrerail of France, who had earlier carried out studies suggesting ways and means to effect greater operational efficiency, mostly by rationalisation of the prevailing practices and procedures and by optimum utilisation of the existing facilities, were engaged in March, 1974, to render guidance to the Pakistan Railways for implementing those recommendations. Seven of the Officers working in the Cell who proceeded to France in April, 1975 for specialisation in their respective fields under the terms of Agreement executed with Messrs Sofrerail returned in November, 1975 to supervise the implementation plan.

8.2. In the Transportation Sector the most important recommendation of the Consultants which has since been implemented related to the introduction of the Battery System of mail and express trains, a new Goods Transport Plan to provide additional capacity for the running of goods trains, setting of Yard Control offices and Central Control office.

8.3. In the Mechanical Sector, the most important reform introduced is the elimination of "A" & "B" schedules on certain categories of main line diesel electric locomotives based on the successful conclusion of 16 months long trials at Lahore. 122 diesel electric locomotives have been effected by this decision and as calculated

by the Consultants, a saving of 15% is expected to be achieved annually as a result of this measure. A programme is in hand to extend the trials to locomotives of other series based on different divisions in order to gradually rationalise the maintenance schedules.

8.4. In the Permanent Way sector revised rules/practices of track maintenance/renewal have been approved by the competent authority and steps have been taken to introduce these practices on the main line as soon as the required number of modernised tools and implements under manufacture are ready. The object is to improve the condition of the track with a view to introducing higher speeds.

## 9. OPERATING POSITION.

9.1. A total of 724,677 Broad gauge wagons were loaded during the year under review as compared to 795,890 wagons loaded during, 1974-75. The loading was affected mainly on account of flood, hold-up of inward loaded stock on Rawalpindi Division for unloading and accumulation of goods stock on Quetta Division which adversely affected generation of empties. The increased average lead of traffic also contributed to increase in the turn-round of stock. Notwithstanding these unfavourable circumstances the loading of certain important commodities however indicated an increase when compared to last year.

9.2. The Railway Administration intensified its efforts to improve the quality of service to its clients. The facility of fast goods services continued to remain available between Lahore-Karachi, Lahore-Peshawar, Jumma Goth-Samasata and Karachi-Sibi.



9.3. A significant feature of the year was the introduction of the battery system, under which Mail and Express trains were grouped in two batteries (morning and evening) to provide additional capacity for the running of goods trains. Under the scheme margin between the departure of successive trains in the battery was reduced to about half an hour and commercial speed of the Mail and Express trains was improved by reducing the number and duration of their stoppages enroute. In order to cater for the requirement of the passengers originating from small and medium sized stations, where these Mail and Express trains do not stop, short distance passenger trains, railcar services have been provided to connect the battery at junction stations to enable them to avail of Mail and Express trains for long distances. The battery system has not only provided additional transport capacity for the movement of through goods trains but has also resulted in improved punctuality of Mail and Express trains.

9.4. Goods trains operation has also been rationalized through the introduction of the Goods Transport Plan. Basic routing scheme has been revised, and the workload on each primary yard has been distributed according to its marshalling capacity. Eleven marshalling yards have been nominated as Primary yards on the entire system to facilitate smooth goods operation and to minimize shunting by through goods trains on the run. These marshalling yards are located at Rawalpindi (Chaklala), Lala Musa, Kundian, Lahore, Lyallpur, Samasata, Sibi, Rohri, Kotri and Karachi (Kiamari). Yard Control Offices have also been set up at Lahore, Samasata and Kiamari each under the supervision of A.T.O. Yard Chief Yard Masters, Foremen (Power), and Head Train Clerks have been posted in each yard control office to supervise yard working round the clock. The entire

net-work of the Railway has been divided into 25 routing zones and each zone has been further sub-divided into sub-zones, which have been codified and a routing code has been allotted to each sub-zone. The numbering of goods trains has also been changed. A Central Control Office has also been established in the Headquarters Office, Lahore for co-ordinating the work of Divisional Control Offices and closely watching the running of passenger carrying and goods trains.

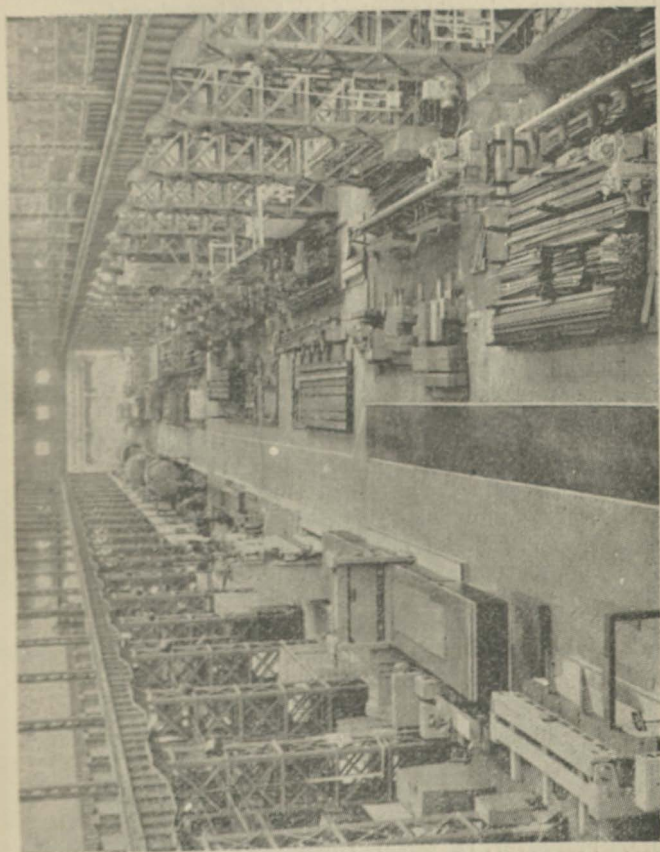
## 10. LOCOMOTIVES.

10.1. *Steam.*—At the time of independence, there were steam locomotives only, using coal supplied exclusively from mines in India. In January, 1948, the stoppage of the supply of coal by India created a serious crisis. The conversion of locomotives to the use of oil was undertaken on an emergency basis as coal imported from other countries was very expensive.

10.2. *Diesel-Electric.*—Diesel-electric traction was introduced in 1952, and since then the number of diesel-electric locos has gradually increased to 468. Diesel-electric locomotives carried 84.2 per cent of the gross ton-miles in 1975-76, although they constituted only 49.4 per cent of the total broad gauge fleet.

10.3. *Electric Locomotives.*—With the introduction of electric traction on this Railway in the year 1970, 29 electric locomotives were procured for use on Lahore-Khanewal electrified section. Electric locomotives, though constituting only about 3% of the total fleet, hauled 7.37% of gross ton-miles on broad gauge this year.





Interior view of Central Mechanical Workshops, Moghalpura.

10.4. *Electric Traction.*—As a measure of modernizing the Railway and also for conserving Foreign Exchange in the national interest 25 KV, single phase A.C., industrial frequency electric traction has been introduced over Lahore-Khanewal section of the main line as the first phase of the project of introduction of electric traction over Pakistan Railways. All the mail, express and passenger trains and also the freight trains over Lahore-Khanewal section are being hauled by electric locomotives. During the year, 1,745 million gross ton-miles were hauled by electric traction. Electric energy consumed during the year was 38.96 million units. Besides considerable saving in foreign exchange on the maintenance of locomotives, a saving of Rs. 13.86 million has been achieved on account of operating fuel.

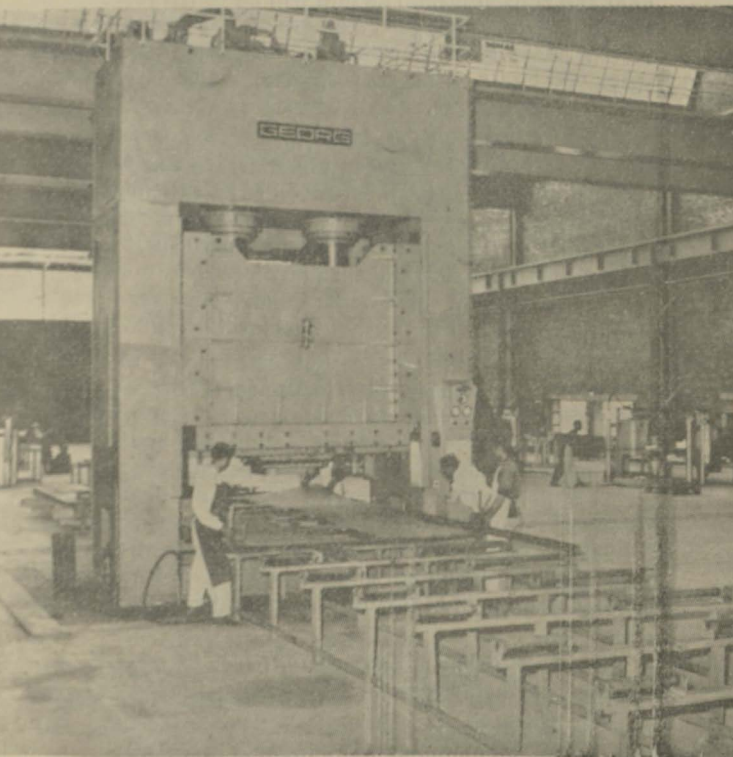
## II. WORKSHOPS.

11.1. The Central Diesel Locomotive Workshop at Rawalpindi has been expanded to provide backshop facilities for 300 locomotives. In addition to these facilities of 300 diesel electric locomotives in Backshops, facilities for 100 diesel electric locomotives also exist in Diesel Shop, Karachi Cant. This is in addition to maintenance facilities for the diesel electric locomotives already provided at Karachi Cant., Rawalpindi, Samasata, Kundian, Lahore, Sibi and Rohri. Maintenance facilities for diesel railcars exist at Rawalpindi, Lahore and Rohri, while backshop work is attended to in the Central Diesel Locomotive Workshop.

11.2. Sixty two Bogie Oil Tank Wagons were manufactured in the Central Mechanical Workshops, Moghalpura. Moreover, 12 Bogie Third class carriages were also manufactured and placed on line.

## 12. CARRIAGE FACTORY.

12.1. In 1975-76, the Carriage Factory manufactured 55 all-welded steel carriages and handed them over to traffic. Besides, 25 shells were also completed. Major changes in design have been undertaken to utilize more indigenous material and effect substantial savings in Foreign Exchange.



*Carriage Factory, Islamabad.*

12.2. Planning is also underway to manufacture Air-Conditioned Trailers and lower class Air-Conditioned coaches during the current production year.

### 13. MAJOR CONSTRUCTION PROJECTS.

13.1. *Islamabad Spur.*—The construction of Islamabad Spur which was originally planned for 5.6 miles for linking the new Capital with the existing Railway system has been revised to 6.29 miles by siting Islamabad station near the zero point. The line will be constructed in the first phase up to Margala, a length of 3.51 miles and in the second phase up to Islamabad. The revised cost of the work will be Rs. 4.51 crores. The work on the first phase, is in progress.

13.2. *Construction of Muzaffargarh-Alipur rail link.*—The new rail link between Muzaffargarh and Alipur, 60 miles in length has been approved at an anticipated cost of Rs. 11.04 crores. This link will provide facility of rail transport for the inhabitants of the agricultural area of Muzaffargarh district, and shall accelerate the pace of industrialization in this comparatively backward area of Punjab. The work on the final location survey of this project is in progress.

13.3. *Conversion of Mari Indus-Laki Marwat-Bannu rail link from Narrow-gauge to Broad-gauge.*—Conversion of Mari Indus-Laki Marwat-Bannu section, 88 miles long, from narrow-gauge to broad-gauge, has been approved at a cost of Rs. 10.23 crores. The work on final location survey of this project is in progress and its construction is likely to be completed within a period of 3 years. This project is being undertaken for the economic development and harnessing the natural resources of the area.

13.4. *Relaying of Bahawalpur (Kut-al-Imara)-Yazman rail link.*—Relaying of Bahawalpur (Kut-al-Imara)-Yazman

rail link 18.60 miles in length has been approved at an anticipated cost of Rs. 2.51 crores. The work has been taken in hand. The project is likely to be completed within two years. The rail link from Kut-al-Imara to Fort Abbas was dismantled in 1941. The restoration of the track between Kut-al-Imara and Yazman will connect the latter with other cities and towns of the country by rail.

13.5. *Construction of Chichawatni-Mandi Burewala-Chishtian rail link.*—A new rail link between Chichawatni-Mandi Burewala and Chishtian 59.06 miles in length has been approved at an anticipated cost of Rs. 18.21 crores. This will include construction of a new bridge over river Sutlej near Chishtian. The work of final location survey of this project has been taken in hand and construction work is likely to be completed in a period of 4 years. The provision of this new rail link will provide a shorter route from Bahawalnagar and Chishtian side to up-country for the transportation of agricultural produce and travelling of public and this will result in expansion of trade and commerce of the area.

13.6. **Kotri Bridge.**—The project is aimed at increasing Railways' capacity on Karachi-Lodhran-Lahore main line and overcoming operating difficulties on account of the single line track between Kotri and Gidu. This important project is being designed and executed by the Railway engineers. The work on the project is in progress and is expected to be completed by December, 1977. The total anticipated cost of the Project is Rs. 69.2 million with a foreign exchange component of Rs. 17.5 million.

13.7. **Marshalling Yard Pipri.**—(a) The sorting yards in the port area are not only obsolete and worked on out-dated system but these also cannot cope with all the traffic offering in Karachi area. As these yards could



not be expanded further in view of their locations in the city, SOFRERAIL Consultants were appointed to survey the situation and submit a report.

(b) On the basis of recommendations made by Messrs SOFRERAIL (Consultants), it has been decided to construct a Mechanised Marshalling Yard near Pipri. The first phase of the Marshalling yard will have 12 reception tracks, 32 classification tracks and 12 departure tracks, humps for sorting, retarders and electrically controlled points, lighting arrangements and other facilities required for operating the yard efficiently. It will deal with 2500 wagons per day and provision has also been made in the Scheme to expand the yard further so that it can deal with 5000 wagons per day in the second phase.

(c) The estimated cost of the Marshalling Yard Pipri will be about Rs. 20.32 crores including foreign exchange component of Rs. 8.29 crores. The work on the Project is in full swing and is programmed to be completed by December, 1978.

**13.8. Karachi Terminal Station.**—(a) Karachi City and Karachi Cantonment stations were built about 80 years ago, when Karachi was a small town having a population of about one lakh only. Since then its population has increased rapidly and now it is estimated to be in the vicinity of 40 lakhs. In 1947 there were only 8 through passenger trains from Karachi. At present, Karachi Cantonment handles 79 suburban and 32 main-line trains. With the rapid growth of population and heavy industrialization around Karachi, it is anticipated that a larger number of trains will have to be dealt with at Karachi Cantonment within the next few years to come.

(b) To deal with the increasing passenger traffic, additional facilities were provided at Karachi City and Karachi Cantonment stations from time to time, but



now a stage has reached where the existing facilities are no longer adequate to deal with the rapid growth of traffic efficiently. It has in fact become essentially necessary to provide a new station to ease the situation and also overcome the existing operational difficulties.

(c) It has, therefore, been decided to construct a new terminal station at Karachi Cantonment. The new terminal station will have four island platforms, two ordinary platforms with nine reception and despatch lines. The main station building will have all the requisite amenities and facilities for the passengers as are available in the newly constructed stations elsewhere in the World. The station building will have a small basement, which will house the Reservation Office, Post & Telegraph Office, Travel and Tourist Information Office, etc. On the ground floor will be provided facilities connected with the train running, such as Booking Offices, Waiting-Rooms, Cloak-Room, Lockers, Phone Booths, Shops, Left Luggage Room, etc. Control Rooms, Wireless Office, Telephone Exchange will be housed in the basement of administrative block. Adequate area will be provided for parking of cars, buses, taxis and rickshaws.

(d) The plans have been finalized and the work of pile foundation and pile caps of station building is in progress. The total cost of the project is estimated to be about Rs. 11.3 crores.

#### 14. SURVEYS.

14.1. The following surveys for new railway lines were completed in 1975-76 :—

	Length (in miles)
(a) Detailed engineering and traffic survey for conversion of Thal-Kohat section from Narrow-gauge to Broad-gauge.	63

	Length (in miles)
(b) Detailed engineering and traffic survey for Kut-al-Imara-Yazman rail link.	18
(c) Preliminary engineering and traffic survey for connecting Sehwan with Jacobabad via Johi, Warrah, Qambar, Niro Khan and Rato Dero.	220
(d) Detailed engineering and traffic survey of Muzaffargarh-Alipur rail link.	59
(e) Detailed engineering and traffic survey for re-alignment of Matapan to Malir extension colony.	3
(f) Review of detailed engineering and traffic survey for Lyallpur-Jaranwala rail link.	22
(g) Detailed engineering and traffic survey for Lyallpur-Jhang rail link.	72
(h) Review of detailed engineering and traffic survey for Amruka-Wasawewala rail link.	20
(i) Review of detailed engineering and traffic survey for Mari Indus-Bannu conversion from Narrow-gauge to Broad-gauge.	88
(j) Review of detailed engineering and traffic survey for Gujranwala-Daska-Sialkot rail link.	30
(k) Review of detailed engineering and traffic survey for Chichawatni-Mandi Burewala-Chishtian rail link.	59

	<b>Length (in miles)</b>
(I) Review of detailed engineering and traffic survey for doubling of track from Shahdara Bagh to Lala Musa.	78

14.2. The following surveys, commenced during the year 1975-76, are in progress :—

(a) The reconnaissance engineering and traffic survey for doubling of track from Lala Musa to Chak Lala.	90
(b) Detailed engineering and traffic survey for Tarbela-Swabi-Mardan rail link.	50
(c) Reconnaissance engineering and traffic survey for Mianwali-Talagang-Pindi Gheb-Basal rail link.	120

## 15. TRACK AND SIGNALLING.

15.1. During the year 1975-76, 62 miles of rail renewals and 110 miles of sleeper renewals were carried out. The standard of track on main line between Karachi and Lala Musa is being steadily improved. Old 90 lbs. rails are being gradually replaced with new 100 lbs. R.E. rails along with increased density of sleepers and deeper ballast cushion which in due course, will enable, the maximum permissible speed to be raised from 60 to 75 m.p.h. About 795 miles of track has so far been replaced with 100 lbs. R.E. rails on the main line. Eighty-one miles of rail renewals and 132 miles of sleeper renewals have been programmed for 1976-77.

15.2. The welding of rail joints on the main line and branch lines has been completed over a length of 831 miles by welding 42 feet long rails into 1/2 miles length,

on the newly laid 100 lbs. track and panel welding into shorter lengths of 126 feet on both 100 lbs. and 90 lbs. track.

15.3. During the year, six new "B" Class stations were opened with Standard III Signalling and at 9 existing stations the Signalling was up-graded to Standard III. Kashmir Colony on Kashmir-Kot Adu Section was opened as a new "B" class station with Standard II Signalling. Quetta Yard was remodelled. Automatic Block Signalling was installed on Meting-Bholari and Bholari-Kotri Sections to augment the line capacity.

15.4. For ensuring better performance of Train Control System, Carrier Channels have been provided on Rawalpindi -Lala Musa section and similar facilities are being arranged on other sections. Train control equipment has also been renovated at a number of stations and condition of Telephone and Telegraph lines is being improved by the Department concerned.

## **16. ORGANIZATION AND METHODS.**

This Organization and Methods Unit was set up in November, 1964. "Work Simplification" is a regular feature of O. & M. Unit activity. In addition, Organizational procedure, Analysis and Rationalisation, Standardization of Form Design and Control, Record Management, Office Lay-out Design, Work Measurement depending on determination of staff requirements, equitable distribution of work etc., is also undertaken by this Organization.

## **17. STAFF TRAINING.**

17.1. During 1975-76, 1,468 trainees of various categories attended the Walton Training School, Lahore for receiving training in various duties.

17.2. The Pakistan Regional Railway Training Centre, which is located in the Walton Training School premises and was taken over by the Pakistan Government from the United Nations in January, 1958, was attended by 35 trainees, from Iran, Uganda, Sudan, Egypt, Kenya, Malaysia, Thailand, Tanzania, Ghana, Turkey, Sri Lanka and Pakistan.

17.3. During the year, 629 Trade Apprentices and Apprentice Mechanics attended different courses in the Apprentices Training Centre, Lahore. Also 943 trainees qualified from the Diesel Training School, Karachi.

### **18. RESEARCH CENTRE.**

The Research Centre, which was set up on this Railway in 1964, continued to assist the Railways in its effort to keep abreast of modern developments and to achieve greater efficiency.

### **19. MODERNIZATION OF ACCOUNTAL AND FINANCIAL SYSTEMS.**

19.1. The Pakistan Railways switched on to computer for processing of its accounts. A beginning was made with the accounts of Loco Stores Depot, Moghalpura, which were taken on to the computer with effect from 1st July, 1975. By the end of June, 1976 the accounts of 8 out of 23 Stores Depots had been computerised. The project is continuing, and it is hoped that all the 23 Stores Depots will be computerised by June, 1977. The Pakistan Railways are at present, using the WAPDA Computer Centre on Service Bureau Basis, but it is planned to set up their own Data Preparation Cell which will speed up computerization.

19.2. The Pakistan Railways Headquarters Payroll would also have been computerised but for the fact that the WAPDA Computer Centre—the only Computer



Centre in Lahore used for commercial purposes, is over-worked. Computerization of payroll is planned for early 1977 as soon as WAPDA Computer Centre acquires a new and a bigger computer.

## 20. STAFF WELFARE.

20.1. *Housing*.—During 1975-76, 108 residential quarters were constructed for Class III staff and 531 for Class IV staff. The total number of staff quarters now is 61,090. About 44 per cent of employees are provided with residential accommodation.

20.2. *Medical Facilities*.—Seventy hospitals and dispensaries with 1,280 beds, one T.B. Sanatorium and 27 Child Welfare and Maternity Centres are functioning on the Railway for the exclusive use of Railway employees and their families. All employees drawing pay up to Rs. 500 p.m. (i.e., about 90 per cent of Railway employees), when admitted to Railway hospitals as indoor patients, are given free diet. For this purpose, the Railway employs, 125 Doctors, 26 Lady Doctors and 5 Dental Surgeons, besides surgical, medical, eye and dental specialists.

20.3. A Blood Bank was also established in the year 1970 and the task of blood grouping of the entire staff of the Railway was undertaken. A Blood Group Directory has been prepared for ready reference of blood donors in case of emergency.

20.4. During 1975-76, 210 T. B. patients were treated, cured and put back to duty. The number of T. B. patients so cured since 1953 comes to 5,210.

20.5. *Doctors at the Door Step*.—A pilot scheme "Doctor at the door step of the patient" was introduced last year under which a mobile dispensary manned by a

doctor, a lady doctor, a nurse and a dispenser visit Railway Colonies and examine the patients and supply them medicines at their door-step. This saves the patients and their families from coming to the hospital and provide them medical aid at their homes. These facilities have so far been provided at Railway Stadium Colony, Lahore, Loco Shed Colony, Rohri and Railway Colony, Rawalpindi.

20.6. The above medical facilities cost the Railway about Rs. 174 lac per year.

20.7. *Educational Facilities.*—The Railway is running 7 high, 7 middle and 19 Primary schools for boys and 6 high, 6 middle and 6 Primary schools for girls. There is also a Mixed High School for boys and girls and 3 Mixed Primary Schools. In addition, there is one Industrial School and 4 Industrial Centres for girls. The total enrolment in these 60 schools is about 20,000.

20.8. Hostels, each to accommodate 50 sons and dependents of Railway employees posted at out stations have been built, one at Lahore and the other at Karachi. Scholarships are also awarded to deserving children of Railway employees studying in Railway managed schools. Under the New Education Policy enforced with effect from 1st March, 1972, children of Railway employees have been exempted from tuition fees up to Matriculation stage. Total expenditure on educational facilities comes to about Rs. 25 lac per year, including Rs. 1.57 lac from the Staff Benefit Fund.

20.9. *Sports.*—The Pakistan Railways Sports Control Board headed by Member Engineering, Railway Board, frames the annual programme covering the entire field of sports and recreational activities on the Pakistan

Railways. The Railwaymen won the National Championships in Wrestling, Kabaddi, Cycling, Body-Building and Rowing and were Runners-Up in Football, Athletics, Weight Lifting, Basket-ball, Gymnastic, Volleyball, Swimming, Cricket and Boxing. In the International field 17 Railwaymen represented Pakistan in various games and won 7 Silver and 2 Bronze Medals.

20.10. *Co-operative Credit Society.*—Co-operative Credit Society, Lahore which provides cheap credit and savings bank facilities, advanced Rs. 32 lac to 4,215 Railway employees.

20.11. *Supply of foodstuff, etc., at fixed price.*—The Railway has established about 200 special ration depots where atta, sugar and vegetable ghee are sold to Railway staff at procurement prices as against the retail prices fixed for the general public. The Railway subsidises the supply of atta by paisa 67 per maund and bears the cost of transport, octroi and other incidental items. For providing this facility to its employees, the Railway incurs an expenditure of about Rs. 14 lac per year.

20.12. *Co-operative Stores.*—104 Co-operative Stores have been set up on the Railway system which sell items of daily use at reasonable prices to the Railway employees.

20.13. *Staff Benefit Fund.*—The Railway Staff Benefit Fund, which finances the welfare schemes, consists of a liberal contribution from General Revenues, fines imposed on staff, forfeited Provident Fund Bonuses, etc. There is no monetary subscription to the fund from the employees. A sum of Rs. 8,10,000 was contributed during 1975-76 from the Railway revenues to the Pakistan Railways Staff Benefit Fund for financing various welfare activities. This fund is managed by the

Headquarters Staff Benefit Fund Committee and the respective Divisional Staff Benefit Fund Committees which comprise representatives of the workers and the management.

20.14. *Group Term Insurance.*—The Group Term Insurance Scheme was introduced with effect from 25th July, 1969. The Railway Administration pays full insurance premium for staff (numbering about one lac) drawing pay up to Rs. 300 per mensem. Recoveries from the employees whose pay exceeds Rs. 300 are made at the rate of Rs. 4.25 per thousand per annum for the sum assured.

20.15. *Benevolent Fund Scheme.*—The Pakistan Railway Servants Benevolent Fund Scheme was introduced with effect from 1st July, 1969. A small contribution is made to the fund by the employees according to their pay. On their death during service or before 66th birthday, families and dependents of the deceased subscribers are paid recurring grants from this fund at rates, fixed for different categories.

20.16. *Industrial Relations.—Trade Unions.* —The following two Unions acted as Collective Bargaining Agents of the Railway Administration :—

- (a) United Union of P.W. Railway Workers for the Open Line Establishment of the Railway.
- (b) *Railway Workers Union* :—In respect of Workshops Establishment, the Railway Workers Union, Lahore, was certified as Collective Bargaining Agent, by the National Industrial Relations Commission, Islamabad, as a result of referendum held on 19th January, 1976, having secured the highest votes.



Relations with these Trade Unions, remained cordial during 1975-76. All references, made by these Unions and their branches were examined with care and promptitude. Staff, who are members of these Unions, continued to get facilities for attending their meetings. The Bargaining Agents, held meetings regularly with the Chief Personnel Officer and other Officers of the Administration, to create healthy climate for maintaining cordiality in workers-management relations.

20.17. *Area Works Councils.*—The Area Works Councils and Divisional Councils whose functions are to promote measures for securing and preserving good relations between the employees and the Railway Management continued to function satisfactorily on all the Divisions and Extra Divisional Offices, during the period under review.

## 21. FLOODS.

21.1. The Pakistan Railways net-work with a route mileage of 5,475 miles extends over the four provinces which greatly differ in physiographic and hydrological conditions. Major length of the system falls in the provinces of Punjab and Sind which are comparatively flat plains of Indus River Basin susceptible to severe conditions of floods. After 13 years of dry period, the year 1973 saw floods of high intensity in the river Ravi, Chenab and Indus. The year 1976 has again been quite wet.

21.2. During 1975, the river training works of Railway bridge over river Ravi near Shahdara were severely damaged and the branch lines of Shahdara-Narowal, Shahdara-Qila Sheikhupura, Narowal-Sialkot, Narowal-Chak Amru were breached at places resulting in suspension of through communications. The track between



Amri and Laki Shah Saddar stations was also threatened by main stream of river Indus. This portion of the track was also hit by rain water from the adjoining Kirthar range hills and came under dual attack from both sides.

21.3. Rail net-work in the Province of Baluchistan suffered severe damages due to flash floods. Sibi-Khost, Spezand-Ahmadwal-Dalbandin and Narrow-gauge Bostan-Fort Sandeman line remained blocked for considerable period.

21.4. Before the commencement of 1976 flood season, the Railway had completed anti flood measures by completing J-Spur on the up stream of Shahdara Railway Bridge. Detailed instructions to the staff connected with the flood duty were issued. Other flood protection measures were taken well in advance to ensure efficiency of flood fighting machinery.

## 22. FINANCIAL RESULTS.

During 1975-76, the gross earnings of Pakistan Railways were Rs. 1,542 million and total operating expenses were Rs. 1,338 million (including Appropriation to Depreciation Reserve Fund) leaving a net operating income of Rs. 204 million. The ordinary operating expenses were 75.4 per cent and total operating expenses 86.8 per cent of the gross earnings. The expenditure on wages, allowances, provident fund, etc. was 40 per cent of the total operating expenses.



---

**STATISTICAL TABLES**

---



# INDEX TO TABLES

Page No.

1.	Route miles	..	..	..	41
2.	Track miles	..	..	..	42
3.	Locomotives owned	..	..	..	43
4.	Coaching vehicles owned	..	..	..	44
5.	Freight wagons owned	..	..	..	45
6.	Passengers carried	}	..	..	..
7.	Passenger-miles				
8.	Passenger traffic lead				
9.	Revenue per passenger				46
10.	Class-wise, passengers carried		..	..	47
11.	Wagons loaded	..	..	..	48
12.	Tons carried	}	..	..	..
13.	Ton-miles				
14.	Lead per ton				
15.	Rate per ton-mile				
16.	Revenue per ton				50 & 51
17.	Commodity-wise breakdown of tonnage carried		..	..	52 & 53
18.	No. of passenger trains run	}	..	..	..
19.	Passenger train-miles				
20.	No. of railcars run				
21.	Car-miles				54 & 55
22.	Freight trains run (all gauges)	}	..	..	..
23.	Freight train-miles (all gauges)				
24.	No. of wagons per train (all gauges)				
25.	Wagon-miles (all gauges)				
26.	Speed of goods trains (B.-G.)				56 & 57
27.	Wagons per train (B.-G.)		..	..	58 & 59
28.	Net load per train (B.-G.)	}	..	..	..
29.	Net ton-miles per train hour (B.-G.)				
30.	Vehicle-miles per day per vehicle on line				60
31.	Percentage of vehicles under or awaiting repairs				60
32.	Wagon-miles per day	}	..	..	..
33.	Percentage of unserviceable wagons				
34.	Average wagon load				
35.	Net ton-miles per wagon-day				
36.	Engine-miles per day per engine on line				61
37.	Engine-miles per day per engine in use	}	..	..	..
38.	Engines awaiting repairs				
39.	Hours worked per day per engine available for use.				
40.	Percentage of work done by D.E. & Electric Locos				62 & 63
41.	Fuel consumed	..	..	..	64
42.	Operating revenue	..	..	..	65
43.	Operating expenses	..	..	..	66
44.	Percentage of expenditure to gross earnings			..	68 & 69
45.	No. of persons employed			..	70
46.	Cost of employees		..	..	72 & 73





## PAKISTAN RAILWAYS HAVE 5,475.18 ROUTE-MILES OF RAILWAY LINE

At the end of 1975-76, the Pakistan Railways had a total of 5,475.18 route-miles.

Figures shown below represent the total point-to-point length of the main line and branch lines. It does not include the mileage of yard tracks and sidings, nor does it reflect the fact that a mile of railway line may include two or more parallel tracks.

This mileage consists of three different gauges, i.e., 4,818.70 miles of 5'-6" gauge, 276.76 miles of 3'-3 $\frac{3}{8}$ " gauge and 379.72 miles of 2'-6" gauge.

The figures year by year are given below :—

Year.	5'-6" Gauge. (Miles)	3'-3 $\frac{3}{8}$ " Gauge. (Miles)	2'-6" Gauge. (Miles)	Total. (Miles)
1950—55 Average	4,544.27	318.07	457.08	5,319.42
1955—60 Average	4,618.76	318.07	396.08	5,332.91
1960—65 Average	4,629.96	318.12	379.72	5,327.80
1965-66 ..	4,636.88	318.20	379.72	5,334.80
1966-67 ..	4,636.88	318.20	379.72	5,334.80
1967-68 ..	4,678.32	276.76	379.72	5,334.80
1968-69 ..	4,726.84	276.76	379.72	5,383.32
1969-70 ..	4,665.18	276.76	379.72	5,321.66
1970-71 ..	4,666.41	276.76	379.72	5,322.89
1971-72 ..	4,808.45	276.76	379.72	5,464.93
1972-73 ..	4,818.55	276.76	379.72	5,475.03
1973-74 ..	4,818.55	276.76	379.72	5,475.03
1974-75 ..	4,818.70	276.76	379.72	5,475.18
1975-76* ..	4,818.70	276.76	379.72	5,475.18

\* Provisional.

## TOTAL TRACK MILEAGE OPERATED 7,766.14

The Pakistan Railways had a total of 7,766.14 track-miles (including track on double line, yards and sidings) at the end of 1975-76. This consisted of 6,970.03 miles of 5'-6" gauge, 343.37 miles of 3'-3 $\frac{3}{8}$ " gauge and 452.74 miles of 2'-6" gauge.

Figures year by year are given below :—

Year.	5'-6" Gauge. (Miles).	3'-3 $\frac{3}{8}$ " Gauge. (Miles.)	2'-6" Gauge. (Miles.)	Total (Miles.)
1950-55—Average	6,511.10	390.28	555.57	7,456.95
1955-60—Average	6,616.12	390.17	467.57	7,473.86
1960-65—Average	6,700.66	390.56	451.96	7,543.18
1965-66	6,745.28	393.19	451.96	7,590.43
1966-67	6,752.95	393.19	453.03	7,599.17
1967-68	6,806.97	344.13	453.03	7,604.13
1968-69	6,868.03	343.37	453.03	7,664.43
1969-70	6,797.57	343.37	452.66	7,593.60
1970-71	6,811.18	343.37	451.38	7,605.93
1971-72	6,970.45	343.37	451.63	7,765.45
1972-73	6,972.06	343.37	451.64	7,767.07
1973-74	6,974.66	343.37	452.87	7,770.90
1974-75	6,969.39	343.37	452.74	7,765.50
1975-76*	6,970.03	343.37	452.74	7,766.14

\* Provisional.

NOTE.—The percentage of wooden, cast iron, steel and concrete sleepers laid in the track at the end of the year 1975-76 was approximately 67.6, 14.7, 15.8 and 1.9 respectively.

## 1,024 LOCOMOTIVES OWNED

On 30th June, 1976 the Pakistan Railways' steam locomotives totalled 527, diesel-electric locomotives 468 and electric locomotives 29. The diesel-electric and electric locomotives, which are steadily replacing the steam locomotives, are used exclusively on 5'-6" gauge. Out of the 527 steam locomotives, only 14 are coal-burning; the rest are all oil-burning.

Yearly figures are as follows :—

Year.	5'-6" Gauge.		Electric. (No.)	3'-3½" Gauge.		2'-6" Gauge.	Total (No.)
	Steam. (No.)	Diesel. (No.)		Steam. (No.)	Steam. (No.)		
1950—55 Average ..	751	37	..	28	46	862	
1955—60 Average ..	634	126	..	36	44	840	
1960—65 Average ..	620	255	..	44	42	961	
1965-66 ..	623	316	..	46	41	1,026	
1966-67 ..	621	337	..	46	41	1,045	
1967-68 ..	623	337	..	46	41	1,047	
1968-69 ..	619	337	..	46	41	1,043	
1969-70 ..	623	337	29	46	41	1,076	
1970-71 ..	623	402	29	46	41	1,141	
1971-72 ..	508	401	29	36	41	1,015	
1972-73 ..	486	401	29	36	41	993	
1973-74 ..	485	401	29	36	41	992	
1974-75 ..	485	401	29	36	41	992	
1975-76 ..	450	468	29	36	41	1,024	

### 3,111 COACHING VEHICLES OWNED

The total number of Pakistan Railways' coaching vehicles at the end of the year 1975-76 was 3,111. This number includes 2,108 vehicles meant for the conveyance of passengers and 1,003 vehicles for conveyance of luggage, parcels, mails, automobiles, horses, etc., etc., as well as departmental vehicles. The air-conditioned passenger coaches operating between important towns are also included in it.

In addition, there are 59 diesel railcars and 115 trailers.

Year-wise figures are shown below :—

Year.	5'-6"		3'-3 $\frac{3}{8}$ "		2'-6"		Total.	
	Gauge		Gauge		Gauge.		Passen- ger car- riages.	Other coaching vehicles
	Passenger carriages.	Other coaching vehicles.	Passen- ger car- riages.	Other coaching vehic- cles.	Passen- ger car- riages.	Other coaching vehicles.		
(No.)	(No.)	(No.)	(No.)	(No.)	(No.)	(No.)	(No.)	
1953-55 Average.	1,429	839	81	24	164	48	1,674	911
1955-60 Average.	1,540	935	87	27	153	48	1,780	1,010
1960-65 Average.	1,643	1,091	123	29	125	47	1,891	1,167
1965-66 ..	1,861	1,142	126	32	116	46	2,103	1,220
1966-67 ..	1,906	1,146	126	32	114	46	2,146	1,224
1967-68 ..	1,894	1,129	126	32	114	46	2,134	1,207
1968-69 ..	1,928	1,124	126	32	114	46	2,168	1,202
1969-70 ..	1,905	1,098	126	32	114	46	2,145	1,176
1970-71 ..	1,914	1,074	126	32	114	46	2,154	1,152
1971-72 ..	1,814	1,029	125	32	113	46	2,052	1,107
1972-73 ..	1,819	1,004	125	32	113	46	2,057	1,082
1973-74 ..	1,822	1,038	125	32	113	46	2,060	1,116
1974-75 ..	1,859	1,028	118	30	113	46	2,090	1,104
1975-76 ..	1,882	927	114	30	112	46	2,108	1,003



## 36,938 FREIGHT WAGONS OWNED

The number of freight wagons owned by the Pakistan Railways at the end of the year 1975-76 was 36,938 comprising 23,417 covered wagons, 8,171 opens, 3,258 special type (for carriage of liquids, explosives, machinery, live-stock, timber, rails, etc.), 1,540 departmental wagons and 552 brake vans. 33,610 of these wagons are 4-wheelers; the rest are mostly 8-wheelers.

Year-wise figures are shown below :—

Year.	5'-6" Gauge. (No.)	3'-3 $\frac{3}{8}$ " Gauge. (No.)	2'-6" Gauge. (No.)	Total. (No.)
1950—55 Average ..	22,835	803	613	24,251
1955—60 Average ..	24,310	969	607	25,886
1960—65 Average ..	30,033	1,070	578	31,681
1965-66 ..	33,414	1,073	561	35,048
1966-67 ..	34,766	1,073	589	36,428
1967-68 ..	35,308	1,073	589	36,970
1968-69 ..	35,614	1,073	565	37,252
1969-70 ..	35,893	1,073	564	37,530
1970-71 ..	35,700	1,073	564	37,337
1971-72 ..	35,987	1,073	564	37,624
1972-73 ..	35,803	1,073	560	37,436
1973-74 ..	35,721	1,053	565	37,339
1974-75 ..	35,622	1,053	564	37,239
1975-76 ..	35,361	1,013	564	36,938

## 146,209,630 PASSENGERS CARRIED

During the year 1975-76, the Pakistan Railways carried 146,209,630 passengers making a total of 7,963,887,641 passenger-miles, averaging 54.5 miles per passenger. These figures include passengers travelling on reduced fare tickets but exclude those travelling on free passes.

Yearly figures are shown below :—

Year.	No. of passengers carried. (Thousands.)	Total passenger-miles. (Thousands.)	Average No. of miles travelled by a passenger.	Average revenue per passenger.  (Rs.)
1950—55 Average.	78,942	4,211,987	53.4	1.50
1955—60 Average.	102,657	5,010,751	48.8	1.56
1960—65 Average.	126,284	5,923,898	46.9	1.55
1965-66 ..	122,896	6,005,025	48.9	1.72
1966-67 ..	128,384	6,206,837	48.3	1.77
1967-68 ..	132,824	6,274,605	47.2	1.77
1968-69 ..	136,403	6,543,160	48.0	1.81
1969-70 ..	131,869	6,117,219	46.4	2.09
1970-71 ..	126,178	5,797,000	45.9	2.06
1971-72 ..	124,028	5,912,165	47.6	2.11
1972-73 ..	136,009	6,877,808	50.6	2.29
1973-74* ..	140,889	7,266,189	51.6	2.36
1974-75* ..	143,277	7,676,545	53.6	2.96
1975-76* ..	146,210	7,963,888	54.5	3.04

\*Provisional.

## CLASS-WISE BREAKDOWN OF PASSENGERS CARRIED

Out of 146,209,630 passengers carried by the Pakistan Railways during 1975-76, 84,025 (0.06%) travelled in air-conditioned class, 334,951 (0.23%) in first class, 68,994 (0.05%) in upper class railcars, 6,190,680 (4.23%) in second class and 139,530,980 (95.4%) in third class.

Class-wise breakdown of the passengers carried is given below:—

(Number in thousands).

Year.	Air-conditioned Class.		1st Class.		Upper Class Railcars.		2nd Class.		3rd Class.		Total No.
	No.	%	No.	%	No.	%	No.	%	No.	%	
1950-55	71	0.09	430	0.54	..	..	3,612	4.58	74,829	94.8	78,942
Average.											
1955-60	84	0.08	490	0.48	..	..	4,556	4.44	97,527	95.0	102,657
Average.											
1960-65	90	0.07	477	0.38	7	0.01	5,749	4.55	119,961	95.0	126,284
Average.											
1965-66	106	0.09	411	0.33	9	0.01	5,661	4.61	116,709	95.0	122,896
1966-67	97	0.08	373	0.29	9	0.01	5,750	4.48	122,155	95.2	128,384
1967-68	99	0.08	383	0.29	9	0.01	6,086	4.57	126,247	95.1	132,824
1968-69	98	0.07	357	0.26	11	0.01	5,985	4.39	129,952	95.3	136,403
1969-70	93	0.07	345	0.26	14	0.01	5,692	4.32	125,724	95.3	131,869
1970-71	87	0.07	303	0.24	27	0.02	5,189	4.11	120,572	95.6	126,178
1971-72	84	0.07	320	0.26	43	0.03	4,986	4.02	118,595	95.6	124,028
1972-73	92	0.07	370	0.27	55	0.04	5,795	4.26	129,697	95.4	136,009
1973-74*	91	0.06	355	0.25	49	0.03	6,338	4.50	134,056	95.2	140,889
1974-75*	85	0.06	365	0.25	51	0.04	6,269	4.38	136,507	95.3	143,277
1975-76*	84	0.06	335	0.23	69	0.05	6,191	4.23	139,531	95.4	146,210

NOTE.—(i) Number of passengers shown under A.C.C. includes those who travelled in previous ordinary first and A.C.C. before November, 1971.  
 (ii) Number of passengers shown under first and second classes includes those who travelled in previous second and inter classes respectively before November, 1971.

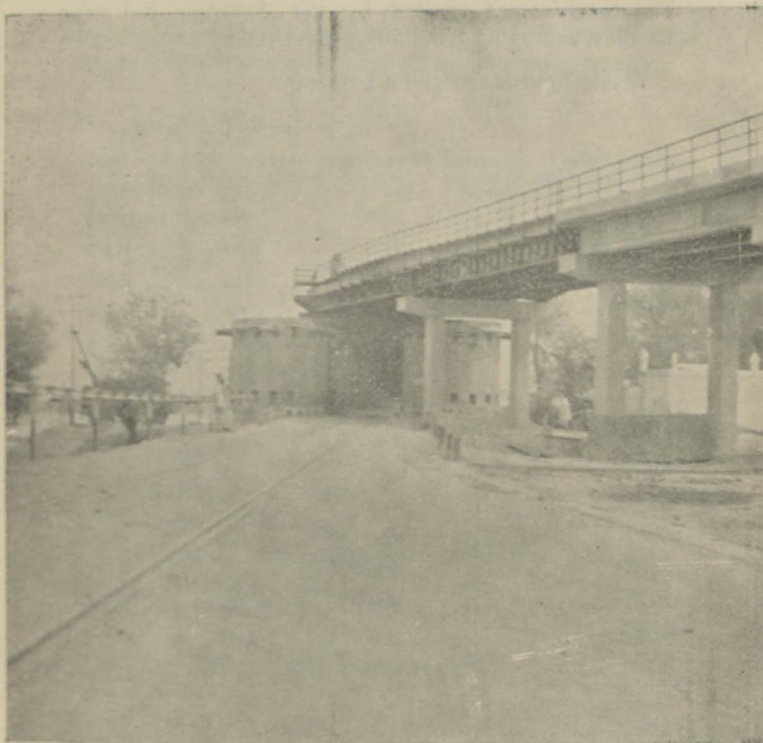
\* Provisional.

## 740,756 FREIGHT WAGONS LOADED

During 1975-76, a total of 740,756 wagons were loaded on the entire system. These figures do not include wagons received from foreign railways.

Figures year by year are given below :—

Year.	5'-6"	3'-3 $\frac{3}{8}$ "	2'-6"	Total
	Gauge.	Gauge.	Gauge.	
	(No.)	(No.)	(No.)	(No.)
1950—55 Average	806,919	54,944	20,402	882,265
1955—60 Average	922,484	55,402	18,627	996,513
1960—65 Average	1,092,091	52,849	14,692	1,159,632
1965-66 ..	1,181,582	53,796	15,171	1,250,549
1966-67 ..	1,111,268	38,617	19,776	1,169,661
1967-68 ..	1,113,169	28,623	15,874	1,157,666
1968-69 ..	1,093,621	34,581	13,858	1,142,060
1969-70 ..	1,007,805	31,169	18,451	1,057,425
1970-71 ..	998,836	29,473	14,441	1,042,750
1971-72 ..	1,026,104	29,439	13,784	1,069,327
1972-73 ..	938,734	24,172	13,312	976,218
1973-74 ..	837,176	20,302	13,757	871,235
1974-75 ..	795,890	17,513	12,264	825,667
1975-76 ..	724,677	11,810	4,269	740,756



*Sher Shah rail and road overbridge.*



## 14,998,110 TONS OF

The total freight carried by the Pakistan Railways ton-miles, averaging 370.4 miles travelled by a ton. Traffic

Yearly figures are given below :—

Year,	Tons carried (Thousands),		
	Paying Goods.	Departmental.	Total.
1950—55 Average ..	8,782	316	9,098
1955—60 Average ..	10,429	1,089	11,518
1960—65 Average ..	13,004	928	13,932
1965-66 .. ..	14,300	1,208	15,508
1966-67 .. ..	13,874	794	14,668
1967-68 .. ..	12,370	2,517	14,887
1968-69 .. ..	12,459	2,092	14,551
1969-70 .. ..	11,860	463	12,323
1970-71 .. ..	11,890	452	12,342
1971-72 .. ..	12,032	627	12,659
1972-73 .. ..	11,967	350	12,317
1973-74* .. ..	10,909	407	11,316
1974-75* .. ..	11,563	1,660	13,223
1975-76* .. ..	11,601	3,397	14,998

\* Provisional.

## FREIGHT CARRIED.

during 1975-76 was 14,998,110 tons and 5,490,082,812 carried free of charge is not included in these figures.

<i>Ton-Miles (Thousands.)</i>	<i>Average miles travelled by a ton.</i>	<i>Average rate charged per ton per mile.</i>	<i>Average revenue per ton.</i>
		<i>(Paisa.)</i>	<i>(Rs.)</i>
2,677,335	296.4	6.20	18.2
3,351,216	290.9	6.35	18.7
4,410,957	319.6	6.17	19.4
4,741,808	310.5	6.49	19.8
5,053,814	350.0	6.53	22.5
4,927,321	337.7	6.61	21.9
4,760,757	331.3	7.31	23.9
4,672,217	381.7	8.14	30.9
4,579,051	373.2	8.46	31.4
4,743,496	376.4	9.37	34.9
5,112,218	417.5	9.92	41.2
4,510,411	400.6	13.2	52.5
5,138,547	391.3	13.9	54.2
5,490,083	370.4	17.6	64.3

## COMMODITY-WISE BREAKDOWN

The commodity-wise breakdown of the tonnage carried by the Pakistan Railways for the

1970-71

Serial No.	Commodities.	Tons.	%
1.	Balrest and stone .. .. .	293	2.37
2.	Cement .. .. .	1,138	9.22
3.	Chemical manures (Fertilizers) .. .. .	609	4.94
4.	Coal and coke for the public .. .. .	1,028	8.33
5.	Coal, coke and patent fuel for railways .. .. .	640	5.18
6.	Cotton, raw, unpressed and full-pressed .. .. .	184	1.49
7.	Firewood .. .. .	668	5.41
8.	Fruits and vegetables, fresh .. .. .	22	0.18
9.	Grass, dry .. .. .	127	1.03
10.	Gypsum .. .. .	97	0.79
11.	Hides, skins or pelts, common .. .. .	2	0.02
12.	Iron and Steel—Division "A" includes angles, axes, sheets, girders, etc. .. .. .	127	1.03
13.	Iron and Steel—Division "B" includes chimneys, gutters, pipes, etc. .. .. .	34	0.27
14.	Iron and Steel—Division "C" includes billets, blooms, pig iron, etc. .. .. .	54	0.44
15.	Jagree .. .. .	6	0.05
16.	Jute, manufactured .. .. .	26	0.21
17.	Live-stock .. .. .	57	0.46
18.	Machinery, electrical .. .. .	3	0.02
19.	Machinery, other than electrical .. .. .	55	0.44
20.	Molasses .. .. .	134	1.08
21.	Oils—Division "D" includes vacuum refined edible oils .. .. .	3	0.02
22.	Oil seeds .. .. .	155	1.26
23.	Ores, common .. .. .	38	0.31
24.	Other grains and pulses .. .. .	199	1.61
25.	Railway materials and stores other than against serial No.5 .. .. .	1,125	9.12
26.	Paddy and rice .. .. .	802	6.50
27.	Petroleum and other hydro-carbon oils, non-dangerous, i.e., having a flashing point at or above 76° Fahr.— (a) Division "B" includes Diesel oil .. .. .	444	3.60
	(b) Division "C" includes Furnace oil .. .. .	190	1.54
28.	Petroleum and other hydro-carbon oils, dangerous, i.e., having a flashing point below 76° Fahr.—includes petrol, etc. .. .. .	36	0.29
29.	Petroleum and other hydro-carbon oils, non-dangerous, i.e., having a flashing point at or above 76° Fahr.—Division "A" includes kerosene oil, etc. .. .. .	274	2.22
30.	Piece-goods, cotton, woollen or artificial silk, etc. .. .. .	12	0.10
31.	Salt .. .. .	256	2.07
32.	Sugar .. .. .	108	0.88
33.	Sugarcane .. .. .	43	0.35
34.	Timber .. .. .	153	1.24
35.	Tobacco, unmanufactured .. .. .	32	0.26
36.	Wheat .. .. .	1,187	9.62
37.	Wool .. .. .	5	0.04
38.	Miscellaneous .. .. .	1,976	16.0
<b>Total</b>		<b>12,342</b>	<b>..</b>

# OF TONNAGE CARRIED

years 1970-71 to 1975-76 is given below :—

(Tonnage in thousands.)										
1971-72		1972-73		1973-74*		1974-75*		1975-76*		Serial.
Tons.	%	Tons.	%	Tons.	%	Tons.	%	Tons.	%	No.
147	1.16	166	1.35	242	2.14	285	2.15	180	1.20	1.
1,219	9.63	1,229	9.98	1,069	9.45	1,351	10.2	1,048	6.99	2.
571	4.51	716	5.81	1,016	8.98	700	5.29	572	3.81	3.
872	6.89	959	7.79	677	5.98	637	4.82	529	3.53	4.
464	3.66	492	3.99	481	4.25	594	4.49	756	5.04	5.
301	2.38	191	1.55	83	0.73	102	0.77	49	0.33	6.
640	5.06	546	4.43	422	3.73	406	3.07	357	2.38	7.
33	0.26	18	0.15	7	0.06	8	0.06	3	0.02	8.
140	1.11	130	1.06	107	0.95	127	0.96	93	0.62	9.
112	0.88	97	0.79	55	0.49	109	0.82	101	0.67	10.
2	0.02	2	0.02	1	0.01	1	0.01	1	0.01	11.
119	0.94	83	0.67	73	0.65	67	0.51	68	0.45	12.
37	0.29	20	0.16	15	0.13	34	0.26	51	0.34	13.
20	0.16	17	0.14	19	0.17	7	0.05	5	0.03	14.
11	0.09	7	0.06	5	0.04	4	0.03	2	0.01	15.
14	0.11	22	0.18	28	0.25	32	0.24	26	0.17	16.
70	0.55	81	0.66	67	0.59	57	0.43	52	0.35	17.
3	0.02	5	0.04	4	0.04	6	0.05	6	0.04	18.
32	0.25	26	0.21	29	0.26	47	0.36	60	0.40	19.
144	1.14	47	0.38	25	0.22	42	0.32	43	0.29	20.
5	0.04	3	0.02	9	0.08	14	0.11	13	0.09	21.
125	0.99	72	0.58	47	0.42	21	0.16	16	0.11	22.
46	0.36	35	0.28	18	0.16	20	0.15	28	0.19	23.
148	1.17	149	1.21	229	2.02	70	0.53	60	0.40	24.
1,082	8.55	710	5.77	718	6.33	2,190	16.6	4,366	29.1	25.
843	6.66	850	6.90	729	6.44	860	6.50	796	5.31	26.
588	4.64	652	5.29	583	5.15	757	5.72	878	5.85	27a.
189	1.49	176	1.43	137	1.21	221	1.67	209	1.39	27b.
33	0.26	44	0.36	62	0.55	51	0.39	12	0.08	28.
292	2.31	301	2.44	339	3.00	426	3.22	457	3.05	29.
23	0.18	34	0.28	15	0.13	6	0.05	7	0.05	30.
240	1.90	229	1.86	215	1.90	245	1.85	266	1.77	31.
137	1.08	264	2.14	250	2.21	191	1.44	170	1.13	32.
35	0.28	35	0.28	64	0.57	46	0.35	46	0.31	33.
143	1.13	125	1.02	144	1.27	145	1.10	97	0.65	34.
23	0.18	18	0.15	19	0.17	22	0.17	21	0.14	35.
1,536	12.2	1,689	13.7	1,312	11.6	1,402	10.6	1,663	11.1	36.
5	0.04	4	0.03	3	0.03	1	0.01	2	0.01	37.
2,215	17.5	2,073	16.8	1,998	17.7	1,919	14.5	1,889	12.6	38.
12,659	..	12,317	..	11,316	..	13,223	..	14,998	..	..

\* Provisional.

## 163,353 PASSENGER TRAINS RUN ON

During the year 1975-76, 24,559 passenger trains and 24,554 mixed trains (which carry passenger vehicles and a limited number of freight wagons) worked by steam engines, 97,256 passenger trains and 8,688 mixed trains worked by diesel-electric engines and 8,296 passenger trains and nil mixed train worked by electric locomotives were run on Pakistan Railways covering 4,826,214 ; 15,198,554 and 1,335,467 miles respectively. These figures do not include

Year.	NUMBER OF							
	Passenger.				Mixed.			
	Steam.	Diesel.	Electric.	Steam, Diesel and Electric combined.	Steam.	Diesel.	Electric.	Steam, Diesel and Electric combined
1950-55 ..	..	..	..	37,031	..	..	..	47,666
<b>Average.</b>								
1955-60 ..	36,111	27,263	..	59,772	40,102	2,734	..	42,011
<b>Average.</b>								
1960-65 ..	45,260	49,069	..	94,329	33,265	3,679	..	36,944
<b>Average.</b>								
1965-66 ..	52,541	68,140	..	120,681	23,703	2,022	..	25,725
1966-67 ..	52,752	69,956	..	122,708	26,788	3,126	..	29,914
1967-68 ..	49,448	73,546	..	122,994	29,346	3,589	..	32,935
1968-69 ..	46,477	76,060	..	122,537	29,815	3,568	..	33,383
1969-70 ..	39,739	79,687	..	119,426	28,819	3,375	..	32,194
1970-71 ..	40,321	71,322	4,834	116,477	31,691	4,000	Nil	35,691
1971-72 ..	27,288	77,900	5,515	110,703	28,702	4,714	Nil	33,416
1972-73 ..	30,387	75,298	8,260	113,945	27,609	5,184	Nil	32,793
1973-74 ..	27,861	85,279	8,106	121,246	26,918	5,910	Nil	32,828
1974-75 ..	23,209	90,217	8,298	121,724	29,292	5,144	Nil	34,436
1975-76 ..	24,559	97,256	8,296	130,111	24,554	8,688	Nil	33,242

Separate figures for Steam and Diesel Locomotives are not available for



## PAKISTAN RAILWAYS (all gauges)

36,787 passenger train-miles run on departmental account. Trains carrying only parcels, luggage and other traffic booked at coaching rates are also treated as passenger trains. 37,252 railcars were run covering 2,428,370 car-miles.

Yearly figures are given below :—

TRAINS RUN, Total No. of trains.	TOTAL NUMBER OF MILES COVERED BY PASSENGER AND MIXED TRAINS. (THOUSANDS).				Number of railcars run.	Car-miles (thou- sands).
	Steam.	Diesel.	Electric	Steam, Diesel and Electric combined.		
84,697	..	..	..	12,295	..	..
101,783	9,387	5,817	..	14,542	..	380
131,272	8,559	8,794	..	17,353	19,835	1,398
146,406	7,814	10,840	..	18,654	21,818	1,411
152,622	8,666	10,378	..	19,044	24,685	1,490
155,929	8,310	11,234	..	19,544	31,965	1,948
155,920	7,418	12,104	..	19,522	47,686	3,490
151,620	7,092	12,579	..	19,671	47,381	3,501
152,168	6,424	12,428	727	19,579	46,960	3,454
144,119	4,737	13,079	899	18,715	45,174	3,412
146,738	5,339	13,038	1,279	19,656	44,904	3,199
154,074	5,937	12,392	1,278	19,607	42,968	2,667
156,160	6,078	13,377	1,301	20,756	39,292	2,844
163,353	4,826	15,199	1,335	21,360	37,252	2,428

years prior to 1958-59.

## 72,066 FREIGHT TRAINS RUN ON

During the year 1975-76, the number of freight trains worked by steam, diesel-electric and electric locomotives run on Pakistan Railways totalled 28,604; 38,874 and 4,588 covering a total of 835,059, 6,899,670 and 790,458 miles respectively. Each train worked by steam engine carried an average of 24.9 wagons (in terms of 4-wheelers), that worked by diesel-electric locomotive carried an average of 54.7 wagons (in terms of 4-wheelers) and that worked by electric locomotive carried an average of 60.6

Year.	Number of freight trains run.			Total No. of miles covered by freight trains.					
	Steam.	Diesel.	Electric.	Steam, Diesel and Electric combined.	Steam	Diesel.	Electric, Diesel and Electric combined		
	(Thousands.)								
1950-55	..	..	..	70,843	..	..	6,407		
Average.	..	74,832	13,645	..	81,840	5,587	2,681	..	7,694
1955-60	..	63,110	27,625	..	90,735	4,189	4,905	..	9,094
Average.	..	57,866	32,055	..	89,921	3,636	5,693	..	9,329
1965-66	..	52,372	31,930	..	84,302	3,277	6,010	..	9,287
1966-67	..	54,261	37,135	..	91,396	3,169	6,656	..	9,825
1967-68	..	61,291	42,143	..	103,434	3,103	6,961	..	10,064
1968-69	..	55,903	35,400	..	91,303	3,042	6,320	..	9,362
1969-70	..	41,751	31,849	2,807	76,407	2,015	5,644	459	8,118
1970-71	..	34,563	46,830	3,754	85,147	1,522	6,527	589	8,638
1971-72	..	34,692	43,033	4,224	81,949	1,449	6,547	671	8,667
1972-73	..	27,563	40,671	3,792	72,026	1,023	6,093	626	7,742
1973-74	..	27,645	43,307	4,668	75,620	919	7,190	806	8,915
1974-75	..	28,604	38,874	4,588	72,066	835	6,900	790	8,525

Separate figures for Steam and Diesel Locomotives are not available for

## PAKISTAN RAILWAYS (all gauges)

wagons (in terms of 4-wheelers). The total miles travelled by wagons on freight and mixed trains, worked by steam, diesel-electric and electric locomotives were 25,014,873; 380,235,944 and 47,896,345 miles respectively. 205,729 freight train-miles and 6,062,968 freight wagon-miles run on Departmental account, are not included in these figures. 8,809,110 Brake-van miles have also been excluded.

Figures year by year are given below :—

Average No. of wagons on each freight train (in terms of 4-wheelers).				Total No. of miles travelled by wagons on freight and mixed trains.			
Steam.	Diesel.	Electric.	Steam, Diesel and Electric combined.	Steam.	Diesel.	Electric.	Steam, Diesel and Electric combined.
(Thousands)							
..	..	..	44.0	..	..	..	293,699
38.5	60.2	..	44.4	224,787	162,058	..	353,123
34.7	57.8	..	47.0	153,458	282,546	..	436,004
32.9	56.0	..	47.0	125,056	318,845	..	443,901
33.2	56.4	..	48.3	113,335	339,603	..	452,938
31.1	55.0	..	47.3	103,985	366,159	..	470,144
29.9	55.9	..	47.7	97,902	387,335	..	485,237
29.9	56.2	..	47.7	96,077	355,619	..	451,696
28.8	56.0	58.6	49.4	63,465	317,465	25,848	406,778
25.2	52.4	58.9	48.1	43,269	342,974	34,723	420,966
26.2	52.4	60.8	48.7	43,366	344,173	40,811	428,350
25.5	51.7	59.5	48.9	31,594	315,904	37,295	384,793
24.1	54.2	60.2	50.9	29,084	383,318	48,544	460,946
24.9	54.7	60.6	52.3	25,015	380,236	47,896	453,147

years prior to 1958-59.

## FREIGHT TRAIN

During the year 1975-76, the average speed of freight trains worked by steam, diesel-electric and electric locomotives on the broad-gauge (5'-6") of the Pakistan Railways was 8.57, 11.7 and 11.9 miles per hour respectively. These figures are based on the entire time taken by freight trains from their starting point to their destination and include stop-ages enroute.

The total number of freight wagons (in terms of 4-wheelers) carried on each train driven by steam engine was 25.8 on the average; out of these 17.9 wagons were loaded and the rest were empty. In case of trains worked by diesel-electric locomotives the average number of freight wagons (in terms of

SPEED (MILES).

Year.	Through Goods Trains.				All Goods Trains.				
	Steam.	Diesel.	Electric.	Steam, Diesel and Electric combined.	Steam.	Diesel.	Electric.	Steam, Diesel and Electric combined	
1950-55	..	..	..	13.0	..	..	..	10.2	
Average.	..	..	..	..	..	..	..	..	
1955-60	..	10.5	14.5	..	12.2	8.62	13.3	..	9.89
Average.	..	..	..	..	..	..	..	..	..
1960-65	..	10.5	13.8	..	12.7	8.15	12.6	..	10.1
Average.	..	..	..	..	..	..	..	..	..
1965-66	..	9.90	12.2	..	11.6	8.23	11.3	..	9.94
1966-67	..	10.1	12.2	..	11.7	8.30	11.5	..	10.2
1967-68	..	9.78	12.0	..	11.6	8.18	11.3	..	10.1
1968-69	..	9.77	12.2	..	11.8	8.03	11.4	..	10.2
1969-70	..	9.72	11.9	..	11.5	8.35	11.3	..	10.2
1970-71	..	10.0	12.4	13.4	12.2	8.70	11.7	12.3	10.9
1971-72	..	10.7	12.4	13.2	12.3	8.83	11.5	12.6	11.1
1972-73	..	10.5	12.4	13.0	12.3	8.92	11.7	12.3	11.3
1973-74	..	10.6	12.1	12.3	12.0	8.97	11.5	11.8	11.2
1974-75	..	10.7	11.8	11.8	11.8	9.16	11.3	11.3	11.1
1975-76	..	9.74	12.3	12.2	12.3	8.57	11.7	11.9	11.4

Separate figures for Steam and Diesel Locomotives are not available for years.

## OPERATION (broad-gauge).

4-wheelers) on each train was 54.1 out of which 34.6 wagons were loaded and the rest were empty and In case of trains worked by electric locomotives, the average number of freight wagons (in terms of 4-wheelers) on each train was 59.5 out of which 32.3 were loaded and the rest were empty. These figures do not include the brake-vans.

The average net-load carried in each train was 603 tons. Combining the factors of speed and load, the average number of tons transported one mile by a freight train in one hour was 7,253.

Figures year by year are given below :—

WAGONS PER TRAIN.								NET LOAD PER TRAIN.	NET TON- MILES PER TRAIN HOUR.
Total.				Loaded.					
Steam.	Diesel.	Electric.	Steam, Diesel and Electric combined.	Steam.	Diesel.	Electric.	Steam, Diesel and Electric combined.	(Tons.)	
(No.)	(No.)	(No.)	(No.)	(No.)	(No.)	(No.)	(No.)		
..	..	..	44.9	..	..	..	30.8	395	4,308
39.3	60.2	..	45.4	28.3	40.5	..	31.5	415	4,426
35.6	57.5	..	47.9	25.8	38.9	..	33.3	468	5,069
33.8	56.0	..	48.1	23.7	36.9	..	32.1	505	5,257
34.5	56.4	..	49.2	24.6	37.6	..	33.4	540	5,823
32.2	55.0	..	48.2	22.8	37.0	..	32.8	489	5,221
31.3	55.6	..	48.7	22.1	37.6	..	33.2	464	4,974
31.3	56.2	..	48.8	22.2	38.7	..	33.8	496	5,341
30.8	56.0	58.6	50.6	20.2	36.6	38.0	33.0	556	6,539
27.3	52.4	58.9	49.3	17.2	35.3	37.0	32.9	542	6,443
28.2	52.4	60.8	49.7	17.2	35.5	36.2	33.0	578	7,040
27.0	51.7	59.5	49.7	17.0	35.7	34.7	33.6	564*	6,756*
25.1	53.2	60.2	51.4	17.2	34.4	33.1	32.7	546*	6,443*
25.8	54.1	59.5	52.3	17.9	34.6	32.3	33.0	603*	7,253*

prior to 1958-59

\* Provisional.



## COACHING VEHICLE USAGE (broad-gauge)

During 1975-76, the average daily mileage travelled by a broad-gauge passenger carriage and other coaching vehicle on the Pakistan Railways was 203 and 51 respectively. The figures take into account all the coaching vehicles on the line, serviceable and unserviceable, whether actually moving or stationary. The unserviceable passenger carriages constituted 19.6% of the total number of passenger carriages on the line and unserviceable other coaching vehicles constituted 30.2% of the total number of other coaching vehicles on line.

Yearly figures are as follows :—

Year.	Vehicle-miles per day per vehicle on line. (In terms of 4-wheelers).		Percentage of average number of vehicles under or awaiting repairs daily (in units) to average total number on line.	
			Passenger carriages.	Other coaching vehicles.
1950—55 Average ..	167	40	13.1	10.8
1955—60 Average ..	186	46	15.5	10.7
1960—65 Average ..	192	45	14.8	14.8
1965-66 ..	187	40	11.1	10.7
1966-67 ..	190	44	16.2	15.1
1967-68 ..	195	52	15.0	13.6
1968-69 ..	195	51	14.1	15.7
1969-70 ..	189	58	15.4	16.1
1970-71 ..	181	55	14.3	12.1
1971-72 ..	184	62	12.5	8.74
1972-73 ..	199	71	11.9	11.3
1973-74 ..	180	56	17.3	11.4
1974-75 ..	199	58	17.5	16.1
1975-76 ..	203	51	19.6	30.2

## FREIGHT WAGON USAGE (broad-gauge).

During 1975-76, the average daily mileage travelled by a broad-gauge freight wagon on the Pakistan Railways was 35.7. This figure takes into account all the wagons on the lines of the Railway, serviceable and unserviceable, whether actually moving or stationary. The unserviceable wagons constituted 5.31% of the total number of wagons on the line.

The average load carried in a freight wagon, including full wagon loads as well as smalls, was 18.9 tons. Thus each freight wagon on the lines of the Railway transported an average of 420 tons one mile during one day.

Yearly figures are given below :—

Year.	Wagon-miles per day per wagon on line. (In terms of 4-wheelers.)	Percentage of average number of unserviceable wagons daily (in terms of 4-wheelers) to average total number on line.	Average wagon load. (Tons.)	Net ton-miles per wagon day.
1950—55 Average ..	35.1	6.99	13.5	337
1955—60 Average ..	39.9	6.00	13.8	397
1960—65 Average ..	38.1	5.17	14.6	395
1965-66 ..	35.2	2.14	16.0	387
1966-67 ..	34.6	3.55	16.6	396
1967-68 ..	35.2	5.55	15.3	374
1968-69 ..	36.8	4.93	14.3	364
1969-70 ..	34.7	3.87	15.0	359
1970-71 ..	30.6	3.78	17.4	350
1971-72 ..	31.7	4.29	17.0	362
1972-73 ..	32.5	3.87	18.0	392
1973-74 ..	29.2	3.70	17.4*	347*
1974-75 ..	36.3	4.10	17.3*	403*
1975-76 ..	35.7	5.31	18.9*	420*

\* Provisional.

## LOCOMOTIVE

During 1975-76, on the average, the mileage travelled by a broad-gauge steam, diesel-electric and electric locomotive on the Pakistan Railways was 55 ; 154 and 206 miles per day respectively. These figures take into account all the locomotives on the line, serviceable and unserviceable, whether actually in use or not. The average mileage travelled by steam, diesel-electric and electric locomotives, actually in use was 82 ; 184 and 237 miles per day respectively. The percentage of unserviceable locomotives to total

Year,	Engine-miles per day per engine on line.				Engine-miles per day per engine in use.								
	All Engines.				All Engines.				Goods Engines.				
	Steam.	Diesel.	Electric.	Steam Diesel and Electric combined.	Steam.	Diesel.	Electric.	Steam Diesel and Electric combined.	Steam.	Diesel.	Electric.	Steam Diesel and Electric combined.	
1950-55 Average	..	..	..	83	..	..	..	117	..	..	..	99	
1955-60 Average.	..	83	201	..	100	110	235	..	130	87	184	..	106
1960-65 Average.	..	76	176	..	104	97	202	..	128	73	153	..	100
1965-66	..	70	162	..	101	84	181	..	119	60	127	..	87
1965-67	..	72	159	..	101	85	178	..	119	59	127	..	88
1967-68	..	71	166	..	104	87	185	..	124	61	124	..	90
1968-69	..	67	177	..	106	88	200	..	132	64	136	..	99
1969-70	..	64	175	..	103	82	200	..	127	58	133	..	91
1970-71	..	56	158	118	95	82	186	163	127	57	115	79	88
1971-72	..	51	157	144	98	86	180	226	138	76	110	151	103
1972-73	..	59	157	189	106	86	182	232	138	76	112	148	104
1973-74	..	60	143	183	102	87	171	220	133	78	106	132	101
1974-75	..	62	160	204	110	89	185	235	141	81	122	151	114
1975-76	..	55	154	206	107	82	184	237	141	70	116	148	108

Separate figures for Steam and Diesel Locomotives are not available

## USAGE (broad-gauge)

was 16.7 in case of steam, 15.8 in case of diesel-electric and 8.71 in case of electric locomotives. On an average each steam, diesel-electric and electric locomotive worked 9.40, 15.0 and 16.6 hours respectively out of every 24 hours for which it was available for use (*i.e.*, excluding the time when it was under or awaiting repairs).

Figures year by year are given below :—

Percentage of average number of engines under or awaiting repairs daily to average total number on line.				Hours worked per day per engine available for use.			
Steam.	Diesel.	Electric.	Steam, Diesel and Electric combined.	Steam.	Diesel.	Electric.	Steam, Diesel and Electric combined.
..	..	..	14.2	..	..	..	9.74
15.6	13.6	..	14.6	11.2	17.4	..	11.8
14.2	11.8	..	13.6	11.0	15.6	..	12.3
9.48	9.99	..	9.65	9.84	14.6	..	11.4
11.3	10.4	..	11.0	9.91	14.8	..	11.6
11.4	10.0	..	11.3	10.4	15.1	..	12.1
12.0	11.1	..	11.7	10.4	16.3	..	12.5
12.9	12.2	..	12.7	10.0	16.3	..	12.3
14.4	14.2	11.7	14.3	9.15	14.5	10.8	11.2
9.81	11.7	18.1	10.9	8.09	14.5	13.0	10.9
14.5	13.8	15.3	14.3	9.38	14.8	16.4	12.0
13.2	13.4	11.3	13.2	9.06	14.3	14.8	11.6
15.2	13.0	8.52	14.0	9.91	15.4	16.8	12.6
16.7	15.8	8.71	16.0	9.40	15.0	16.6	12.3

for years prior to 1956-57.

## DIESEL AND ELECTRIC LOCOMOTIVE USAGE (broad-gauge).

During the year 1975-76, the percentage of Diesel Locomotives in use to all Locomotives in use was 49.9 and the percentage of work done by Diesel Locomotives to total work done was 68.6, 76.4 and 84.2 in case of Engine miles, Train-miles and Gross Ton-miles respectively. Similarly the percentage of Electric Locomotives in use to all Locomotives in use was 3.37 and the percentage of work done by Electric Locomotives to total work done was 5.89, 7.35 and 7.37 in case of Engine-miles, Train-miles and Gross Ton-miles respectively.

Figures year by year are given below :—

	<i>Percentage of work done by Diesel Locomotives to total work done.</i>			<i>Percentage of work done by Electric Locomotives to total work done.</i>		
	Engine- miles.	Train- miles.	Gross Ton- miles.	Engine- miles.	Train- miles.	Gross Ton miles.
1950-55 (Average).	..	..	..	..	..	..
1955-60 (Average).	30.4	34.9	42.1	..	..	..
1960-65 .. (Average).	46.5	53.5	62.1	..	..	..
1965-66 ..	54.0	62.0	70.0	..	..	..
1966-67 ..	53.2	60.5	70.5	..	..	..
1967-68 ..	56.0	63.4	73.2	..	..	..
1968-69 ..	59.0	66.9	76.0	..	..	..
1969-70 ..	59.6	67.6	75.3	..	..	..
1970-71 ..	60.5	67.8	75.7	3.58	4.45	5.09
1971-72 ..	66.8	74.5	82.0	4.44	5.65	6.47
1972-73 ..	64.7	71.7	79.4	5.65	7.14	8.28
1973-74 ..	63.4	70.2	79.6	5.70	7.23	7.92
1974-75 ..	64.1	71.6	79.6	5.90	7.34	7.69
1975-76 ..	68.6	76.4	84.2	5.89	7.35	7.37

Separate figures for Steam and Diesel Locomotives are not available for years prior to 1956-57.



## FUEL CONSUMED.

During the year 1975-76, the Pakistan Railways, consumed 11,088 tons of coal, 350,417 tons of furnace oil and 141,991 tons of H.S.D. oil. These quantities comprise the entire fuel consumed on the Railways, i.e., on locomotives, power houses, water pumps, workshops, etc., etc. The average price of these fuels at receiving points during the year was Rupees 639.93 per ton for foreign coal, Rupees 465.38 per ton for furnace oil and Rupees 1,438.88 per ton for H.S.D. oil. The cost of Electric energy per unit was Rupees 0.065.

Quantities of these fuels for the various years are given below :—

Year.	Coal. (Tons.)		Furnace Oil. (Tons.)		H.S.D. Oil. (Tons.)	
	Loco- motive pur- poses.	Other than loco- motive pur- poses.	Loco- motive pur- poses.	Other than loco- motive pur- poses.	Loco- motive pur- poses.	Other than loco- motive pur- poses.
1950-55 ..	265,867	50,469	419,347	23,108	7,526	136
Average.						
1955-60 ..	121,752	48,606	454,640	31,688	35,185	78
Average.						
1960-65 ..	65,776	36,202	474,752	38,308	78,843	771
Average.						
1965-66 ..	33,391	22,868	494,774	39,012	105,930	1,047
1966-67 ..	27,624	32,709	501,095	45,411	109,828	1,284
1967-68 ..	24,982	19,918	500,289	47,475	117,978	1,203
1968-69 ..	24,178	15,230	467,268	51,390	122,268	1,321
1969-70 ..	26,186	12,665	479,898	40,973	120,912	1,372
1970-71 ..	25,921	10,466	418,418	33,499	117,471	1,621
1971-72 ..	24,466	8,625	300,802	34,095	124,819	3,002
1972-73 ..	20,953	7,259	323,530	31,152	127,872	2,370
1973-74 ..	14,055	6,016	318,058	26,460	120,585	2,122
1974-75 ..	11,249	5,766	329,223	25,748	129,367	2,313
1975-76 ..	6,388	4,700	323,829	26,588	139,685	2,306

Note.—Electric energy consumed by Electric Locomotives for all services for the year 1975-76 was 38,959,000 K.W.H.

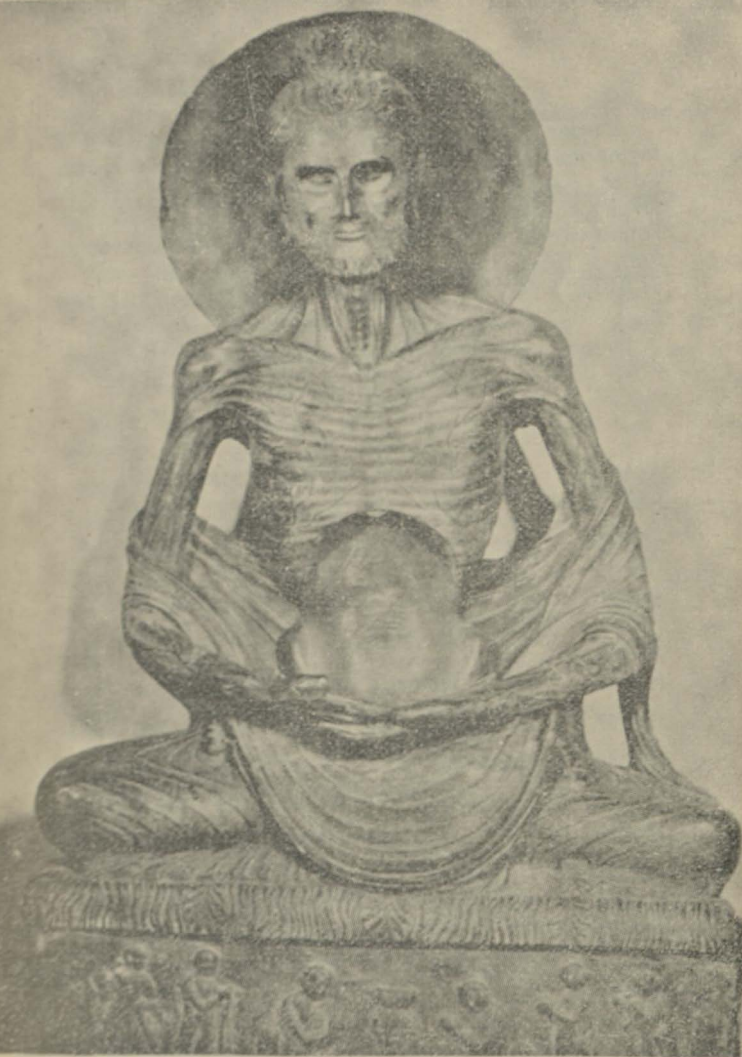
## OPERATING REVENUE

During the financial year 1975-76, the total earnings of the Pakistan Railways amounted to Rs. 1,541,980,105 consisting of Rs. 452,475,446 (29.3%) from passengers ; Rs. 65,610,793 (4.26%) from luggage, parcels, mails, etc.; Rs. 992,915,969 (64.4%) from freight ; and Rs. 30,977,897 (2.01%) from telegraphs and other miscellaneous sources.

Figures year by year are given below :—

Year.	(Figures in thousands.)								
	Passenger earnings.		Luggage, Parcels, mails, etc., earnings.		Freight earnings.		Miscellaneous earnings.		Total.
	Rs.	%	Rs.	%	Rs.	%	Rs.	%	Rs.
1950—55 ..	118,539	37.6	22,052	7.00	169,396	53.8	5,152	1.64	315,139
Average.									
1955—60 ..	158,720	37.8	31,086	7.40	222,060	52.9	8,248	1.96	420,114
Average.									
1960—65 ..	195,859	38.1	32,078	6.34	276,792	53.7	9,962	1.96	514,701
Average.									
1965-66 ..	211,981	35.8	54,579	9.22	314,747	53.2	10,796	1.82	592,103
1966-67 ..	227,797	37.0	38,552	6.26	336,206	54.6	12,997	2.11	615,552
1967-68 ..	234,982	37.7	38,053	6.10	332,667	53.3	18,300	2.93	624,002
1968-69 ..	251,860	37.9	40,923	6.15	359,207	54.0	13,255	1.99	665,245
1969-70 ..	281,912	38.6	40,526	5.54	389,232	53.2	19,502	2.67	731,172
1970-71 ..	264,714	37.0	35,477	4.95	400,144	55.9	15,937	2.23	716,272
1971-72 ..	271,549	34.6	39,649	5.05	458,151	58.3	16,076	2.05	785,425
1972-73 ..	314,283	33.3	40,584	4.31	571,859	60.6	16,667	1.77	943,398
1973-74* ..	333,753	32.5	63,888	6.23	610,038	59.5	18,436	1.80	1,026,115
1974-75* ..	426,062	31.7	68,501	5.09	828,998	61.7	21,138	1.57	1,344,699
1975-76* ..	452,475	29.3	65,611	4.26	992,916	64.4	30,978	2.01	1,541,980

\* Provisional.



Fasting Buddha, Lahore Museum.  
(Courtesy : Pakistan Tourism Development Corporation)

## OPERATING EXPENSES OF

During the year 1975-76, the total ordinary working expenses of the Pakistan Railways, amounted to Rs. 1,162,355,002 consisting of 431,522,313 (37.1%) on repairs and maintenance of track, buildings, rolling-stock, etc., 312,071,808 (26.9%) on operation fuel ; 195,143,033 (16.8%) on operation staff ; 51,013,655 (4.39%) on operation other than staff and

Year.	Repairs and maintenance.		Operation fuel.		Operation staff.	
	Rs.	%	Rs.	%	Rs.	%
1950—55	70,862	33.8	59,264	28.3	34,568	16.4
Average.						
1955—60	90,222	35.9	65,366	26.0	40,584	16.2
Average.						
1960—65	132,782	38.1	79,748	22.8	58,146	16.7
Average.						
1965-66	148,341	35.4	104,182	24.9	68,297	16.3
1966-67	152,351	34.4	121,494	27.5	69,758	15.8
1967-68	152,454	33.5	129,632	28.4	72,456	15.9
1968-69	175,450	35.7	131,528	26.8	76,340	15.6
1969-70	236,365	40.1	142,254	24.1	83,136	14.1
1970-71	189,225	35.6	137,795	25.9	87,020	16.4
1971-72	221,792	37.6	148,329	25.1	91,252	15.5
1972-73	243,242	37.7	154,703	24.0	107,430	16.7
1973-74*	313,536	36.5	234,559	27.3	131,832	15.4
1974-75*	469,033	40.0	320,489	27.3	171,647	14.6
1975-76*	431,522	37.1	312,072	26.9	195,143	16.8

\* Provisional.

## PAKISTAN RAILWAYS

fuel; 164,117,973 (14.1%) on administration and 8,486,220 (0.73%) on miscellaneous expenses.

The breakdown of the figures for various years is as follows :—

(Figures in thousands.)

Operation other than staff and fuel.		Administra- tion.		Miscellane- ous expenses.		Total.
Rs.	%	Rs.	%	Rs.	%	Rs.
8,480	4.05	26,822	12.8	9,716	4.63	209,712
9,479	3.77	34,755	13.8	10,892	4.34	251,298
12,307	3.56	50,758	14.5	14,947	4.28	348,688
14,102	3.37	61,472	14.7	22,415	5.35	418,809
16,037	3.62	62,388	14.1	20,379	4.61	442,407
16,094	3.53	62,863	13.8	22,173	4.87	455,672
16,088	3.28	67,153	13.7	24,143	4.92	490,702
19,715	3.35	81,858	13.9	25,877	4.39	589,205
19,910	3.74	79,723	15.0	18,591	3.49	532,264
29,915	5.07	78,386	13.3	20,876	3.53	590,550
25,765	4.00	94,153	14.6	19,106	2.97	644,399
38,149	4.44	113,328	13.2	27,123	3.16	858,527
39,615	3.37	169,490	14.4	3,667	0.31	1,173,942
51,014	4.39	164,118	14.1	8,486	0.73	1,162,355



## PERCENTAGE OF EXPENDITURE TO GROSS EARNINGS

During the year 1975-76, ordinary operating expenses of the Railways were 75.4% to total earnings. The expenditure on repairs and maintenance of track, buildings, rolling-stock, etc., was 28.0%; operation fuel 20.2%; operation staff 12.7%; operation other than staff and fuel 3.31%; administration 10.6% and miscellaneous expenditure 0.55% to total earnings.

Year.	<i>Repairs and maintenance.</i>	<i>Operation fuel.</i>	<i>Operation staff.</i>	<i>Operation other than staff and fuel.</i>	<i>Administration.</i>	<i>Miscellaneous.</i>	<i>Total ordinary working expenses to gross earnings.</i>
	%	%	%	%	%	%	%
1950-55 ..	22.5	18.8	11.0	2.69	8.51	3.08	66.6
Average,							
1955-60 ..	21.5	15.5	9.66	2.26	8.27	2.58	59.8
Average,							
1960-65 ..	25.7	15.4	11.3	2.39	9.55	2.89	67.5
Average,							
1965-66 ..	25.0	17.6	11.5	2.38	10.4	3.79	70.7
1966-67 ..	24.8	19.8	11.3	2.60	10.1	3.31	71.9
1967-68 ..	24.4	20.8	11.6	2.58	10.1	3.55	73.0
1968-69 ..	26.3	19.8	11.5	2.42	10.1	3.63	73.8
1969-70 ..	32.3	19.5	11.4	2.70	11.2	3.54	80.6
1970-71 ..	25.4	19.2	12.2	2.78	11.1	2.59	74.3
1971-72 ..	28.2	18.9	11.6	3.81	9.98	2.66	75.2
1972-73 ..	25.8	16.4	11.4	2.73	9.98	2.03	68.3
1973-74* ..	30.6	22.9	12.8	3.72	11.0	2.64	83.7
1974-75* ..	34.9	23.8	12.8	2.95	12.6	0.27	87.3
1975-76* ..	28.0	20.2	12.7	3.31	10.6	0.55	75.4

\* Provisinal.





*Fishing at Kalri Lake, near Karachi. (Courtesy : Pakistan Tourism Development Corporation).*

## 137,478 PERSONS EMPLOYED BY

On 30th June, 1976, the Pakistan Railways had 137,478 persons on its pay-rolls. Out of this number 34,355 (25.0%) were employed in the Civil Engineering Department which maintains track and buildings; 46,930 (34.1%) in the Mechanical Department which repairs and maintains the rolling-stock and operates the locomotives; 18,265 (13.3%) in the Transportation Department which controls Guards, Station Masters, Yard Staff, etc.; 10,300 (7.49%) in the Commercial Department which controls the Passenger Ticket Offices, Freight Depots, Luggage and Parcels Offices, etc.; 6,050 (4.40%) in Stores

year.	Civil Engineering Department.		Mechanical Engineering Department.		Transportation Department.		Commercial Department.		Stores Department.		Medical Department.	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
1950—55	30,357	30.1	33,606	33.4	11,660	11.6	7,780	7.72	4,400	4.37	1,919	1.90
Average.												
1955—60	31,478	28.4	36,054	32.4	13,013	11.8	8,734	7.87	5,257	4.73	2,378	2.14
Average.												
1960—65	33,511	26.7	42,828	34.1	13,662	10.9	9,316	7.41	6,805	5.41	3,036	2.57
Average.												
1965-66	32,872	24.2	43,271	32.7	14,835	11.2	9,700	7.34	7,113	5.38	3,241	2.45
1966-67	36,030	26.4	43,975	32.2	15,270	11.2	9,515	6.96	6,674	4.89	3,440	2.52
1967-68	33,660	24.9	47,498	35.2	15,337	11.4	10,238	7.58	6,848	5.07	3,330	2.47
1968-69	31,539	23.4	48,004	35.6	16,033	11.9	10,302	7.63	7,011	5.19	3,444	2.55
1969-70	32,339	24.0	48,070	35.6	15,901	11.8	10,308	7.64	5,893	4.37	3,470	2.57
1970-71	32,837	24.4	47,705	35.5	17,210	12.8	9,903	7.37	5,505	4.10	3,540	2.63
1971-72	33,150	25.1	46,033	34.8	17,047	12.9	9,783	7.40	5,382	4.07	3,505	2.65
1972-73	33,243	25.0	46,202	34.8	16,998	12.8	9,737	7.32	5,753	4.33	3,584	2.70
1973-74	33,485	25.2	46,197	34.7	17,214	12.9	9,866	7.42	5,535	4.16	3,304	2.49
1974-75	33,540	24.7	47,667	35.0	17,903	13.2	9,929	7.30	5,785	4.25	3,659	2.69
1975-76*	34,355	25.0	46,930	34.1	18,265	13.3	10,300	7.49	6,050	4.40	3,708	2.70

## PAKISTAN RAILWAYS.

Department; 3,708 (2.70%) in Medical Department, 7,710 (5.61%) in Electrical Department; 4,958 (3.61%) in the Watch & Ward Department; 3,109 (2.26%) in the Accounts Department; 1,031 (0.75%) in the Headquarters Office; and 1,062 (0.77%) in all other Departments. The total cost of all these employees during 1975-76 was Rs. 531,869,931 representing 40% of the total working expenses (including appropriation to Depreciation Reserve Fund but excluding interest on assets).

The breakdown of the figures for various years is given below:—

Electrical Department.		Watch & Ward Department.		Accounts Department.		Headquarters Office.		All other Departments.		Total number of employees.	Total cost of employees (in thousands)
No.	%	No.	%	No.	%	No.	%	No.	%	No.	Rs.
3,478	3.45	2,585	2.57	2,091	2.08	588	0.58	2,190	2.17	100,734	117,686
4,128	3.72	3,588	3.59	2,334	2.10	622	0.56	2,986	2.67	110,955	131,584
5,285	4.19	4,591	3.65	2,710	2.16	786	0.62	2,957	2.36	125,687	178,431
9,387	7.10	4,802	3.63	2,970	2.25	903	0.68	3,147	2.38	132,241	212,340
9,763	7.15	4,813	3.52	2,938	2.15	904	0.66	3,327	2.43	136,649	213,897
6,368	4.72	4,926	3.65	2,991	2.22	950	0.70	2,863	2.12	135,009	229,326
7,030	5.25	5,059	3.75	2,890	2.14	982	0.73	2,649	1.96	134,993	245,367
7,100	5.26	5,054	3.75	2,990	2.22	983	0.73	2,779	2.06	134,887	258,493
8,015	5.96	4,614	3.43	2,958	2.20	973	0.73	1,176	0.88	134,436	269,558
7,356	5.56	4,988	3.77	2,948	2.23	978	0.74	1,077	0.81	132,252	300,394
7,490	5.63	4,997	3.76	2,939	2.21	975	0.73	1,020	0.77	132,938	387,496
7,559	5.68	4,952	3.73	2,932	2.20	975	0.73	1,024	0.77	133,043	460,698
7,542	5.54	5,075	3.73	2,914	2.14	1,031	0.76	1,032	0.76	136,077	499,942*
7,710	5.61	4,958	3.61	3,109	2.26	1,031	0.75	1,062	0.77	137,478	531,870

\*Provisional.



# MEMORANDUM

CALL NO. ....

ACC. NO. ....

MAILSI (PAKISTAN)

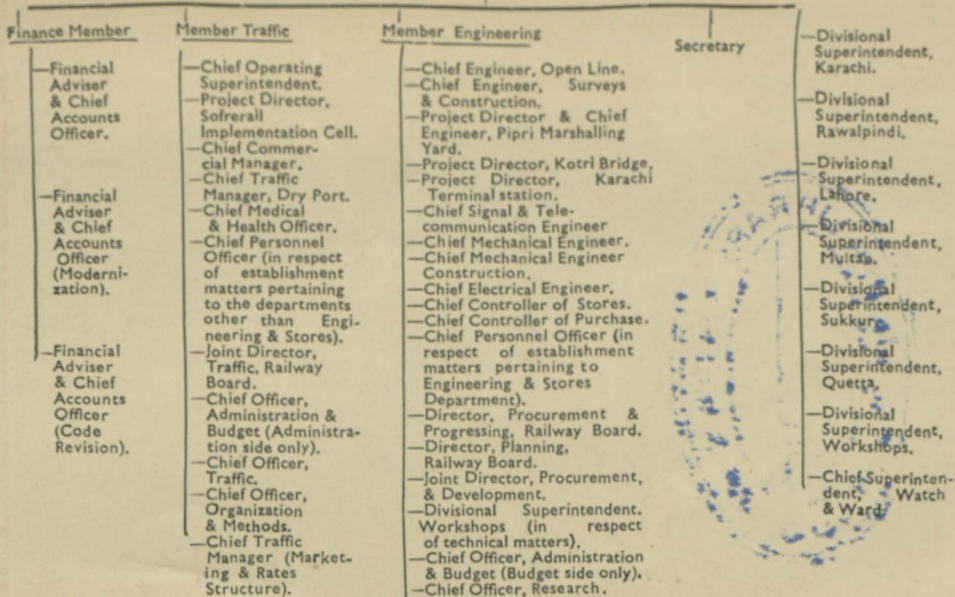
BARDAR JHANDIR LIBRARY





# ORGANIZATION CHART OF RAILWAY BOARD/ADMINISTRATION

## CHAIRMAN



Super Express on its maiden journey between Sargodha and Karachi.

سید محمد رفیق  
کراچی



PAKISTAN RAILWAYS