

INTRODUCTION

Sir Henry Edward Frere was appointed Commissioner of Sindh after its annexation with Bombay in 1847. It was he who discovered the potential of Karachi as a seaport and conceived the idea of a Railway line to up country. In 1855 Mr. Frere recommended to the Government that Karachi should be made a seaport. The survey for construction of a Railway line from Karachi was started in 1858. Initially a Railway line was proposed from Karachi City to Kotri, then steam navigation through rivers Indus/Chenab up to Multan and from there on a Railway line to Lahore and beyond.

The 13th of May, 1861 was historical day when the first Railway line was opened for public traffic between Karachi City and Kotri, a distance of 169 Kms. By 1897 the line from Keamari to Kotri was converted in double track.

Different sections of this part of Railway in the Sub-continent, which now comprise Pakistan Railways, were constructed in the last quarter of the 19th century and early part of the 20th century. Unlike other Rail networks in the Sub-continent during British times, most sections of Pakistan Railways were constructed as strategic lines to safeguard the British Empire in the Sub-continent. It is an interesting coincidence that the present alignment of Railway line from Peshawar to Karachi closely follows Alexander's line of march through the Hindukush to the sea.

In 1885, the Sindh, Punjab and Delhi Railways were purchased by the Secretary of State for India. On 1st January, 1886 this line and

other State Railways (the Indus Valley, the Punjab Northern, inclusive of Sindh Sagar Eastern section, and the Kandahar or Sindh-Pishin Southern section) were integrated and North Western State Railway was formed; which was later on renamed as North Western Railways (NWR).

At the time of Independence, the NWR was bifurcated with 1,847 route miles kilometers lying in India, and 5,048 route miles kilometers in Pakistan. In 1954 the railway line was extended to Mardan and Charsadda and in 1956 Jacobabad - Kashmore narrow-gauge section (2'-6") was converted into broad-gauge section. Construction of Kot Adu-Kashmor line was completed in 1973, providing an alternate route from Karachi to up country, along right bank of River Indus. Meter gauge line from Hyderabad to Khokropar was converted to broadgauge in two stages. From Hyderabad to Mirpur Khas 66.07 kilometer in 1967 & Mirpur Khas to Khokropar (Zero Point) in 2006, 133 kilometer.

ROUTE & TRACK LENGTH

Pakistan Railways is a two-gauge system i.e., broad-gauge and metre-gauge. The gauge-wise length and track length as on 30th June, 2011 is under :-

	Route Kilometers	Track Kilometers
Broad-gauge	7479	11343
Metre-gauge	312	412
Total	7791	11755

Organization:

Pakistan Railways is a Federal Government Department under Ministry of Railways. The Secretary for Ministry of Railways is the ex-office Chairman of the Railway Board.

Pakistan Railways comprises of three functional units. The Operations Unit, the Manufacturing & Services Unit and Development Unit, each headed by a General Manager who reports to the Secretary/Chairman Railways for the performance of his Unit.

The Operations unit is located in the historic North Western Railway Headquarters building, an imposing landmark of colonial-era architecture of Lahore. It oversees train operations and all related functions. Three Additional General Managers, each heading a Business Unit - Infrastructure, Traffic and Mechanical in addition to various specialized head of departments assist the General Manager Operations.

The Manufacturing and Service (M&S) unit oversees the management of the Concrete Sleeper Factories, Locomotive and Carriage Factories.

The Development Unit manages all Railway owned Schools, Hospitals and Railway Academy, Walton, Information & Technology Department besides, monitoring projects in execution.

Pakistan Railways comprises of seven territorial operating Divisions i.e., Peshawar, Rawalpindi, Lahore, Multan, Sukkur, Karachi & Quetta, besides, Workshops Division at Moghalpura and an administrative Division at Headquarter. The territorial and Workshops Divisions are each headed by a Divisional Superintendent directly under the auspices of General Manager Operations. The Divisional Superintendents are assisted by the Divisional and Assistant Officers of their respective departments i.e. Engineering Department-Civil, Mechanical, Electrical, Signal and Telecommunications, Medical, Transportation & Commercial, Accounts and Railway Police.

CHAPTER-I

Operations Unit

Infrastructure

Infrastructure unit comprise of the following departments.

- A. Civil Engineering Department .
- B. Signal Department.
- C. Telecommunication Department.
- D Electrical Engineering Department.
- E. Design Department.

A. Civil Engineering Department

1. Railway's first line was opened between Karachi and Kotri in 1861 with a total distance of 169 km. At present the route kilometre is 7791 and running track kilometre is 9069. The permanent way is the backbone of Pakistan Railway. Accordingly various sections have been upgraded to cater for the present day safety, axle load and traffic requirements.

2. Salient Features of track Infrastructure.

* Route Kilometres	=	7791 Kms
* Broad Gauge (1676 mm)	=	7479 Kms
* Meter Gauge (1000 mm)	=	312 Kms
* Running Track	=	9069 Kms
* Total track length	=	11755 Kms
* Bridges	=	13841 Nos
* Level Crossings	=	3815 Nos
* Unmanned	=	2382 Nos
* Manned	=	1433 Nos

3. The Classification of track on Pakistan Railway is as under:-

Description	Max. speed (Km/h)	Length (KM)
Primary-A	105	3259
Primary-B	95	2806
Secondary	75	1052
Tertiary	65	1640
Meter Gauge	55	312
Total		9069

4. REGULAR REPAIR & MAINTENANCE

a) Track

Civil Engineering Department has strived to keep the track fit for safe train operation despite meager resources. An amount of Rs.2500.00 million was allocated for procurement of track materials during the year 2010-2011. Against the actual requirement of Rs.8935.00 million. Keeping in view the allocation, essential and unavoidable track material was procured and supplied to Divisions for replacement of unserviceable/worn out rails, sleepers and fastenings etc., to keep the track fit for safe train operation besides avoiding detentions due to imposition of engineering speed restrictions.

b) Buildings

Pakistan Railways has vast infrastructure comprising service and residential buildings scattered all over the country. There are 70100 residential buildings which include 67939 staff quarters, 1809 houses for senior scale officials and 423 officer's residences. Service buildings include Stations, Schools, Hospitals, Offices, Stores/Sheds, Workshops, Rest Houses and Running Rooms etc. Building Infrastructure occupies an area of 25.807 million Sft. These buildings are regularly maintained and periodical repairs are carried out as per availability of budget.

c) Bridges

There are 13841 bridges including 532 major and 13309 minor bridges over the system. Most of the bridges were constructed well before partition when Railway system was introduced in the subcontinent during the year 1870. Bridges are generally in satisfactory condition for safe train operation, due to dedicated and regular inspection.

A PC-I for the rehabilitation/strengthening of 159 identified bridges was approved in 2007. Rehabilitation of these bridges was commenced in 2008 with an objectives:

- * To ensure prescribed safety standards.
- * Removal of speed Restrictions over the bridges for restoration of sectional speed.
- * To meet with the increased requirements of Freight & Passenger sectors by increasing line capacity.
- * To minimize the maintenance/operational cost.

Physical Progress

Out of these 159 bridges the rehabilitation/Strengthening work on 28 bridges has been completed upto June, 2011 with best utilization of allocated/released funds. As per allocations 2010-2011 the work on 02 bridges is likely to be completed as per schedule.

DUALIZATION OF TRACK PROJECTS:

A. ON GOING PROJECTS:

1. Doubling of Track from Lodhran to Khanewal (121 Kms).

Double Track on mainline existed only on Karachi-Lodhran and Raiwind-Lahore sections at the time of independence. After lapse of fifty six years, the work of dualization of track was taken

in hand in 2003. In the first phase, doubling of track from Lodhran to Khanewal via Multan was commenced and opened for traffic on 16-03-2007.

2. Doubling of Track from Khanewal-Raiwind Sections (246 Kms)

APC-I amounting to Rs.5.497 Billion was approved by the ECNEC for Doubling of Track from Khanewal to Raiwind (246 Km) on 4-8-2005 which was subsequently revised to Rs.8.326 Billion on 12-11-2007. The work on this project was commenced during the financial year 2005-06. The section from Khanewal to Sahiwal (119 Km has been completed and opened for traffic on 17-09-2011. The work on remaining section is in progress as per revised schedule and expected to be completed by 30-06-2012. The completion cost of this project will be Rs.12.617 Billion accordingly, revised PC-1 is under approval by ECNEC.

Benefits

On completion of this project Karachi to Lahore will be connected with Double line track. Sectional capacity will increase from 18 to 34 trains daily. Journey time from Lahore to Karachi will be reduced by one hour for mail/express trains and seven hours for freight trains.

B. FUTURE PROJECTS:

1. Doubling of Track from Shahdara Bagh to Lalamusa.

* Total Length	126 Km
* Total Cost	Rs. 13593 Million
* Foreign Exchange Components	Rs. 3342.200 Million
* Completion period	03 Years
* PC-I	Under approval from ECNEC.

2. Doubling of Track from Shahdara Bagh to Faisalabad.

* Total Length	135 Km
* Total Cost	Rs. 10280 Million
* Foreign Exchange Components	Rs. 3193.200 Million
* Completion period	03 Years
* PC-I	Under approval from ECNEC.

3. Doubling of Track from Lalamusa to Chaklala.

* Total Length	152 Km
* Total Cost	Rs. 23770 Million
* Foreign Exchange Components	Rs. 4520 Million
* Completion period	04 Years

PC-I of this project is under process.

4. Doubling of Track from Golara Sharif to Peshawar Cantt.

* Total Length	160 Km
* Total Cost	Rs. 19560 Million
* Foreign Exchange Components	Rs. 3878 Million
* Completion period	04 Years

Feasibility study (PC-II) of this project is under process.

The upto date physical achievements pertaining to Rehabilitation & Improvement of Track is as under.

S. No.	Activity	Target (in Kms)	Progress (in Kms)
1	Rail Renewal	729	488
2	Sleeper Renewal	1521	1177
3	Yard Renewal	60	60
4	Deep Screening of Ballast	622	128
5	Welding of rail Joints	980	518

B. Signal Engineering Department

The Signal Engineering Department is responsible for the planning, design, construction and maintenance of Signaling, Interlocking and Block (line clear) Systems.

Signaling Systems are essential requirement for efficient and safe train operation. At present, most of the stations are equipped with Mechanical type of signaling while modern signaling system such as All-Relay Interlocking. Automatic Block Signaling and Centralized traffic control is also provided on certain sections. There are 123 stations equipped with Non-Interlocked mechanical signaling, 185 stations with standard-I, 20 stations with Standard-II and 217 stations with standard-III mechanical signaling, whereas 40 stations are equipped with All-Relay Interlocking. Automatic Block Signaling is provided on 160 KMs double line section between Landhi and Hyderabad and Centralized Traffic Control on 24 KMs section between Karachi Cantt: and Landhi and obsolete signaling systems is planned to be replaced, with modern systems on the entire network in phases.

In the first phase Computer Based Interlocking would be provided at 31 Stations and Automatic Block System on 433 Kms on Shahdara Bagh-Multan-Lodhran section under an approved project. The aspect of the approaching signal shall also be displayed in the cab of the locomotive and the system shall be fit for speeds upto 160 Kms/Hrs. ATP system shall also be provided to stop the train automatically in case driver does not apply brakes while approaching the RED signal. The work has been taken in hand and system engineering is in progress.

a. Signal Rehabilitation Project.

Sequel to the damage caused by the riots of 27th and 28th Dec/ 2007. Project of Rehabilitation for Rs.7855.953 millions is approved by the ECNEC on 24-03-2010.

b.

Project Director/Signal Rehabilitation is coordinating for the rehabilitation of works pertaining to following departments:

1. CME/Locomotive for 35 Nos.Locomotives Rs.600 million.
2. CME/C&W for 39 Nos.Coaches Rs. 453 million.
3. CEN/Open Line (Civil Works) for 65 Station Buildings Rs.. 368.788 million
4. Dy: CEN/Track for * Rs. 180 million
5. PD/Signal Rehabilitation for ** Rs. 6192.637 million.
6. CEN/Telecom for ** Rs.61.528 million.

Scope of work related to the above units are to be rehabilitated/ repaired.

The work of Rehabilitation damaged as set is in programme and an expenditure of Rs. 3318.818 million has been incurred the month 2011.

c. Achievements

Originally Signalling System on 4 stations i.e. DBJ-RPN-JGS-JHP Dabbeji, Jhungshahi and Jhampir have been restored temporarily. Auto block system between Dabbeji-Gadder has been permanently restored and work on Jhungshahi and Jhampir is in progress. Design of CBI on Bin Qasim station is near completion. Tenders for Civil Works of 22 stations have been finalized and work will commence shortly.

* 2 Nos. Track Machines.

** 55 Nos. Stations damaged of Signaling System.

The Signalling Rehabilitation Project from Mirpur Mathelo to Shahdadpur is very important because paper line working was introduced on 17 stations since 27th December, 2007 reducing average speed on the section to 70 KMPH instead of 105 KMPH. This causes heavy financial loss to Pakistan Railways besides, severely effecting punctuality. Contracts have been awarded to Consortium (BT/CRSC), the Swedish & Chinese companies, M/s. Bombardier transportation and China Railway Signal and Communication, who have commenced design work.

C. Telecommunication

- i) Pakistan Railways Telecommunication System comprises of Microwave, UHF & VHF Radios, Telephone Exchanges Network, Train Control System, overhead wires along the Railway track and underground cable.
- ii) Radio systems were installed in 1981-82 on main line from Rawalpindi to Karachi via Lahore-Faisalabad-Khanewal and on important branch lines i.e. Kotri-Dadu-Habib Kot-Jacobabad-Kashmor Colony-Kot Adu-Sher Shah & Wazirabad-Sangla Hill covering 2700 route kilometers.
- iii) Microwave Radio System having 960 channels capacity is working at 38 sites as backbone. UHF Radio System having 36 channels capacity is working at 230 stations for station to station communication. VHF Radio System having 519 base stations & devices on locomotives provide communication between ASM & Train Drivers.
- iv) 19 Electronic & 01 Electro Mechanical type Exchanges are providing services to 3000 users on Pakistan Railways.

- v) Telecommunication facilities available on Pakistan Railway till date are as under:-

Telecommunication Facilities

1.	Telephone Exchange Lines.	3200 Nos.
	No. of lines in use	3000 Nos.
2.	Microwave Radios	
	a) Sites	38 Nos.
	b) Route K.M covered	1850 Kms
3.	U.H.F Radios	
	a) Sites	230Nos.
	b) Route K.M covered	2700 Kms
4.	VHF Radios	
	a) Base Stations	519 Nos.
	b) Locomotives equipped with VHF Radio	415 Nos.
	c) Walkie Talkie Radio sets	1333 Nos.
	d) Route K.M. covered	6000 K.M.
5.	Train controller Systemworking on M.W./UHF Radio equipped. with train consoles at Divisional Headquarters.	13 Nos.
6.	H.F. Radio between Divisional Headquarters and important stations for transmission of important and emergency messages.	46 Nos.
7.	Conventional type of equipment is working on overhead /iron wires along the Railway track. This system is old & obsolete.	
8.	Alternate routes of conventional control system are working on carrier channels hired from PTCL.	
9.	Hot lines between Central Control, Headquarters Office, Lahore and Divisional Control Offices are in operation.	

Future Plans:

Phase-I

A PC-1 is under process for the up-gradation of Telecommunication system/Replacement of obsolete analogue system in Phase-I & Phase-II.

Phase-I

S.No.	Section	KMs.
1.	Peshawar -Rawalpindi-Shahdara Bagh-Faisalabad-Khanewal-Lodhran (via Chord)-Khanpur-Daharki, Shahadpur-Tando Adam-Hyderabad-Karachi City-Kiamari.	1400
2.	Rohri-Sukkur-Habib Kot-Jacobabad-Sibi-Quetta.	390
3.	Sher Shah-Kot Adu-Bhakkar-Kundian-Jand-Basal-Attock City & Daud Khel-Mari Indus.	550
4.	Raiwind-Kasur-Pakpattan-Lodhran.	375
5.	Nur-Margala.	06
6.	Shahdara Bagh-Narowal-Sialkot-Wazirabad.	190
	TOTAL	2911

Phase-II

Remaining branch lines shall be up-graded in future as per availability of funds on the following sections.

- i) Hyderabad-Mirpur Khas-Khokhropar
- ii) Chak Jhumra-Shahinabad-Sargodha
- iii) Lalamusa-Malakwal-Khushab-Sargodha-Kundian
- iv) Qila Sheikhupura-Jaranawala-Shorkot
- v) Shorkot-Jhang-Shahinabad
- vi) Lahore-Wagha
- vii) Golra-Basal
- viii) Quetta-Chaman
- ix) Sangla Hill-Hafizabad-Wazirabad
- x) Hyderabad-Badin
- xi) Spezand-Daldbandin-Kohi Taftan
- xii) Nowshera-Mardan-Durgai
- xiii) Samasatta-Bahawal Nagar-Amruka

D. Electrical Engineering

The electrical Engineering Department is responsible for planning, installation and maintenance of electric supply on the network; it is also responsible for the maintenance of electrified section of the Railways.

Railway Electrification

25KV AC, Single phase, Electric Traction system was introduced in 1970 over 286 Kms Lahore-Khanewal main line section. The anticipated benefits were fully achieved. However, due to doubling of track project from Lodhran to Raiwind, the service from Khanewal to Sahiwal section was suspended in October, 2007, and from Sahiwal to Lahore Section November, 2009.

ET system on Lahore-Raiwind section will be retained besides extending it from Moghalpura to Wagha for trade with India.

Electrical Engineering

The Electrical Engineering Department is responsible for planning, installation and maintaining of electric supply on the network; it is also responsible of operation and maintenance of Power Vans, Train Lighting Vans and electrical installations on Air Conditioned and Economy class coaches and saloons.

The under noted achievements were made during the financial year 2010-11:-

1. The G & H Schedules/POH of 41 power vans and 37 TL vans (20 KVA) were carried out into the Power Van /C&W Shop Mughalpura.
2. Eight power vans were turned out using 75 KVA- DG sets.
3. 118 Nos. Air conditioned Coaches and 675 economy Class coaches were turned out of Moghalpura Shop after POH.

4. The project regarding augmentation of electrical Power supply system in Loco and Steel Shop Moghalpura has been completed upto 57% Remaining works are expected to be completed with in financial year (2011-12).

E. Brief on Design Office of Civil Engineering Department

Pakistan Railways Design Office was established in year 2002, with the objective of redefining old Design Codes, to facilitate the effective and efficient integration of newly acquired Technologies into the existing Codes, Design and Rules. The Design Office has contributed a lot as per its laid down objectives and has provided all the necessary skill and know how for effective implementation of new development projects, besides providing support services to the field staff, for the rehabilitation and up-gradation of the existing infrastructure. The tasks which this office is performing successfully are as under:-

- (i) Provided/Vetted design of R.C./ Pre-stressed Bridges/ Culverts/Retaining walls/Auxiliary structures to entire Railway system (all Divisions, and Projects).
- (ii) Provided services for trouble shooting of operational/ construction problems faced by the field staff during construction/ rehabilitation and up-gradation of the existing infrastructure.
- (iii) Adoption of latest Codes and Standards like AREMA, AASHTO, ACI, for safe and sound design of structures. The state of the art Software i.e. STAAD, SAP-2000, ETABS, SAFE, PCACOL, CONCAD & AUTOCAD etc. in design. Comparable with any modern Design Office in Government and Private Sectors.

Projects/Works Finalized during 1-7-10 to 15-5-11.

S. No.	Sub S. No.	Incoming date	Description	Outgoing Date	Latest position on 15-05-2011
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1. B. R. Project

1	1	07-10-10	Br. No. 203 (UP Line)	16-03-11	Design finalized
2	2	12-10-10	Br. No. 29	02-07-10	Design finalized
3	3	02-06-09	Br. No. 201	02-07-10	Design finalized
4	4	16-06-09	Br. No. 28	15-07-10	Design finalized

2. D.O.T Project

5	1	16-01-10	Br. No. 2	28-10-10	Design finalized
6	2	13-02-10	Br. No. 13	12-11-10	Design finalized
7	3	28-04-10	Br. No. 40	24-11-10	Design finalized
8	4	16-01-10	Br. No. 13-B	29-10-10	Design finalized
9	5	10-10-10	Br. No. 34-A	18-12-10	Design finalized

3- Divisional Works

10	1	11-12-10	RND Station Building	21-02-11	Design finalized
11	2	30-03-11	Wheal Tread Machine Foundation, Hyderabad	11-05-11	Design finalized
12	3	13-01-11	Improvement/Renovati on of Raiwind station	21-02-11	Design finalized

4-S. & C. Branch works

13	1	21-06-10	Over head bridge Su-e-Asal Raiwind	14-04-11	Vetting finalized
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5- Bridge Branch Works

14	1	27-11-10	Temporary arrangement and RCC Boxculvert, (Bin Qasim siding)	21-03-11	Vetting finalized
15	2	08-08-09	Br, No. 79	30-09-10	Design finalized
16	3	08-03-10	Dhok Chiragh Underpass	09-07-10	Vetting finalized
17	4	01-07-10	Br, No.19 PIK Q/Siding	15-07-10	Design finalized

Mechanical

The Mechanical Unit is headed by the Additional General Manager/Mechanical who is assisted by the following Head of the Departments (Principal Officers).

1. Chief Mechanical Engineer/Carriage & Wagons.
2. Chief Mechanical Engineer/Loco.
3. Chief Controller of Purchase.
4. Chief Controller of Stores.

Carriages:-

S. No.	Description	B.G.	Total.
1.	Passenger Coaches.	1540	1540
2.	Other Vehicles.	234	234
3.	Brake Vans.	220	220
4.	Trailers.	01	01

Achievements:

- i. A project of rehabilitation of 400 coaches is in progress at Carriage Factory Islamabad (CFI,) till now 246 coaches turned out for service.
- ii. A Project of rehabilitation of 87 burnt coaches has been started and 04 Nos of coaches turned out for service.

Wagons:

S. No.	Description	B.G.	M.G.	Total.
1.	Covered wagons.	6018	11	6029
2.	Open wagons.	6958	31	6989
3.	Special Type wagons.	3975	15	3990
4.	Departmental wagons.	963	9	972
5.	Brake Vans.	488	2	490
6.	Four wheeled wagons.	13116	46	13162
7.	Eight wheeled wagons.	5155	20	5175
8.	Freight wagons in numbers.	18402	66	18468
9.	Goods wagons in terms of 4 wheeled.	23688	86	23774
10.	Carrying capacity of freight wagons in tones.	525873.6	1290	527163.6

Average ineffective Goods Stock during the year 2010-2011=13.40%.

Achievements:

Project of 530 High Capacity Wagons.

The Project for Procurement/ Manufacturing of 530 High Capacity Wagons is in Progress, 500 wagons (344 ZBKC's and 156 ZBFC's) have been manufactured upto 16-02-2011 in Loco Shops, Moghalpura. Thirty Brake Vans (ZNRV's) have to be manufactured in CFI, out of which 20 Wagons have been completely manufactured.

LOCOMOTIVES:

S. No.	Description	Quantity	Remarks
1	DE Locos	500 Nos.	On average Daily 280 Nos. locomotives available for various services. The remaining locomotives are stabled for want of imported spares.
2	Electric Locos	16 Nos.	Stabled due to doubling of track
3	Steam Locos	(5 BG + 7 MG = 12 Nos.)	Utilized for steam safari as per demand.

Material Procurement:

Pakistan Railways operation depends on reliable supply chain system being a multi-disciplined organization. The objective is to provide maintenance Stores & Spares for efficient and safe running of Rolling Stock, such as Steam Locomotives, Diesel Electric Locomotives, Electric Locomotives Railcars, Passenger Coaches and Freight Wagons. The system also cater for the maintenance requirement of material for Track, Signaling System, Bridges etc. There are about 18295 shop made and regular buy-out stock and emergency stock items, which are purchased every year besides, a substantial number of non-stock items.

12.2 Purchase analysis for the year 2010-2011 is as under :

(Rupees in Million)

12.21. Imports	1207.313
12.22. Customs Duty & Sales Tax etc.	416.655
12.23. Indigenous purchases:	
12.2.3.1 CCP/TSO	1649.489
12.2.3.2 Steel Shop/MGPR	10.700
12.2.3.3 Divisional Superintendents	5.964
12.2.3.4 Other than CCP	0.555
12.3.5. Sea Freight (Internal)	26.131
12.2.6. Fuel other than operation purpose	38.057
12.2.7. Value added in Workshops	253.293
12.2.8. Value added in Steel Shop	206.040
TOTAL :	<u>3814.197</u>

12.3. **Mode of Procurement:**

Purchase Branch of Pakistan Railways was created in 1961, when Railways had dis-linked from the Directorate of General, Supplies & Development, Ministry of Industries, Government of Pakistan. All the purchases are made through Tender System according to modern principles of Supply Management, in accordance with PPRA Procurement rules.

Imports and Import Deletion Programme:

Electric & Diesel Electric Locomotives Spares form the major content of imports by Pakistan Railways. Import Deletion Programme was initiated in 1970 with the setting up of a Railway Diesel spare Manufacturing Shops at Rawalpindi and Railway Workshops, Moghalpura. The other indigenous sources utilized

were Local State-owned and Private Industries. Major break-through has been achieved with the following components.

Description	Percentage Deletion Achieved	Description	Percentage Deletion Achieved
Expressor Part	85.5%	Gear Cases	100%
Coupling flexible	60.1%	Rubber Parts	51.5%
Wear plates	86.6%	Gaskets	73%
Pinions	85.1%	Carbon Brushes	68%
Shaft	86.1%	Starting Batteries	100%
Safety Glasses	100%	Brake Cylinders	80%
Filters	87.1%	Heat Exchanger	52.2%
Flexible Hose	85.5%	Fuel Injection Equipment	30%
Brake Shoes & related Items	85.5%	PCB Cards /Assemblies	15%
Exhaust Pipes and Bellows	86.1%	Terminal	70%
Brush Holders	50.3%	Glo Rod for FuelTank	90%
		Electronic components	2%

Value of Electric and Diesel Electric locomotives Components procured locally and manufactured in Railway Workshops during the Fiscal year 2010-11 was to the tune of Rs. 416.730 Million.

Quality Control and Inspection:

There are two Inspectorates located at Moghalpura (Lahore) and Karachi Cantt., where the material purchased locally is supplied by the firms. These supplies are got tested and accepted, if found according to the Governing specifications stipulated in the contracts.

Shipping:

All the material purchased by the Pakistan Railways from abroad is cleared by its own clearing agent *i.e.*, District Controller of Stores (Shipping), Pakistan Railways, Karachi Cantt. He also acts as clearing agent of the other Government Departments as and when advised to get their consignments cleared.

Material (Stores) Management

Organization:

The Department is headed by Chief Controller of Stores assisted by Dy. CCS/HQ. LHR, Dy : CCS/KC & Senior Scale Officers.

Stocking Depots:

In order to ensure un-interrupted supply of material to the indenters, Pakistan Railways has set up 17 Stocking Depots located at Moghalpura (Lahore), Karachi Cantonment, Reti Line KYC, Hyderabad, Sukkur, Quetta, Jehlum, Rawalpindi, Raiwind and Haripur Bund. About 18304 numbers of regular stock items are stocked in the said store depots to meet with the requirements of indenters for repair and maintenance under Head Revenue/General Purpose Stores (GPS) of Railway System. To ensure prompt and quick compliance of the demands from consumers all over the Railways, these items are stocked at more than one location (Depots).

Distribution of Material:

Central Transportation Section (CTS) is a backbone of Pakistan Railways General Stores. Moghalpura.

Central Transportation Section is distributing Imprest/ Non-imprest Stores at the door steps of Consumers all over Pakistan Railways through Stores Imprest (9 mini sets). Depot of Stores hands over their material to Central Transportation Section (CTS) for distribution to concerned Indent officers (I/OS).

Central Transportation Section (CTS) staff also collects the return Stores from all the Indent officers (I/OS).

In case of emergency, material is distributed to Indenters through Special Escort except inflammable materials.

Scrap, Surplus and obsolete Material:

An important activity of the Material (Stores) Management is also the disposal of scrap, surplus and obsolete material, which is generated during normal course of operation of Railway System. Such material is inspected by a Survey Committee to assess the possibilities of utilization in the system. Material which is of no use is recommended for further disposal. Material recommended by the Survey Committee for disposal is sold out through Tender Sale. During the year 2010-11 total value of disposed off scrap and condemned wagon bodies, Drums, Ferrous and non-ferrous items and rail etc. was Rs. 426.000 millions.

Computerization:

All the depots provide Material Source Documents to I.T. Directorate where necessary data is fed to computer for processing, monthly reports for each depot, covering total transactions are generated for use in the system. Various other reports including ABC analysis of all the buyout and shop made items, detail of surplus stocks and over stocks are also produced regularly.

Printing Press:

Pakistan Railways has its own Printing Press at General Stores, Moghalpura (Lahore) which caters for all the requirements of printing of forms, tickets and stationery items. The Printing Press has been modernized over the years by including offset Printing Machines, Word Processors and latest equipment. Year Book and Annual Audit Reports are also printed in this press.

Reactivation of Clothing Factory:

The Clothing Factory, Moghalpura which, remained closed for 20 years has been reactivated. The factory, after being equipped with some new machinery, can stitch about 1,50,000 uniforms for various categories of staff.

Traffic

The Unit is headed by the Additional General Manager Traffic, who is assisted by the following Head of Departments (Principal Officers):

1. Passenger Department.
2. Marketing Department.
3. Dry Port.
4. Operating Department.

Passenger Department:

The passenger wing of commercial department of Pakistan Railway's is responsible for the creation, maintenance and delivery of passenger services and all related amenities to the traveling public, including the transportation of parcel traffic. The passenger wing of Commercial Department is headed by Chief Commercial Manager/Passenger who is assisted by the following Commercial officers:-

Deputy Chief Commercial Manager =2

Senior Commercial Manager =1

Assistant Commercial Manager =9

2. Miscellaneous Information:

- i) Total number of passenger traveled during July, 2010 to April, 2011. No. of Passengers = 46.796 million, earning = Rs.9540.419 million.
- ii) Printed Bar Coded Card/Tickets and Excess Fare ticket by Pakistan Foundation Press, to avoid issuance of Fake Tickets.
- iii) Efforts have been made to control fuel losses during train operation.
- iv) Administrative expenses have been cut down to bare minimum.
- v) New Reservation Office has started functioning at Lahore Railway station.
- vi) Leakage of revenue due to malpractices in payment of Refund has been controlled by introducing a Computerized cancellation slip.
- vii) A facilitation officer (Train Manager) has been deputed on trial basis, on Karakoram express train to improve on train service.
- viii). Special raids conducted for ticket -less checking from July 2010 to June 2011 (Annexure-A)
- ix). Claim cases decided/settled from July 2010 to June 2011 (Annexure-B).

Annexure-A

MONTH WISE PROGRESS REPORT OF CAMPAINGAGAINST TICKET LESS TRAVELLING FROM JULY 2010 TO MARCH 2011 AS COMPARED WITH CORRESPONDING PERIOD OF LAST YEAR

Month	PSC		RWP		LHR		MUL		SUK		KYC		QTA		HQSQUAD	
	Case	Amount	Case	Amount	Case	Amount	Case	Amount	Case	Amount	Case	Amount	Case	Amount	Case	Amount
July-10	6980	1693185	16392	3745020	43397	11404570	27149	7796840	11962	5084075	15040	6460475	5805	2643050	1492	1346241
Aug-10	3868	716470	13446	2693055	34320	7991176	23226	6753660	9934	3989340	12241	4969330	4035	1854610	1347	1237410
Sep-10	5079	968940	15730	2692285	34525	8568545	22064	6788030	11325	4852940	15777	7357900	2581	394365	1945	1733050
Oct-10	4985	905185	17011	3041880	37413	9928720	25727	8315145	11340	4750103	16116	7047350	6340	2313690	2002	1762055
Nov-10	5720	1094400	16650	3145315	39508	11487628	30155	9527120	13563	5756925	23909	12521520	4082	1997240	2335	2223165
Dec-10	5380	1120065	15893	3297970	39672	12036517	23070	8226860	12781	5451395	18032	7605335	7473	3553520	2158	2124400
Jan-11	4520	856350	14495	2752430	35645	8771112	25757	8866065	11306	4538525	13818	5020065	6476	3013210	2083	1752810
Feb-11	4658	958430	13571	3230525	32592	11012230	22538	8603455	10654	4969815	14797	6623915	3533	2079090	1468	1617955
Mar-11	4574	951645	15706	3541210	35866	11413530	25565	10127640	12186	5659485	15425	7270290	6515	3440265	1582	1456960
Apr-11	5869	1249930	15721	3664330	36805	12139095	21475	10113860	12308	6028825	16222	7852665	5712	3689100	1950	2222157
May-11	406	78395	12280	2886150	32868	10306870	20901	9070665	13245	5839099	13852	6958030	4837	3295467	2049	2156920
Jun-11	4373	996590	14279	3604175	35996	11487050	22032	8801345	3215	1677975	16425	6955350	6265	3182200	3084	3111390
G-Total	56412	11589585	181174	38294345	438595	116208043	289659	102990515	133819	58588502	191654	86642225	63654	32455807	23495	22744513

The Data claim cases decided/settled from July to June 2011 as under:

1)	Claim amount paid cases	11
2)	Decided Cases	67
3)	Settled Cases	31
4)	Paper Transfer Cases	18

List of City Booking Agencies

S.No.	Name of city of booking Agency.	Commission	Remarks
1	Shahalam Market Lahore	5%	Working Satisfactory
2	Gujranwala City	4%	Working Satisfactory
3	Abbottabad/Mansehra	5%	Working Satisfactory
4	Peshawar	6%	Restore on 23-05-2009 Working Satisfactory
5	Faisalabad	6%	Restore on 23-05-2009 Working Satisfactory

Agencies Closes

S.No.	Name of city of Booking Agency.	Commission	Date of Closing.	Remarks
1	Rawalpindi	5%	17-03-2001	Closing Down
2	Sukkur	3.5%	28-04-2001	Closing Down
3	Karachi	4%	29-06-2001	Closing Down
4	Hyderabad	5%	31-01-1996	Closing Down
5	Mardan	5%	10-02-1998	Closing Down
6	Swabi	1.5%	04-05-91	Closing Down
7	Multan	5%	21-04-2001	Still under Litigation with Railway
8	D.I.Khan	4%	09-06-2001	-Do-
9	Quetta	5%	11-10-2001	-Do-

(B) City Booking Agencies under the Management of PRACS

S.No.	Name of City.	No. of Agencies	Commission
1	Lahore	08	4%
2	Karachi	09	4%
3	Rawalpindi	04	4%
4	Quetta	02	4%
5	Sanghar	01	4%
6	Multan	01	4%
7	Faisalabad	01	4%
	Total	26	

The total number of Stations/Halts opened for traffic on Pakistan Railways and number of City Booking Agencies, Sub Agencies and out Agencies are as under :-

S. No.	Division	Station	Halts	Total
1.	Peshawar	60	8	68
2.	Rawalpindi	78	7	85
3.	Lahore	114	46	160
4.	Multan	131	60	193
5.	Sukkur	67	17	84
6.	Karachi	68	16	84
7.	Quetta	40	16	56
	Total	558	170	730

The number of City Booking Agencies, Sub Agencies and out Agencies are as under :-

City Booking Agency run by PRACS	=	22
City Booking Agency	=	04
Sub Agency	=	01
Out Agency	=	01

Marketing department.

Profile of the reconstituted Marketing Department.

The Marketing Department of the Pakistan Railways previously prepared and monitored the earnings in relation to the targets fixed for various divisions, whereas the activities of the passenger trains were managed by the Chief Commercial Manager. Now various subjects pertaining to the marketing but earlier dealt with by the Passenger Department have been delegated to the Marketing Department.

Consequently the Marketing Department has been reorganized to perform its functions related to the marketing in both the freight and passenger sectors. The various subjects now being dealt with are :-

- * The preparation of budget, monitoring of earnings and analyzing shortfalls and its causes besides, recommending remedies.
- * The provision of special rates for different commodities to lure traffic.
- * The determination of the rate for freight and the fare for the Passenger Parcel & Luggage.
- * The exploring of markets for utilization of its transport facilities.
- * The concluding of agreements with a Public Private Partnership in freight and passenger trains through outsourcing.

Vision Statement of the Marketing Department:

A progressive marketing organization managed by professional and competent staff committed to effectively market the transport facilities of the Railways in the freight and passenger sector for a reliable, competitive safe, economical and quick service of recognized standard to its customers.

Important Goals:

- 1) To reduce transit Time.
- 2) To increase interaction with Customers and the Business Community.
- 3) To promote Public Private Partnership.
- 4) To adopt confidence building measures by entering into contractual obligations.

Organization Setup:

The Marketing Department is managed by the Chief Marketing Manager assisted by the Deputy Chief Marketing Manager, Senior Rates Officer and Assistant Commercial Managers.

Freight Sector Profile:

There are 200 freight stations on the system with about 12000 personnel dedicated for providing service to the clients. The Freight Department serves two major sea ports i.e. Keamari and Bin Qasim. Some of the major commodities that are handled include PTA (Chemical for Rayan Manufacture), Petroleum Oil and Lubricants (POL), Wheat Coal, Fertilizer, Rock Phosphate, Cement, Sugar, Oil Seed & containers besides goods for transit to Afghanistan.

The loading of major commodities for the year of 2010-2011 (20-07-2010 to 10-05 2011) is given below:-

(Wagons)

S. No.	Commodities	Current	Corresponding	Variation
1.	Cement	7300	22841	-15541
2.	Cargo Express	5330	38778	-33448
3.	Coal (Imported)	7116	8998	-1882
4.	Loading Ex-Wagah	4706	6110	-1404
5.	POL Products	26317	80396	-54079
6.	Miscellaneous	5477	9787	-4310

Freight Sector Marketing:

The freight Marketing is a customer oriented. Its pricing policy is client friendly. All possible efforts are made to reduce the cost of transportation and increase revenue through efficiency, innovation and modernization.

Pricing Policy:

Pakistan Railways move cargo on rails at a lesser fuel cost as compared to moving the same by road. The organization by reasons of this advantage is able to formulate its pricing policy to the maximum advantage allowable to the customers and to the organization. Promotional, reduced rates are quoted to provide incentive, to move the commodities by rail instead of road. Seasonal reduced rates are quoted to attract the commodity.

Freight Traffic:

Pakistan Railways loaded 126,987 freight wagons in the year 2010-2011 as against 295,249 in the corresponding period. This is -168,262 wagons less than the last Year. 01-07-2010 to 30-06-2011. The freight earning during this period of the financial year 2010-11 is Rs. 3,348.297 millions.

Cargo Express:

A Cargo Express Service introduced since 1971 is running daily for transportation of general cargo from Karachi City to Badami Bagh/Lahore and vice versa. Now this cargo express has been provided with high capacity and high speed wagons along with terminal facilities to increase the present load from 1000 to 1600 tonnes.

Strategy of Freight Marketing:

- (i) Induction of new locomotives.
- (ii) Freight Department is concentrating in the induction of high capacity wagons.
- (iii) Phasing out 4-wheeler stock and replacement by high capacity wagons .
- (iv) Home delivery through appointment of Cargo Contractors running "Cargo Specials" between Badami Bagh and Karachi.
- (v) Building of New Dry Ports on Public Private Partnership basis.
- (vi) Replacement of vacuum brakes with Air pressure brakes to improve speed of bogie stock.
- (vii) Pakistan Railways is trying its utmost to transport maximum quantity of POL products. Oil loading will now be carried out even on Sundays.
- (viii) Pakistan Railways is planning to connect the Gawadar Port with the Railway network.

Passenger Sector Marketing:

The agreements regarding the outsourcing of passenger trains and the luggage vans are currently finalized by the marketing department. Keeping in view the current trends in the Railways for Public Private Partnerships. Pakistan Railways is outsourcing majority of its trains by entering into partnerships with the public sector.

Dry Ports over the system:

The containerization of cargo and the establishment of Dry Ports has further facilitated multimodal transportation of goods. Pakistan Railways foresee that the cargo transportation in future is going to rely heavily on container traffic Dry Ports, which have already been established at:-

Lahore Dry Port	Established in	1973
Karachi Dry Port	Established in	1974
Quetta Dry Port	Established in	1984
Peshawar Dry Port	Established in	1986
Multan Dry Port	Established in	1986
Rawalpindi Dry Port	Established in	1990

New integrated container terminals have been developed as partnership projects at Prem Nagar. Kot Radha Kishen, Jia Bagga and Lahore dry port in collaboration with M/S Packages limited, Mega Tech, PMS, QICT and NLC.

Container Handling Cranes and High Capacity Wagons capable of traveling at high speed have been inducted to further facilitate Container Traffic.

Public Private Partnership:

To ensure maximum returns on the Railway investment the department is evolving maximum Public Private partnerships in the running of various Passenger & Freight Trains, Luggage Vans alongwith Dry Ports.

In this regard various trains including 37Up/38Dn (freed Express), 11Up/12Dn (Hazara Express) 131 Up/132Dn (Rohi Express) have been given in partnership to the M/s Pakistan Railway Advisory Consultancy Services (PRACS).

The outsourcing of 27 Up/28 Dn (Shalimar Express), 17 Up/18 Dn (Millat Express) 349 Up/350 Dn (Chaman Express) and all Passenger trains running on the Lahore, Narowal Section has been undertaken similarly the out sourcing of local trains of the respective divisions outsourcing is under process.

Pakistan Railways further plans to run an express train named "Business Express" in collaboration with Private enterprise for transportation of passengers from Lahore to Karachi-vice versa.

One of the ambitious public Private Partnership Project, the setting up and functioning of the Prem Nagar Dry Port has been successful. The agreement for a Dry Port at Aza Khel is in the final stages while other Dry Ports at Mukhtarwala Multan and Chichoki Mallian near Lahore are under process.

Dry Port:

Pakistan Railways in pursuance of its objectives of increasing its market share in containerized freight traffic intends to utilize the existing Railway lands, rail head facilities, high speed and high capacity

stock. For this purpose Public Private partnerships is being made with renowned off dock terminal operators having adequate experience and expertise in handling bonded and non bonded container traffic in order to establish inland Container Terminals/Dry Port at feasible up country stations.

1. Establishment of A New Dry Port At Prem Nagar Railway Station:

This project has almost been completed at the total cost of Rs. 1729.000 million, out of which Rs 1235.000 million are invested by the Joint venture partners i.e. M/s Premier Mercantile services (PMS) and M/S Qasim International Terminal Container Terminal (QICT) whereas Rs. 494.000 millions have been invested by Pakistan Railways. The project became functional on 28.1.11 and so far 09 trains of non bonded traffic have been moved from Karachi for Prem Nagar, which have fetched an earning of Rs. 19,075,617/- and an amount of Rs. 3,212,926/- have been realized as lease charges of the land up to 30th April 2011. The earnings of this dry port will be achieved gradually as per projections as soon as the bonded traffic starts after issuance of notification by FBR and the dry port is functional for bonded container traffic.

2. Establishment of an Inland Container Terminal (ICT) Dry Port at Mukhtiar Wala Near Sher Shah Railway Station Multan:

A proposal of Multan Chamber of Commerce & Industry to establish a dry port near Sher Shah was approved by Executive Committee of Pakistan Railways as Joint Venture on 23.4.2007. After following the laid down procedure, Multan Dry Port Trust MDPT has been declared as the pre-qualified party and an agreement signed between Pakistan Railways and MDPT on 5.5.2010.

The share of investment proposed is as under:-

Pakistan Railways	Rs. 499.000 Million
Multan Dry Port Trust	Rs. 169.230 Million

The construction work will be started soon after receiving approval of amended PC-I and release of funds by Planning Commission.

3. Shifting of Peshawar Dry Port At Aza Khel (Pir Piai) Railway Station.

The Economic Coordination Committee (ECC) of the Cabinet approved Ministry of Railways, summary dated February-2006, for shifting of Peshawar Dry Port to Aza Khel (Pir Piai Railway Station on Noshera-Peshawar Section) for handling the national trade clearance. The project was launched as a Joint Venture on BOT basis for 33 years and Aza Khel Dry Port Trust (ADPT) has been declared as the pre-qualified party. An agreement between Pakistan Railways and Aza Khel Dry Port Trust (ADPT) is under process and will be signed shortly.

The carriages and Tonnage of Import & Export traffic handled during the 2009-2010 pertaining to different Dry ports are given below:-

Period	Name of Dry Port	I M P O R T			E X P O R T		
		No. of Containers/ Wagons.	Tonnage	Earnings (Rs.) Million	No. of Containers/ Wagons	Tonnage	Earning (Rs.) Million
2010-11	Karachi Dry Port	2304	49356	69.86	1580	21199	16.63
2010-11	Lahore Dry Port	13270	278670	270.36	2505	49500	19.36
2010-11	Faisalabad Dry Port	—	—	—	—	—	—
2010-11	Islamabad Dry Port	5143	93707	38.10	36	832	0.39
2010-11	Peshawar Dry Port	3434+236 M. vehicle	35270	25.422	46	417	0.66
2010-11	KRK Container Terminal	589	11055	—	572	8736	0.23

Operating Department:

Freight Loading:

During the year 2010-11, 126987 wagons were loaded on the entire systems against 295249 wagons during the corresponding period registering decrease of 168262 wagons (-57%). The reasons for shortfall in loading remains as below:-

1. Less availability of 35 locomotive (-51%) on an average per day as compared to the last year.
 2. Poor hauling capacity of locomotives.
 3. Irregular supply of fuel for locomotives.
 4. Suspension of freight traffic due to flood:
- Comparative loading of all divisions is as under.

Divisions	2009-10	2008-09	Variation
Karachi	54361	159717	- 105356
Sukkur	7181	7878	- 697
Multan	8680	23915	- 15235
Lahore	38681	65074	- 26393
Rawalpindi	6608	10813	- 4205
Peshawar	9417	23944	- 14527
Quetta	2059	3908	- 1849
Total	126987	295249	-168262

Punctuality:

The punctuality position of Mail/Express and Intercity trains during the period from 1st July, 2010, to 30th June, 2010 (2010-2011) as compared to the corresponding period is as under:-

Trains	Period		Variation
	2010-2011	2009-2010	
Mail Express	26%	42%	-16 %
Intercity	74%	78%	-4 %

The above decrease of 16% & 4% respectively is mainly on account of shortage of Locomotives and Fuel/Locomotive failure, Temporary Engineering Restrictions, Signal Failures, Electric defects, Accidents, Incidents (Bomb blast, public protest, law & order situation), carriage defects and exceptionally uncongenial weather Conditions (rain/fog/flood) which resulted into detention to trains. However efforts are underway to bring further improvement.

Safety of Trains:

The comparative figure of the accidents with description for the accident of the calendar year 2009-2010 is given blow:-

Description of Accidents	Number of accidents		Variation
	2009	2010	
Collisions of Goods Trains.	1	-	-1
Derailments of Passenger Trains.	30	31	+1
Derailments of Mixed Trains.	7	2	-5
Derailments of Goods Trains.	42	23	-19
Collisions at Manned level Crossings	5	11	+6
Collision at Un-Manned level Crossings	60	76	+16
Fire in Trains	4	11	+7
Averted Collision	-	1	+1
Others	9	11	+2
Total	158	166	+8

Safety of passengers is a prime concern of the Railways and the administration is continuously vigilant, alert and has adopted the following measures to prevent the recurrence of accidents in future:-

- Patrolling of track by motor trolleys and push trolleys has been enhanced/introduced by the Railway Officers/Official and by the Railway Police Jointly.
- Night Patrolling of the track by Night patrollers is being carried out.

- Special security surveillance of important stations/Installations is being carried out by the Railway police and strict security measures have been introduced to counter subversive activities.
- Regular inspections in accordance with prescribed standards and quota are conducted by the officers and officials of Pakistan Railways to maintain safety standards.
- All the train staff including escorting police officials have been directed to remain highly alert at stations and in the trains.
- Special instructions are issued regularly by the Headquarters Office and Operating Divisions for guidance of the staff.
- Training and refresher courses regarding safe train operations are being conducted regularly at the Pakistan Railway Academy, Walton Special seminars related to the safety of train operation have also been organized in this context.
- The entry and exit points at important Railway stations have been reduced to the minimum and are guarded by the Railway Police. The walk through gates have been provided at important stations.
- Fully equipped modern police help centers have been established at major Railway stations to cope with any emergency on the spot and to provide immediate help to the passengers and public.
- In the recent scenario of law & order situation, the passengers and Railway staff are frequently reminded on the public address system that all unclaimed articles like bags, toys, tins, bottles crates, gunny bags, parcels, attache cases and other left luggage found in trains or Railway premises be immediately reported to Railway Police Station and train staff.

Extra Coaches from July 2010 to June 2011

Month	Down Trains	Up Trains	Total
July 2010	8	6	14
August 2010	8	8	16
September 2010	136	115	251
October 2010	33	40	73
November 2010	11	11	22
December 2010	30	31	61
January 2011	14	15	29
February 2011	5	11	16
March 2011	45	33	78
April 2011	22	20	42
May 2011	8	10	18
June 2011	17	16	33
Total	339	316	639

Running of Special Trains from July 2010 to 30-06-2011

Month	Special Train	Total
July 2010	SWN Special	1
August 2010	NIL	Nil
September 2010	Eid-UI-Fitar Special	4
October 2010	Nil	Nil
November 2010	Eid Special (5) Sikh Special (6)	11
December 2010	RND Special (5 + 4=9) LRK Special (1)	10
January 2011	MPS Special	1
February 2011	Nil	Nil
March 2011	RND Special	1
April 2011	Sikh Special 4	4
May 2011	Nil	Nil
June 2011	Sikh Special (2)	2
Total		34

1. Extra coaches 639 were attached by different trains (339 in down trains and 316 in up trains) from July 2010 to June 2011 to cater extra rush of passengers in the peak season.
2. Special trains 34 were arranged between July, 2010 to June, 2011 to facilitate the travelers on special events such as Raiwind Ijtimah, Eid ul-Fiter & Azha, Indian Sikh Yatrerers visiting their holy shrines in Pakistan, Urs of Hazrat Lal Shahbaz Qalandar and Bahuddin Zakria etc.

Management Services Cell

The Management Services Cell previously known as Organization and Method Cell was initially set up on Pakistan Railways in November, 1964 to stream line bottlenecks/delays, ensure better utilization of manpower and cutting down un-necessary expenditure. This Cell is also responsible for scrutiny of all proposals for creation of new posts, from one cost centre/unit to another cost centre/unit, placement of temporary posts on permanent footings, filling up of vacant posts and conversion of posts etc.

The recommendations made by this Cell are normally examined by a Committee of Senior Officers of Finance, Management Services Cell and the Department concerned to decide as to which of the recommendations are to be accepted. A proper follow up and subsequent periodical review of the recommendations accepted by the above mentioned Committee and approved by the Competent Authority.

As a result of an exercise "Restructuring and Rightsizing" of Pakistan Railways has been finalized during March, 2003. A Book "Restructuring and Rightsizing March, 2003" was issued containing revised sanctioned strength of each unit for reference and authentic record. The latest on roll position is as 83478 employees including all Departments of Pakistan Railways.

Group Terms Insurance Scheme:

The Group Terms Insurance Scheme (Welfare Fund) was introduced in 1969 to provide insurance coverage to the families of Pakistan Railway Servants dying while in service. Rs. 16.836 million on Premium of staff upto BS.15 amounting to Rs.16.836 million is paid by Railway Administration during the year 2010-2011.

Benevolent Fund Scheme:

(i) The Benevolent Fund Scheme was introduced with effect from 01-07-1969 for the benefit to the invalided Railway Servants as well as for the bereaved of the deceased Railway who die while in service or before attaining the age of 70 years, (in the case of retired ex-employees). They are paid grant out of Benevolent Fund according to the various pay slabs (minimum Rs.270 and maximum Rs.1620 per month) for life time or the date of remarriage of the widow. In addition burial expenses at uniform rate of Rs.10,000 are also being paid to the families of Railway employees who die during service.

(ii) Monthly contribution towards Benevolent Fund by the regular Railway Servants from their salary bills are as under:-

- Employees in BS-1 to 16 3% of pay with a maximum ceiling of Rs. 200 per month
- Employees in BS-17 to 22 4% of pay with a maximum ceiling of Rs. 300 per month

(iii) During the year 2010-2011 a sum Rs. 198.456 million was paid to the beneficiaries towards monthly grants out of Benevolent Fund.

Railways Employees Cooperative credit Society Ltd.

During the Financial Year July 2010-2011, the Pakistan Railways Employees Co-Operative Credit Society Ltd. entertained 7007 application for loan and advanced payment a sum of Rs. 159,001,789/- to Railway Employees.

Statement showing the amount of Loan Advanced during the Year 1-7-2010 to 30-6-2011:

S. No.	Month & Year.	No. of Loan payments.	Amount Advanced.
1.	7/2010	565	Rs. 11,808,442/-
2.	8/2010	650	Rs. 13,598,595/-
3.	9/2010	569	Rs. 11,761,832/-
4.	10/2010	653	Rs. 13,813,254/-
5.	11/2010	641	Rs. 13,302,443/-
6.	12/2010	561	Rs. 11,093,795/-
7.	1/2011	523	Rs. 10,931,928/-
8.	2/2011	541	Rs. 10,787,444/-
9.	3/2011	646	Rs. 16,724,520/-
10.	4/2011	592	Rs. 14,912,788/-
11.	5/2011	502	Rs. 12,833,157/-
12.	6/2011	664	Rs. 17,433,591/-
Total:-		7007	Rs. 159,001,789/-

Directorate of Legal Affairs

- Historically a litigation section worked as a part of commercial branch under CCM until 1982. In order to cater for ever increasing litigation at various legal forums litigation section was reorganized as law branch. Subsequently granted status of Directorate of Legal Affairs in 1999. Presently it is headed by a BS-20 Officer.
- Directorate of Legal Affairs deals with all kind of Court cases i.e. Civil, Criminal, Service matters, Contractual obligations besides, vetting contracts, agreements and other important issues arising out of rival litigations.
- The Directorate of Legal Affairs is also dealing with the Compensation given to simple injured, grievous injured and legal heirs of deceased passengers in Railway accidents.

4. Computerization of legal work has been completed and file work is now finalized promptly/efficiently. During 2009-10, large number of Court cases have been decided in favour of Railways due to efficient coordination between the concerned branches and legal experts. Efforts are being made to minimize the litigation cases by supervising the proceedings at various levels. Position of court cases is being monitored at all levels and detail of cases is as under:-

SUBJECT WISE SUITS

S. No.	Division	Service Matters	Land and Property	Commercial	Civil Suits	Railway Accommodation	Recovery Suits	Total
1	Headquarters	198	32	9	34	18	9	300
2	Peshawar	147	80	13	-	1	4	245
3	Rawalpindi	141	69	18	58	18	66	370
4	Lahore	153	104	13	20	38	6	334
5	Multan	101	127	6	65	11	6	316
6	Sukkur	84	41	10	17	15	6	173
7	Karachi	128	98	22	17	14	-	279
8	Quetta	30	6	4	2	1	8	51
9	Moghalpura workshops	27	24	-	4	13	2	70
10	C.F/ Islamabad	14	4	3	1	10	-	32
	Total	1023	585	98	218	139	107	2170

SEGREGATION OF DECIDED SUITS-2010-2011

S. No.	Division	Service Matters	Land and Property	Commercial	Civil Suits	Railway Accommodation	Recovery Suits	Total
1	Headquarters	258	4	8	25	6	1	302
2	Peshawar	133	19	40	1	1	-	194
3	Rawalpindi	67	1	2	9	4	13	96
4	Lahore	40	76	7	5	2	1	131
5	Multan	124	88	8	13	10	2	245
6	Sukkur	49	19	5	18	12	2	105
7	Karachi	191	10	1	-	4	-	206
8	Quetta	19	-	3	3	-	1	26
9	Moghalpura workshops	14	10	-	-	6	3	33
10	C.F/ Islamabad	11	2	-	1	4	-	18
	Total	906	229	74	75	49	23	1356

COURT WISE CASES

S. No	Division	Lower Court	High Court	FST	Supreme Court	Total
1	Headquarters	57	92	30	121	300
2	Peshawar	108	27	70	40	245
3	Rawalpindi	153	174	37	6	370
4	Lahore	208	66	41	19	334
5	Multan	152	130	34	-	316
6	Sukkur	48	93	30	2	173
7	Karachi	65	114	100	-	279
8	Quetta	14	21	15	1	51
9	Workshop	55	14	1	0	70
10	C.F/ Islamabad	18	10	3	1	32
	Total	778	741	361	190	2170

Directorate of Property and Land

The Performance of Directorate During the year 2010-2011 can be viewed from the following charts.

S. No.	Divisions	Target for financial Year 2010-11 (Rs. in Million)	Target Achieved	Shortfall/excess
1.	Peshawar	60	26.760	33.240
2.	Rawalpindi	30	14.694	15.306
3.	Lahore	140	75.146	64.854
4.	Moghalpura	20	15.505	4.495
5.	Multan	100	83.419	16.581
6.	Sukkur	40	16.384	23.616
7.	Karachi	80	47.261	32.739
8.	Quetta	30	168.227	138.227 Excess
	Total	500	447.396	*

The above table shows that only Quetta Division has surpassed their targets during the financial year 2010-2011.

Directorate of Public Relations

Public relations Department was restructured as directorate of public relations 2001 to be headed by a BS-20 Officer.

Directorate of Public Relations maintains a close liaison with the Print and Electronic Media. It is responsible to improve the image of the organization as a whole. Liaises with Media with reference to achievements, news and directorate Advertisements.

Directorate of Public Relations is focal point for journalists visiting Railway Headquarters Office for coverage of up-to-date news, information and latest developments of Railways on different TV Channels from time to time.

CHAPTER-II

Manufacturing Unit

Headed by the General Manager Manufacturing & Services, this unit is composed of:—

1. Carriage Factory, Islamabad, (CFI)
2. Concrete Sleeper Factories, (CSF)
3. Locomotive Factory Risalpur
4. Rehabilitation Project, MGPR
5. Railway Constructions Pakistan Limited (RAILCOP)
6. Pakistan Railway Advisory & Consultancy Services (PRACS)

Carriage Factory, Islamabad:

Carriage Factory deals in manufacturing of rolling stock and in the current-year 2009-2010 has rehabilitated 15 Coaches under project of rehabilitation/upgradation of 400 coaches, besides performing following miscellaneous works.

- | | | |
|---|---|----|
| i. Manufacturing and Physical T/out of B.B. Vans
(30 B.B Van out of 530/HCW Project). | = | 18 |
| ii. Manufacturing of New B.B. Vans BG-64 Bogies. | = | 06 |
| iii. Work carried out for Defence Department.
Manufacturing of AC. shelter on Army jeeps | = | 13 |
| iv. Nominated repair of coaches. | = | 13 |

Concrete sleeper Factories:

1. Pakistan Railways owns five Concrete Sleeper Factories, located at Sukkur, Khanewal, Kohat Cantt, Shahinabad & Kotri. The factory at Sukkur was established in 1967, first on the Sub-Continent. Other four factories came up in 1979-80. Staff strength of CSF/Organization is 355.
2. Factories at Sukkur and Khanewal are manufacturing Pre-stressed Concrete (PSC) Mono Block Sleepers, while CSF/ Kohat Cantt is manufacturing (RCC) Twin Block Sleepers. Due to financial constraints, Shahinabad Factory was closed w.e.f. 01.10.1996. CSF Kotri has been leased out to M/s. HIS Industries, Karachi w.e.f. 22.10.2006.
3. Performance of the factories during 2010-11 is as under up to 15-06-2011 is as under:-

Factory	Rated capacity	Target for the year 2010-11	Production during the year 2010-11	Cumulative production since installation.
Sukkur	80,000	65,000	45,195	2,748,698
Khanewal	150,000	62,000	53,429	2,579,212
Kohat Cantt	100,000	100,000	79,153	2,220,480
Kotri(Leased)	150,000	150,000	..	49,106
Total	480,000	720,000	169,122	7,597,496

4. 163 panels welded in Flash Butt Welding plant in CSF/Sukkur and 128 panels have been dispatched during 2010-11.

Pakistan Locomotive Factory, Risalpur

The Pakistan Locomotive Factory was established at Risalpur in 1993 at a total cost of Rs.2284 million including foreign exchange component of Rs.1496 million. It is a modern factory and is equipped with state of the art plant & machinery. This factory is spread over an area of 257 acres.

The designed production capacity of the factory is 25 Diesel Electric locomotives per annum on single shift basis. The technology for manufacturing of locomotives has been acquired from Hitachi Japan, General Electric (USA)/Adtranz (Germany) and Dalian Locomotive & Rolling Stock Works, China. The factory has achieved the design capacity of 02 locomotives per month in the project of 69 D.E. Locomotives.

Pakistan Locomotive Factory has so far manufactured 97 new Diesel Electric locomotives of 2000-3000 hp for Pakistan Railways, besides rehabilitating 26 overage locomotives of 2000-2400 hp. Different spare parts of locomotives are also being manufactured on regular basis for use on Pakistan Railways. The factory has saved foreign exchange of Rs. 1392.00 million on account of local manufacture.

PC-1 for Pilot project for manufacturing of 05 Diesel Electric locomotives of 3000 hp was approved on 19-09-2007. The main objective of this pilot project is to manufacture five 3000 hp Diesel Electric locomotives at Pakistan Locomotive Factory Risalpur using technologies already available with increased domestic portion (about 40% by cost.) However due to lack of response by OEMs and inadequate funding, Significant progress on this project could not be made.

The new project for procurement/manufacture of 75 D. E Locos (30 Nos. of 3000 hp, 30 Nos. of 2000 hp and 15 Nos. of 1500 hp) was approved by ECNEC on 14.12.2005. The contract agreement has been signed on 31.12.2008. The manufacturing work will start on opening of L.C. delayed as a result of court case.

Pakistan Locomotive Factory, Risalpur is also utilized for development of spare parts for Pakistan Railways and manufacturing/repair works for other than Railways like, Warsak and Tarbela power station. Work orders completed during the financial year 2010-2011 are 134 amounting to Rs.74.00 million.

Locomotive Rehabilitation Project Moghalpura: Past History

Locomotive Re-engining Shop was established in Moghalpura Workshops in 1976 to save foreign exchange.

The first project of Re-engining of ARU-20, ARP-20 Class of locomotives was under taken in Locomotive Rehabilitation Shop and completed during 1976-1982.

The second Project of Re-engining of ARPW-20 Class of D.E. Locomotives was completed during 1982-1986. After re-engining Locos are still in service for 25 Years rendering an overall service of 50 Years.

Project of 102 D.E.Locomotives GRU-20 was completed in 2004 with the technical assistance of M/S General Electric, USA, after conversion of re-engining shop into rehabilitation shop. The rehabilitated Locomotives are still serving successfully in Gradient section (Sibi-Quetta Section) with dynamic Brake System.

The project of Special Repairs to 36 Nos. (GMU-30 Type) D.E. Locomotives was commenced in January, 2007, with local resources carrying out special repairs of D.E. Locomotives. These locomotives are being used for freight as well as express trains.

Current Activities

In addition to the projects mentioned, following Jobs, were also carried out during the Fiscal Year 2010-2011.

i) Accidental/Deleted D.E.Locomotives No. 4729, 4712, 8212 and Track Crane No.754 (received on N.R.) were repaired.

ii) Miscellaneous Jobs related to D.E. Locomotives i.e. Manufacturing of Flanges, repair of bogies, Dismantling of Traction Motors 761 Type, and dismantling/assembling of Axle Boxes etc, were successfully completed for maintenance of locomotives.

iii) D.E.Loco No. (8229, 8205, 8217 HGMU-30), 5207 RGE-24, 4818 GMU-15 and Bogie truck No.287 of GMU-30 are being repaired in Loco Rehabilitation Shop with available resources and will be rolled out for Service.

Future Plan:

- i. PC-I for the Project of Rehabilitation of 27 Nos. (HGMU-30 Class) D.E. Locos is under process and sent for approval by the ECNEC. It will be executed after administrative approval.

High Capacity Wagons

The achievement made by the Directorate 530 High Capacity Wagons during the year 2010-2011 is mentioned below as desired please:-

S.No. 1	Manufacture of High Sided Open Top Wagon (ZBKCs) during the year 2010-2011.	= 229 Nos.
2	Manufacture of New designed Container Flat Wagons (ZBFCs) during the year 2010-2011.	= 155 Nos.
3	Manufacture of Bogie Brake Vans (ZNRV) of 530 High Capacity Wagons project in carriage factory Islamabad during the year 2010-2011.	= 18 Nos.

Directorate has manufactured 116 High Capacity Wagons during 2009-2010 (115 ZBKC & ZBKC) and 384 in 2010-11 (229ZBKC & 155 ZBFC) thus completed 500 High capacity Wagons on 18-02-2011, four months prior to the completion date of the project. Bogie Brake vans (ZNRV) thirty have been turned out upto 30-06-2011 by CFI/ISLD to complete 30 Nos.

Railway Constructions Pakistan Limited (Railcop):

1. Railway Constructions Pakistan Limited (RAILCOP), a subsidiary of Ministry of Railways was incorporated as a Public Limited Company in 1980 under the Companies Act 1913, with an initial investment of Rs. 0.5 million. Due to progress in construction activities the turn over of the company is Rs. 852.176 million during the financial year 2009-2010.

Vision:

To achieve excellence in Engineering Services with special focus on the development and up gradation of Railway infrastructure as integral component of economic prosperity, simultaneously making a strategic transition to become truly international Company operating beyond Pakistan's borders, resulting in value addition to shareholders' investment and to the Nation as a whole.

Mission:

To lead the industry by providing total solutions in Railways and other Engineering Disciplines, while maintaining highest quality and safety standards, through a team of professionals, utilizing modern technology.

2. At present, following projects are being executed by RAILCOP in Pakistan(2010-2011).

Islamabad: (Rupees in million)

i) Construction of 2x40 ft underpass at Sector G-13	105
ii) Construction of approach Roads and Retaining Walls	22
iii) Construction of 1x50 ft Road Over Bridge at Sector G-13	90
iv) Construction of 1x40 ft clear Girder Underpass Bridge between Sihala-Chaklala on Lalamusa-Rawalpindi Section.	35
v) Construction of RAILCOP Head Office Building at PR Casriage Factory, Islamabad.	50

Total **302**

Peshawar:

i) Construction of Emergency Link Road between Jamrud Road to Hayatabad Medical Complex	30
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Lahore:

i) Operation of Track Workshop at Raiwind	2500
ii) Operation of Track machine Shop at Raiwind	250
iii) Construction of three Bungalows in Mayo Garden, Lahore	32
iv) Supply of Ballast from shaheenabad	50
v) Construction of Railway Bridge No. 34-A near Pattoki Canal on Lahore-Sahiwal Section.	335
vi) Ballast supply for Doubling of Track Project	36
vii) Ballast supply from D.G. Khan	75

Total: **3,278**

Karachi:

i) Ballast Supply from Jangshahi Quarry No. 1	61
ii) Ballast Supply from Jangshahi Quarry No. 2	87
iii) Construction of Railway Club/Gymnasium	10
iv) Special Repair to Bridges No. 144 & 157 on KHI-KOT Section	18
v) Special Repair to Railway Station Buildings at Jungshahi, and Dabeji, Karachi Division.	12
vi) Rehabilitation/Repair to Sindh Godown No.1 (Package-1,2,3&4)	67

Total: **255**

Sukkur:

i) Supply of ballast at Rohri Goods Yard	118
ii) Supply of ballast at Bandhi	88
iii) Supply of ballast at Peerak	65
iv) Supply of Ballast at Kashmore	29
v) Construction of Boys Hostel at IBA	80
vi) Construction of Central Library at IBA	57
vii) Construction of Cat-II & III Staff Residences at IBA	45
viii) Construction of 50 Male/Female Teacher Hostel at SALU	25
ix) Rehabilitation of Track with deep Screening of Ballast	160
x) Widening of Bridge No.218 on either side at Dadu Canal	14
xi) Construction of Railway Siding for Fatima Fertilizer Company	150
xii) Construction of Bride & Earth work in connection with Re-alignment of Curve No.19 on ROH-KPR	8
Total:	839
Grand total (Rs.):	4.704 Billion

3.Performance indicators during the financial year 2009-2010 are indicated below:-

S.No.	Description	2007-2008	2008-2009	2009-2010
1	Paid-up Capital	200.00	200.00	200.00
2	Fixed Assets	155.00	143.00	54.00
3	Working Capital	794.00	1018.00	1383.00
4	Contract Receipts	947.00	1245.00	852.00
5	Contract Expenses	826.00	957.00	635.00
6	Profit before Tax	158.00	285.00	261.631

4. Railcop is successfully running operation of Track Machine Shop and Track Workshop, Raiwind w.e.f. July 1, 2000, the workshops continues to effectively contribute towards efforts of Pakistan Railways

in Rehabilitation and dualization of track by overhauling of DU Type, PU type machines, cranes etc. and placing these at the disposal of Railway Administration . Besides, RAILCOP is manufacturing P-Way fittings and fastenings worth of Rs.250.00 million each year, thereby meeting Pakistan Railways requirements of maintenance and renewals. RAILCOP has also added new machines to start manufacture of UIC 54 fish plates, T-bolts and nuts etc Traditional ER clips have also been modified for UIC 54 rail and manufacturing started.

Profile of Pakistan Railway Advisory and Consultancy Services Limited (PRACS)

Pakistan Railways Advisory & Consultancy Services Limited (PRACS) was incorporated in 1976 as a private Limited Company under the Companies Act 1913. It was converted to Public Limited Company under the Companies Ordinance, 1984. It is governed by a Board of Directors under the Chairmanship of Secretary/Chairman Railways. The other members of the board include Member Finance General Manager/Operations, General Manager/M & S, General Manager/Development, Additional General Manager/Infrastructure, Additional General Manager/Mechanical, Additional General Manager/Traffic and Managing Director/PRACS.

Experience:

PRACS has completed 35 years of high quality performance in numerous Railway related and general consultancy fields. It has successfully completed over 200 assignments pertaining to Civil/Mechanical Engineering, Commercial and Transportation disciplines; including feasibility studies, project management, provision of services, coordination of field surveys and consultancy services.

Area of Specialization:

PRACS area of specialization includes planning, construction, operation, maintenance of Railways, management of men and material, marketing, tourism, training and other related fields. The manner in which PRACS operates ensures availability of its services at competitive rates. PRACS can provide manpower and experts/consultants in various fields such as Railway construction, maintenance, operations, signaling and management. It can also assist in establishment of new Railway/Road networks, workshops and transport systems. Our international assignments during the period cover, Saudi Arabia, Zimbabwe, Sudan, Senegal, Syria, Sri Lanka, Bangladesh and Iran. PRACS is presently engaged in four Civil engineering Projects in the Kingdom of Saudi Arabia. One project of manufacturing of 15 BTOs for the Srilanken railway is near completion.

In order to provide Reservation/booking facilities to the traveling public at their door steps, PRACS has established more than 25 Reservation Offices in major cities and towns throughout Pakistan. Moreover, PRACS took over the commercial management and passenger facilitation of Rohi / Hazara trains and Fareed Express. The idea was that PR, instead of closing down the loss making trains, would hand over the commercial management and passenger facilitation of such trains to PRACS. The taking over of commercial management and passenger facilitation of Hazara / Rohi was the pilot project. Proposal for taking over the management of passenger trains of Lahore-Narowal-Sialkot section is also underway. Presently, PRACS is also providing onboard catering services on dining cars of 8 sets of Trains.

The marketing of ECO containers train, between Islamabad / Rawalpindi-Tehran-Islamabad, is also being done by PRACS.

PRACS is trying to diversify its business through promoting tourism by trains. A number of short train routes have been selected for this purpose which have historical, cultural and religious significance. The programme of Rail tourism was formally launched by Federal Minister of Railways in October, 2010. PRACS has conducted a number of chartered trips to Taxila. The other destinations like, Khewra, Kalabagh, Mangla, Attock Khurd and Changa Manga are also on cards. A dedicated website of Rail tourism www.railtourism.com.pk has also been launched. PRACS is also publishing a quarterly magazine with the name of "Train Travel" which contains useful information and interesting articles for the passengers. This magazine is distributed among the passengers of long distance trains.

Detail of Projects completed by PRACS as well as detail of projects in hand, are:-

PRACS Civil Engineering CONSULTANCY

PRACS during the Financial Year 2010-2011 has secured consultancy project worth Rs. 49.75 million in the field of Civil Engineering. In an effort to expand its activities at the International Level, PRACS is making hectic efforts to get International Railway Projects. During the Year 2010-2011 PRACS has participated in Bids for Railway Projects in Saudi Arabia, Kenya, Syria, Bangladesh, while EOI has been submitted for Railway Projects in Indonesia, Sudan, Yemen, Oman, Srilanka and some other countries.

Detail of Projects Carried out by PRACS Civil Engineering

S. No.	Description of Project	Value (Rs. Million)
1	Vetting of Design of Road Over bridge of Shalimar Interchange at Mughalpura Lahore.	1.50
2.	Pre-Feasibility Study of Tuwarqi Steel Mill Ltd Karachi.	0.50
3	Vetting of Design of 4 Road Over Bridge on Multan Division and One Road Over bridge at Latifabad Hyderabad.	2.72
4	Vetting of Design of Spans over railway Track of four Fly Over/Bridge.	2.00
5	Investigation of Ten damaged bridges on Sibi-Khost Section.	4.70
6	Realignment of Curves on Landhi-Kotri Section.	1.49
7.	Design and Construction Supervision on EPZA road Over Bridge Juma Goth Karachi.	6.33
8.	Providing Rail Link from Chaman to Spinbuldak.	4.62
9.	Preparation of Architectural Deign of Zero Point Railway Station	2.31
10	Feasibility Study for Providing Rail Link for Coal Fields in the Province of Sindh.	22.00

PROJECT IN HAND AT INTERNATIONAL LEVEL

- Project management and supervision for sliding (15 KM) on ML2 in association with M/s Althonaia KSA Project Cost: SR 630,000.00 Completion Period : 18 months.
- Wagons Riding Stability of SRO Fleet in association with M/s Althonaia, KSA. Project Cost: SR 72,000.00 Completion Period : 2 Months.
- Preparation of Railway Track Maintenance Manual for high speed, in association with M/s Althonaia, KSA. Project Cost: SR 500,000.00 Completion Period : 3 months.
- Project Management and Construction Supervision for Hofuf by pass (28 KM and 4 Fly overs) in collaboration with M/s summit Engineering KSA. Project Cost: SR 2,340,000.00 Date of Agreement: 27-06-2011 Completion Period : 3 Years.

DETAIL OF PROJECTS IN HAND BY PRACS.

Mechanical Engineering Domain

S.No.	Description of Project	Value
1.	Manufacturing of 03 Flat Wagons with Mobile Ramps.	Rs. 26.424 million.
2.	Technical Consultancy to M/s. PT-INKA, Indonesia for Manufacture of 102 Nos. LHB-64 Bogies.	US\$ 166,300
3.	Manufacture and Supply of 15 Nos. Bogie Oil Tank Wagons to Sri Lanka Railways against Government of Pakistan's balance Credit Line of US\$ 2.00 million.	US\$ 2.00 million.

Electrical Engineering Projects:

Establishment of Solar Thermal 10 Tons Air Conditioning plant is under consideration.

Commercial Wing:

The commercial wing of PRACS has four areas of responsibility which are:-

1. Management of Reservation Offices.

Commercial wing of PRACS is managing a number of Reservation Offices all over Pakistan in major cities like Karachi, Lahore, Quetta, Multan, Raiwind, Faisalabad, Peshawar & Rawalpindi-Islamabad. In addition three Inquiry Offices at Lahore, Karachi and Rawalpindi are also being managed by PRACS on behalf of Railways.

2. Management of Dining Cars.

The management of Dining Cars was given to PRACS by Railway on 1st February 2008. These are:-

- | | |
|----------------------|--------------------------|
| (a) Khyber Mail | (d) Awam Express |
| (b) Quetta Express | (e) Ghauri/Badar Express |
| (c) Pakistan Express | (f) LHR-RWP Rail Cars |

3. Commercial Management Of Trains.

Two projects that are being managed by PRACS are:-

- (a) Rohri Hazara Express.
- (b) Fareed Express

Pakistan Railways entrusted Commercial Management of 11Up/12Dn Hazara Express (KYC-HVN-KYC) and 131Up/132Dn Rohri Express (KPR-RWP) w.e.f 15/02/2006 and PRACS managed to convert these loss making train into profit making trains, due to this brilliant performance, the Commercial Management & Passenger Facilitation of 37Up/38Dn Fareed Express (KYC-LHR-KYC) has also been given to PRACS by Pakistan Railways w.e.f 15/04/2010.

4. New Commercial Projects Being Launched.

- (a) Establishment of PRACS' Printing Press
- (b) Same day Courier Service.

CHAPTER-III

Development Unit.

The unit is headed by General Manager who is assisted by the following heads of the Departments (Principal Officers).

1. Medical Department.
2. Education Department.
3. Pakistan Railway Academy Walton.
4. Directorate of Information Technology.
5. Pakistan Railways Sports (PRSB).

Medical Set Up:

Medical department of Pakistan Railways comprises of 172 Doctors headed by Chief Medical & Health Officer, assisted by Deputy Chief Medical Officer. Total sanctioned strength of the department is BS-1 to 20 grade in 849.

Pakistan Railways Offers Medical Care Services to the following:

* Serving employees	83478
* Retired employees	141280
* Families of both serving and retired Employees	699950
* Total	924708

The Medical Facilities Available over the net work:

* Major Hospitals	8
* Dispensaries	57
* Child Welfare & Community Health Centres	35
* No. of patients treated in OPD during 2010-2011	626230
* No. of patients treated in Indoor during 2010-2011	39576
* Budget allocated for the year 2010-2011	320.696 Million

Achievements:

- Pakistan Railway Medical Department is up-grading the existing medical facilities through public private partnership. In this connection, TORs for the up-gradation of Cairns Hospital, Lahore and Railway Hospital, Multan and Quetta are under process. A public private partnership is working at RWP with Islamic International Medical College Trust satisfactorily.
- Patients are being provided facilities for specialized treatment including Cardiac surgery Renal Dialysis, Orthopedic surgery, etc. at Mayo Hospital and CMH. Lahore through an agreement.
- Treatment of Hepatitis-C is being provided at all Railway Hospitals.
- Isolation wards for treatment/management of Swine Flue and Dangué fever cases in all Medical Units are established.
- Newly recruited Medical Officers have been posted against vacancies in the Railway net work.
- Recruitment of Specialist Doctors is under process.
- Staff Nurses have been recruited for filling up the vacant posts.
- DMOs and child Welfare Association Conference held on 20-06-2011 at Railway Headquarters Office, Lahore. The setting of state of art emergency rooms at all Divisional hospitals, efficient ambulance services, availability of medical Officers and Para-Medical staff round the clock, were emphasized. Besides, brining improvement in the laboratory facilities and Indoor treatment of the patients.

- Health talks are arranged in Railway colonies through LHVs for awareness, and motivation of mothers regarding better care of the child.
- Reimbursement of medicines purchase for chronic diseases in line with Finance Division Office Memorandum No. F.6 (1) R-10/2011-171-2011, dated 24-3-2011 and MORs letter NO.24/1/10-E-II, dated 07-4-2011 has been implemented.

EDUCATION DIRECTORATE:

Pakistan Railways is managing five Colleges, Sixteen Secondary and one Primary School on its entire system under the supervision of Director Schools to provide educational facilities to the children of Railway Employees.

1. P.R. Boys Axis College, G.T Road, Lahore.
2. P.R. Girls Axis College, G.T. Road Lahore.
3. P.R. Girls Lady Griffin College, Lahore.
4. P.R. Girls Axis College, Mughalpura.
5. P.R. Boys Axis College, Mughalpura.

6. P.R. St. Andrews Girls High School, Lahore.
7. P.R. Lady Griffin Girls High School, Lahore.
8. P.R. Boys High School, Engine Shed, Lahore.
9. P.R. Girls High School, Mayo Garden, Lahore.
10. P.R. Girls High School, Mughalpura Lahore.
11. P.R. Boys High School, Mughalpura Lahore.

12. P.R. Girls High School, Khanewal.
13. P.R. Girls High School, Samasata.
14. P.R. Boys High School, Samasata.
15. P.R. Boys High School, Sukkur.
16. P.R. Girls High School, Sukkur.
17. P.R. Girls High School, Rohri.

18. P.R. Boys High School, Kotri.
19. P.R. Boys High School, Marshalling yard Pipri.
20. P.R. Boys High School, Karachi Cantt.
21. P.R. Girls High School, Karachi Cantt.
22. P.R. Girls Primary School, Faisalabad.

At present 200 Railway Teaching and 240 Fund Teaching staff and 57 Railway and 108 Fund, Non Teaching staff are working in the Railway School/Colleges. There are 6870 Railway Students and 3035 Non Railway Students studying in the Railway Schools/Colleges.

Apart from the above the following steps have been taken by the Education Directorate during the past three years:-

1. Introduction of Degree Classes with the permission of Punjab University.
2. Hired qualified/trained staff from open market is being engaged.
3. Fortnightly meeting of all Heads with Director School to review progress are being regularly held.
4. Special classes are arranged for weak students.
5. Books of Oxford University, Press have been introduced from Class1 to Class-8 to improve the spoken and written English skills of the students. Which would be helpful is their Matric examination, ensuring that the cost of the whole syllabus remains within the reach of the parents.
6. Three terms have been introduced since last academic year, giving students competitive edge in the examinations.
7. Affiliation with Allama Iqbal Open University.

8. Affiliation with Punjab University for Degree Classes in Railway Colleges.
9. Affiliation with Public Service Commission for conducting Examination.
10. Science Laboratory Equipment in the Schools/ College arranged in Lahore.
11. Introduction of standardized application / admission forms, result cards, school badges.
12. Two complete sets of School Band to Boys School & Lady Griffin Girls School have been provided.
13. Centralized Examination System has been introduced in the Railway Schools/ Colleges.
14. Provision of 200 Latest Computers and Modern Laboratory Equipment has been arranged in the School /College.
15. Regular Parents /Teachers meetings conducted after every term to create rapport between the students, parents and the teachers.
16. To improve the awareness of the students and create interest Fun Fairs, Meena Bazars, Functions & Games have been introduced in all the schools/colleges.
17. Introduction of Student Health Medical card for medical examination of the each, Student has been distributed to the concerned heads. Medical Investigation room in the school has been established.
18. One period for sports activities daily and one period for Bazm-e-Adab weekly have been fixed.
19. First Aid boxes have been made available in the schools.
20. Science Room has been established in every school.

Pakistan Railways Academy Walton Lahore:

1. Introduction:

The Pakistan Railway Academy (PRA) was originally established in 1925 as Training School at Layallpur (now Faisalabad). It was shifted to the purpose-built campus at Lahore Cantt. It was named Walton training school after Col. C.E. Walton, the Agent of the legendary North Western Railways. In no time, the Walton Training School became the hub of the suburban Lahore and this whole area acquired its name as WALTON.

As its fields transformed into lush green lawns and the saplings spread out their thickening branches, the Walton Training School took on the character and repute of its parent organization, the North Western Railway, which symbolize the best traditions of service, innovation, development, and organizational excellence. The performance standards of this institution received international acclaim, when in 1954, its premises were selected by United Nations to establish their Regional Railway Training Center (RRTC) for training of Railway officers and senior supervisors of Afro Asian and the Far East countries in the domain of Signaling and Advanced Railway Operations. The Control of the (RRTC) was transferred to the Government of Pakistan in January, 1958. It was renamed PIRRTC (Pakistan Inter-Regional Railway Training College). In July, 1982. It was again renamed as DRT (Directorate of Research and Training) by merging PIRRTC with a research center of this Academy by then known as Research & Development Center. In July 2000, this institution with all its component cells was renamed as Pakistan Railway Academy (PRA).

Catering to the qualitatively and quantitatively growing training needs of the mother organization, the Academy conducts about 33 pre-service induction training courses 35 promotion and 24 refresher courses annually for Railway staff of all grades disciplines and departments. Officers inducted into various departments of the Pakistan Railways through the Federal Public Service Commission also receive their initial training here as Probationers. In addition, Railway Officers of all ranks attend management training courses held from time to time at this Academy.

2. Organization:

The Academy is headed by a Director General who is assisted by Joint Directors heading each of the Civil Engg., Mechanical Engg., Signaling & Telecommunications Engg., Electrical/Electronics and the Traffic (Operations and Commercial) Departments. Each Joint Director is assisted by an adequate number of Instructors, drawn mostly from the serving Railway staff selected for their competence and ability to impart training.

3. Mission:

To impart knowledge and develop skills of Railways Officers and Officials to effect attitudinal changes so as to achieve excellence in work.

4. Facilities:

35 well-equipped class rooms, including dedicated rooms for special subjects such as telegraphy. Model rooms equipped with life-size and scale working models, and networked computer labs.

- A well-stocked Library contains literature on technical, professional, management, English and Urdu subjects,

recreation and general titles and Reference Books. The Library also contains a Reading room subscribing to wide selection of newspapers, periodicals and technical professional journals.

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5. Lodging:

The Academy has seven hostels with accommodation for more than 500 trainees including an exclusive hostel for the International Students with air-conditioned and well-equipped rooms.

- Free Mess facilities are provided to all trainees except Probationer officers.

6. Health Care:

A resident medical officer with a dispensary for emergency medical cover, has been provided in the Campus.

7. Recreation:

The Academy provides in door, outdoor sports and games facilities for football, hockey and cricket, and courts for badminton.

8. Courses Conducted:

1217 staff members participated in 77 courses (Recruitments, Promotion and Refresher) during the year 2010-11 compared with 1495 participants in 109 courses in the previous financial year.

- The annual 109th Railway Advanced Course (January-2011 to April-2011) was attended by 12 Participants from Nine countries, viz., Cambodia, Egypt, Jordan, Korea, Morocco, Myanmar, Vietnam, Bangladesh and Pakistan. 1798 participants from more than 40 countries have benefited from this course since 1954.

9. Training Techniques:

Training methods, techniques and equipment continue to be upgraded to the latest standards. Trainees are taken on extensive study tours over the PR network to acquire practical knowledge.

10. Plans to Improve the Academy:

- (i) Up-gradation of the Academy into a best training institute.
- (ii) Up-gradation of the Library.
- (iii) Mandatory training of the senior academy staff (officers & teaching staff) at International Railway Institutes.
- (iv) Membership of International Research Institute.
- (v) Arranging heuristic and vision based Workshops/Seminars.
- (vi) Generation of local financial resources.
- (vii) Allocation of Independent Budget for the Academy.
- (viii) Construction of Women Hostel.

Directorate of Information Technology:

Information Technology (IT) sparks an image of use of computers, data storage, data management and transmission of information. The term information technology has ballooned to encompass many aspects of computing and technology, and the term has become universal.

In Pakistan Railways, Directorate of Information Technology is located in Headquarters office, Hameed Bin Badess Road (old Empress Road), Lahore with its divisional hubs in eight Divisions. The main function of this Directorate is to maintain the running applications and to automate the core activities of the Pakistan Railways.

The software projects are designed to meet with the information needs of Managers which could help them make timely and accurate decisions. The overall scope of the MIS project includes development and implementation of functional modules on the pilot sites and replication of the same all over the Pakistan Railways in a phased manner.

Computerization in Pakistan Railways traditionally covers customer related applications, like Pakistan Railway Reservation & Ticketing System and Payroll, Financial Management, Inventory etc. The software application development standardization has been introduced with the implementation of ORACLE database software environment.

Networking Methodology:

Pakistan Railways has LAN/WAN connectivity for implementation of MIS developed applications at all important locations including Divisional Headquarters. The connectivity is based mostly on UTP cabling within the building. Forty locations of Pakistan Railways have

been interlinked through PTCL fiber optic cross connect DXX circuits. The LAN of Reservation offices have been connected with WAN cloud provided by PTCL. Internet facility has also been provided by using DSL connection of 4 MBps bandwidth. This facility has also been extended to Lahore, Workshop Division and Dry Port.

Operational Projects:

- **Store Inventory System**

The computerized applications of Store Inventory and Accounting System of Pakistan Railways have been running in COBOL since long. This software application has now been planned to be revamped with the latest software, hardware and networking tools and techniques through PMU.

- **Reservation & Ticketing System**

This project is operational at 40 locations of Pakistan Railways network. The automation has facilitated the public. Moreover, it has increased the revenue earning due to introduction of advance facility of return reservation. Other stations will be coupled in the chain of computerization on the requirement of Commercial Department.

- **Fare Management System**

This Software has been designed to cater the needs of Commercial Department for day to day change in the fares at a short notice. This product is implemented at IT Directorate. Now fare for all classes of all trains can be updated as and when required by the Commercial Department.

- **Online Train Tracking System.**

In order to locate the position of the train in real time Pakistan Railways has taken in hand the project of Online Tracking with the collaboration of EGD. This project will not only enhance the efficiency of Pakistan Railways but will also help the management and staff in dealing with the operational problems and constraints.

- **Website**

Pakistan Railways Web Site (www.pakrail.com) is available to public world wide. The main features of the site includes:-

- ◆ General Information about Railways.
- ◆ Tender advertisements,
- ◆ Latest news.
- ◆ Job opportunities.
- ◆ Seat availability

- **Payroll**

At present the automated payroll is being used for employees of Pakistan Railways. Payroll System since its deployment has been generating monthly pay slips alongwith creating accounting reports from the Railway Headquarters Offices, Lahore, Divisional Headquarters and extra divisional office. On the request of Federal Board of Revenue (FBR) income tax reports are also generated from the Payroll System.

- **Statistical System**

The Software developed by this Directorate has been deployed in the Statistical Section, to compile figures of revenue/earnings and operational data promptly and independently, producing reports as per requirement of the management.

- **Revenue Department**

The automation of the revenue department is in final stages. At present, all major modules have been deployed in the user premises on trial basis. The development work on the rest of automation is in progress and after full implementation; project would facilitate management in efficient decision making.

- **Video Conferencing System**

Remote conferencing to one or more specific sites with the ability to send and receive both visual and audio live has been deployed at Headquarters Office, Lahore where Principal Officers may participate and share their ideas mutually in real time. This facility has been extended to Ministry of Railways. This project leads to idea of virtual office, which is latest technology in office automation.

- **Help Desk**

The Directorate of IT in Pakistan Railways is providing help desk to its users in Headquarters office, Divisions and extra Divisional Offices. It provides the users a central point to receive help on various computer issues. The help desk typically manages its requests and allocates the resources accordingly. It is offering specialist advice to customers or users who have problems, especially with computer equipment or systems.

- **GP Fund**

The Software for General GPF has successfully developed by IT. Directorate and deployed in GPF Department in Headquarters Office, Lahore. The further enhancement as per user's requirements are in progress.

Railways Sports:

The Pakistan Railways Sports Board is an independent Institution which is making all out efforts to produce sports Personal of National and International level bringing good name to Pakistan Railways in particular and to the country in general. Pakistan Railways Sports Board is making every endeavor to groom and train talented players in maximum disciplines/games,

The Board has patronage of the Chairman Railways and the General Manager as President. Moreover, Honorary Vice President Honorary Secretary, Sports Officer, AAO and Officials/Staff are performing their duties in P.R. Sports Board. The P.R. Sports Board frames its annual program of various sports events (PR Inter Divisional Championships) and other recreational activities of the Railway.

Pakistan Railways teams participated in almost all the National Championships/High Ranking tournaments held by different Federations of Sports in the country with distinction during the Year 2010-2011. securing position in different disciplines of sports. Moreover, Pakistan Railways Players/Officials also represented Pakistan in International Events and brought laurels for Railways.

Games Controlled by the Pakistan Railways Sports Board:

- | | | |
|------------|------------------|--------------------|
| Men | 1. Athletics | 13. Hockey |
| | 2. Badminton | 14. Judo |
| | 3. Body Building | 15. Karate |
| | 4. Boxing | 16. Kabaddi |
| | 5. Basketball | 17. Rowing |
| | 6. Canoeing | 18. Taekwondo |
| | 7. Cycling | 19. Table Tennis |
| | 8. Cricket | 20. Tug of War |
| | 9. Football | 21. Volley ball |
| | 10. Gymnastic. | 22. Weight Lifting |
| | 11. Golf | 23. Wrestling |
| | 12. Handball | 24. Wushu |
| | | 25. Chess |

Women

- | | |
|--------------|-----------------|
| 1. Athletics | 5. Judo |
| 2. Badminton | 6. Karate |
| 3. Cycling | 7. Table Tennis |
| 4. Hockey | 8. Taekwondo |

INTERNATIONAL ACHIEVEMENTS:**HOCKEY MEN**

Mr. Rashad Mahmood Butt, Sports Officer, Pakistan Railways, Sports Board, toured China as he was nominated by IHF & AHF, as Umpires Manager to supervise the Hockey Event of 16th Asian Games China in Nov-2010.

TAEKWONDO

Mr. Muhammad Ramzan, Railway Taekwondo Players participated in 2nd Common Wealth Poomsae Championship and got bronze medal in January-2011.

PAKISTAN RAILWAYS TEAMS

Annex-B/1

Medal Talley in National Games, 25-31 Dec-2010, Peshawar

Game	Gold	Silver	Bronze	Total
Athletics (Men)	0	0	1	1
Athletics (Women)	1	0	1	2
Body Building	0	0	4	4
Boxing	0	1	2	3
Judo	1	3	1	5
Karate (Men)	0	0	3	3
Karate (Women)	0	0	3	3
Table Tennis	0	1	1	2
Taek Wondo (Men)	2	3	6	11
Taek Wondo (Women)	0	1	3	4
Weightlifting	0	3	2	5
Wrestling	0	1	2	3
Wushu	0	0	3	3
Total	4	13	32	49

National Championships

S. No.	Event	Medals			Team Position
		Gold	Silver	Bronze	
1.	Gymnastic __,45 th National C/Ship, 13-16 July, Lahore.	0	0	4	3rd
2.	Cycling __,58 th National C/Ship, 25-28 Sep-10, Lahore.	1	2	2	2nd
3.	Hockey Women__,26 th National C/Ship, 04-11 Jan-11, Karachi.	0	1	0	2nd
4.	Hockey Men__,3 th National Tray C/Ship, 15-24 Jan-11, Faisalabad.	0	0	0	
5.	Body Building __,1 th Shaheed ZA Bhutto C/Ship/59 th , Mr. Pakistan Contest, 24-28 Feb-11, Baden.	0	2	2	3rd
6.	Handball __,National C/Ship, 23-26 March-11, Bahawalpur.	0	0	0	4th
7.	Wushu __,National C/ship, 23-26 March-11, Gujranwala.	1	3	3	4th
8.	Volleybal __,National C/ship, 25-31 March-11, Lahore.	0	0	0	Lost in Q/ Final
9.	Table Tennis __,48 th National C/ship, 23-27 March-11, Peshawar.	0	1	1	2nd
10.	Footbal __, All Pakistan TMA Cup, 3-8 April, Toba Tek Singh.	1	0	0	1st
11.	Footbal __,NBP Challenge Cup, 14-27 April-11, Faisalabad.	0	0	0	Lost in Pre Q/Final
12.	Hockey Women __,1 th National U-18 C/Ship, 7-19 April, 11, Lahore.	0	1	0	2nd
13.	Athletics __,43 nd National C/ship,19-21 April, 11, Lahore.	1	0	0	
14.	Wrestling __,58 nd National C/ship,22-24 April, 11, Lahore.	0	1	3	4th
15.	Gymnastic __,46 th National C/Ship, 30.4 to 1.5.11 Lahore.	0	0	1	3rd
16.	Gymnastic __,46 th National U-18 C/Ship, 28-29 April, 11, Lahore.	0	0	3	3rd
17.	Karate __,28 th National C/Ship, 4-6 May-11, Rawapindi.	0	1	3	
	Tug of War __,28 th National C/Ship, 30.4 to 1.1.11, Peshawar.	0	0	1	3rd
	Total	4	12	23	39

CHAPTER-IV

Directorate of Estate Development & Marketing:

Marketing Directorate was established in the Railways conventional organizational setup. Sequel to its restructuring/revamping, it was mandated with double edged responsibilities i.e.

- * Identification and optimal utilization of all possible non-core related resources.
- * Core business operations which were under the disposal of Pakistan Railways while the over all management of core Railways to remain with Pakistan Railways.

Achievements:

Directorate of Estate Development and Marketing has generated revenue of Rs. 5.091 billion upto 30-06-2011 since its inception. The revenue generated during the financial year 2010-11 is Rs. 300.5 million.

Projection in Pipeline:

- * A land development project at Brandredth Road Lahore is being undertaken which is expected to yield in excess of Rs. 735 million over a period of two years.
- * Publicity & out door advertising opportunities on Pakistan Raiway net work.
- * Selling rights of Carbonated Soft Drinks.

MISSION STATEMENT

**To provide a competitive, safe,
reliable, market oriented, efficient
and environment-friendly
mode of transport.**

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BY

DIRECTORATE OF INFORMATION & TECHNOLOGY

P.R. HEADQUARTERS OFFICE, LAHORE.

2010-2011



**With the
Compliments of the
General Manager**

*Pakistan Railways
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