

# Railway System

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# Railway

The Pakistani railways extend from Karachi to Peshawar. Majority of railway is dense in Sindh and Punjab. There is less density in KPK and Balochistan while there is no railway in Gilgit Baltistan.

Pakistan to date uses two gauge system. One is Broad Gauge system and other is metre gauge system. Broad gauge is 5 feet 3 inches in width while metre gauge is 3 feet 3 inches in width. The most important routes in Pakistan are consisting upon Broad gauge track system. When counting the figures, 11,492 kilometres of Pakistani railway is using Broad gauge system while 389 kilometres consist of metre gauge making up to 11,881 kilometres of railways used in Pakistan.

# Advantages of Railway

How can the railway generally benefit us?

## Environment Friendly

When coming to the railways, one thing is sure: Railways protect the environment. Environment hazards are caused by density of Traffic. Railway is a solution since it cover masses of transport. This means that Railway is effective to overcome pollution as a standard transport to cover masses. Tons of people making pollution in cars and making road dense; the only solution is using railway to overcome density.

# Bulky Material

It is much better to transport heavy goods via railways than vehicles. According to Wikipedia, Pakistan carries 22.86 tones maximum weight using broad gauge. It can not be transported using average vehicle containers. However measuring international standards (specifically USA) the total of one railway car is 29 tons. Internationally, one train car can lift the whole weight of maximum capacity of best train in Pakistan and even 8 tons more than that. Yet, Pakistan has poor business so it may be still sufficient to meet Pakistani business transportation needs.

# SPEED CONVENIENCE

Railway is best way of speed in USA and China but most stupid way in Pakistan. Trains in USA and India cover maximum speeds of 150 and 111 mph of speed respectively. Coming up to China, it is 373 mph speed! But the fastest speed of fastest train in Pakistan is just 75 mph. Still it is helpful for covering effective speed to manage demand of the people. This speed benefit over all helps mobility of labour. It is easy for moving to Islamabad by Karachi cheaply by railway but expensive via air lines.

# Chances of Attack

Internationally, Railway has no impact of accident since it is moving on one line with no dense traffic outside. Railway in China, USA, Russia, India, France i.e are safe to travel to. They provide great conformity and less loss of lives occur. It is opposite in Pakistan. Lack of management in Pakistan will always lead to big halts in railways and other forms of destruction. Major lives loose and business goods are lost. When moving over rivers, the bridges break. Moving on track, gas cylinders tear. Such things went common in Pakistan but yet it is safe to use Railway in USA and other potential power countries.

# SUMMING UP BENEFITS

It facilitates long distance travel and transport of bulky goods which are not easily transported through motor vehicles.

It is a quick and more regular form of transport because it helps in the transportation of goods with speed and certainty.

It helps in the industrialization process of a country by easy transportation of coal and raw-materials at a cheaper rate.

It helps in the quick movement of goods from one place to another at the time of emergencies like famines and scarcity.

It encourages mobility of labour and thereby provides a great scope for employment. Railway is the safest form of transport.

The chances of accidents and breakdown of railways are minimum as compared to other modes of transport. Moreover, the traffic can be protected from the exposure to sun, rain snow etc.

The carrying capacity of the railways is extremely large. Moreover, its capacity is elastic which can easily be increased by adding more wagons.

It is the largest public undertaking in the country. Railways perform many public utility services. Their charges are based on charge what the traffic can bear principles which helps the poor. In fact, it is a national necessity.

# DISADVANTAGES OF RAILWAYS

Railway is not always helpful.

## Capital

It costs enough to make railways. Most spare parts of Railways are designed in Islamabad. 60% of diesel locomotives, 55% of sleepers and 100% of steam and electrical locomotives are either old or defective. If it moves like this, Railway will become unpopular way in Pakistan and people will not use it.



# Mobility

Railway can not cover rural areas unlike USA. Many business transport material from towns and rural areas to urban place so railway transportation can not be that helpful as road is. Carrying raw materials from rural areas is not easy since it requires road. Even using railways, monopoly occurs as only rich people can afford high capital so lack of quality economically occurs. Talking on Labour mobility, A lot people are discouraged by railway as more accident occurs. Also when moving from home to office nearby, ofcourse car is preferred than railway. Which means railway is not useable for both long and short routes!

# Lack of Initiatives

All those wonders which do not occur in world are occurring in Pakistan. Railway is a source of corruption by the railway mafia. Railway is secretly used to carry drugs, guns and other illegal equipments This is authorized by officers so it is famous for it. No government actions are taken. Moreover, there is no mood of any Pakistani government to work railways. From 2000's no pakistani government has done any proper plans unlike Modi Sarkar which is atleast today building India's fastest train after Vande Bharat Express. No Pakistani government took it serious In all these circumstances, lack of management for reservation take place. There is no reservation of railways. After this you get one response:

**GET HERE ASAP OR GET LEFT BEHIND**



**ONLY A FEW THOUSAND TICKETS LEFT**

# Developments

Pakistan has some developments. As known, Pakistan is creating diesel locomotives in Islamabad. Further, Pakistan is creating a small electric traction (Railways moving with electrical lines) from Lahore to Khanewal. Pakistan closed Karachi Circular Railway in 199 but it is going to opened back in 2021 at 11 February. A e reservation system is introduced with tracking of seats by Pakistan Railway, a state owned company operated by Ministry of Railway. With help of China and CPEC Pakistan is also making Karakoram express. Pakistan is also considering private investors to still work on railways.

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