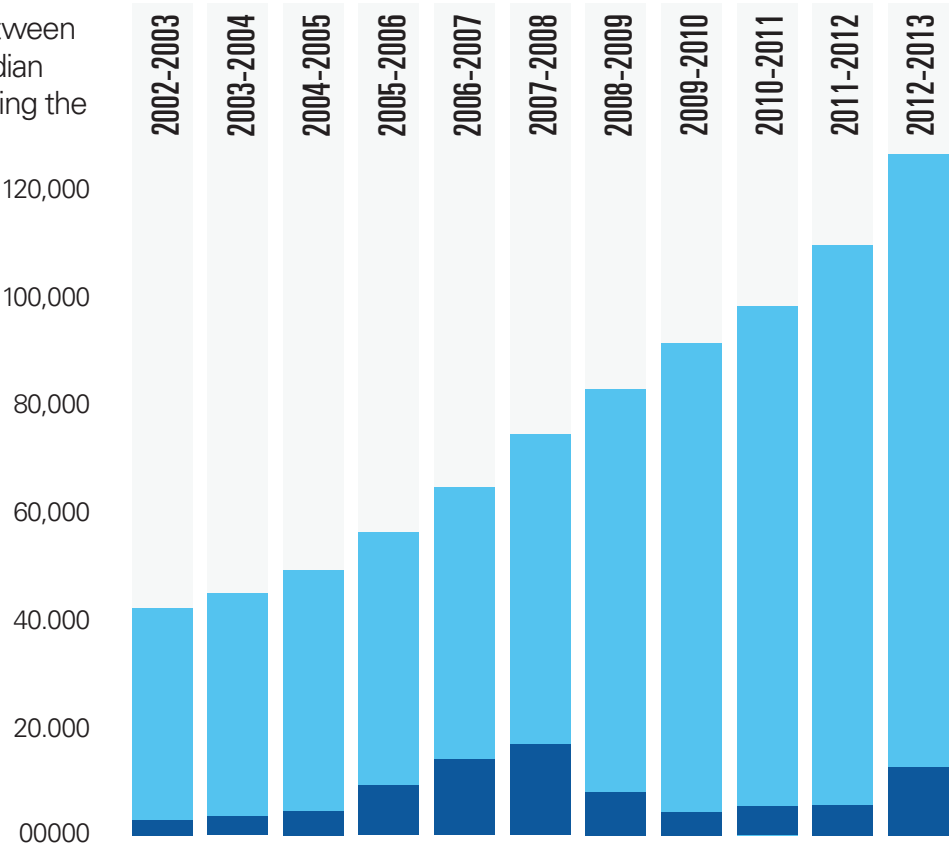


The graph shows a correlation between overall revenue generated by Indian Railways and net earnings excluding the working expenses:

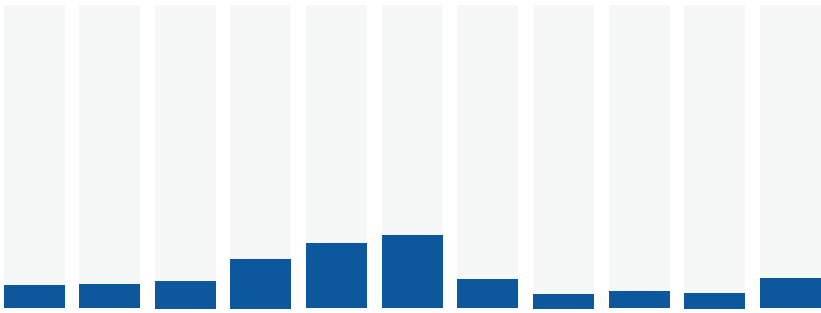
Working Expense
(in 10 mil)

Net Earning
(in 10mil)



Even though an exponential growth is observed in the gross Earning, the Net Earnings are experiencing an unstable variation over the past few years.

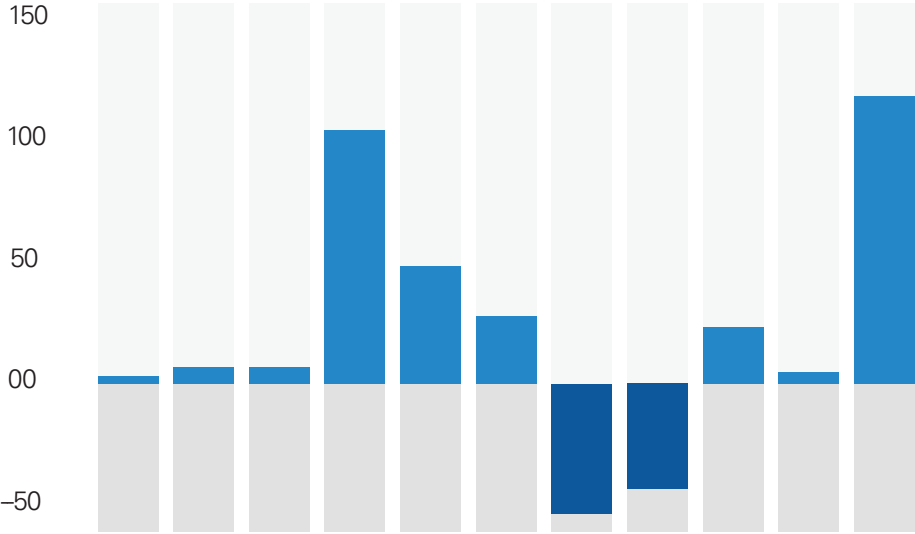
Gross Earnings
Net Earnings
Working Expenses



The graph of percentage net growth shows negative growth in 2008-2010. This could be easily correlated with negative slope in the GDP growth of the India in same time.

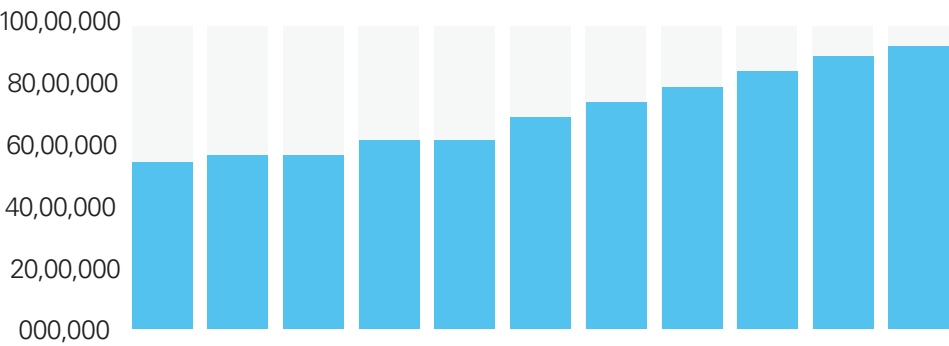
% growth
in net earnings

-ve %growth
in net earnings



A promising growth rate in the passengers could be observed: (Number of Passengers Carried in'000)

No of Passangers:



Contribution of different types of passengers towards revenue:: (Number of Passengers Carried in'000)

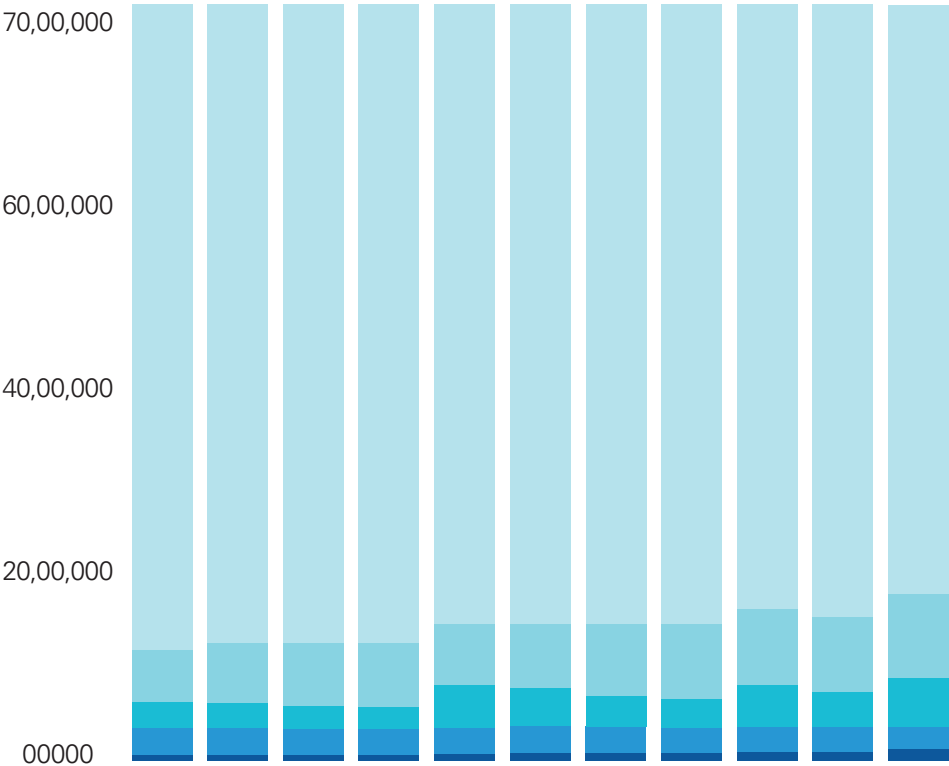
2nd cls ordinary

2nd Class Mail

Sleeper Class

Express Ordinary

AC 1st class



Railways were first introduced to India in the year 1853 from Mumbai to Thane. One of the world's largest railway networks comprising 115,000 km of track over a route of 65,808 km (40,891 mi) and 7,112 stations.

INDIAN RAILWAYS

ON RIGHT TRACK?



A retrospective on economics of Indian Railways

Indian Railways is the world's seventh largest commercial or utility employer, by number of employees, with over 1.334 million employees as of last published figures in 2013

₹17655 cr

The amount Indian Railway will raise from the market through its two companies Indian Railway Finance Corporation & Rail Vikas Nigam Ltd.

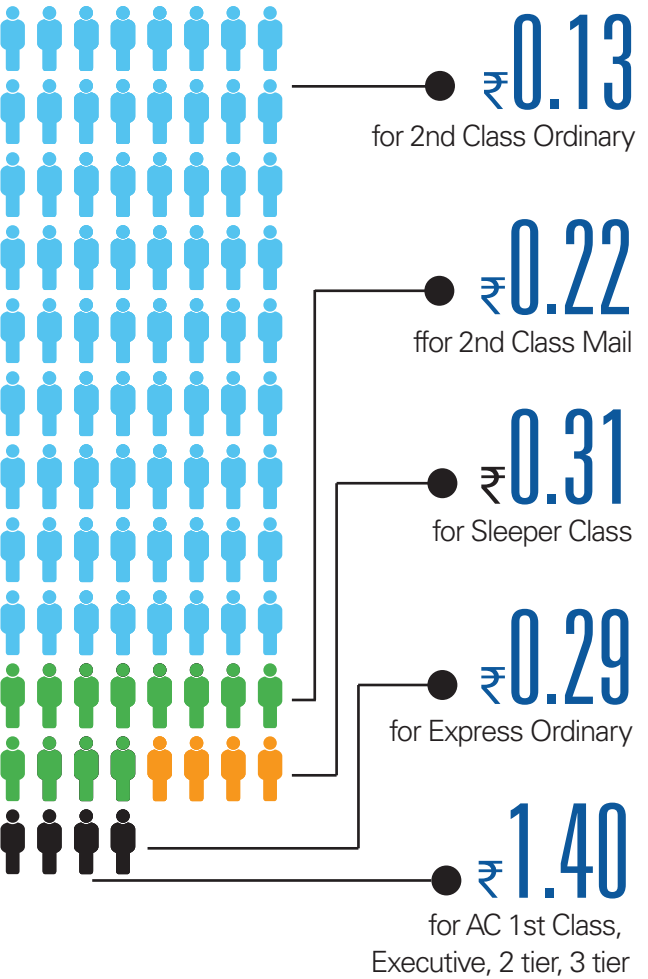
47% INCREASE from then current fiscal year's revised estimates of ₹12,045 crore.

According to the revised estimates, IRFC raised ₹11,772.60 crore, and RVNL raised ₹273 crore from the market.

₹856,020 cr

will be spent on the Railways for the period 2015-19.

AVG RATE CHARGED PER KM



Based on the data obtained from data.gov.in and Wikipedia