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**"THE STUDY ON YWATAUNG RAILWAY STATION'S ROUTES"**

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# **The Study on Ywataung Railway Station's Routes**

**Khin Mar Lwin Soe<sup>1</sup>**

## **Abstract**

Land transportation and water transportation are more important than the other transportations in Sagaing. When Kachin Chin and lower Myanmar are communicated by land transportation, it passes Sagaing. Although there is no transportation in there, it is for (12) miles from Mandalay International airport. Among the various kinds of transportations in Sagaing, such as land transportation, water transportation railway transportation and other transportations, I have studied railway transportation.

I have learnt it among the different transportations all over the Sagaing. I notice that fewer people use the railway transportation/ (it from April 2016 to December 2014 according to the survey of yearly income of Ywataung Station in Sagaing. It is promoted lots of people use motorcars the good conditions of the cars and roads. In the same way , the railway transportation is more convenient with the proper price to carry the goods. It is needed to promote the trains to be neat and tidy for the good prospect of trains.

## **1. Introduction**

Transportation is essentially important service for Social – economic life of the people. People always to travel from one place to another place, from one region to another region to meet their social dealings and fundamental needs such as food, clothing and shelter. In doing so, as technology develops day by day, Automobiles, railways and aero planes are invented for transportation by people. New waterways and land routes are paved and extended by people according to the developments of vehicles gradually as of their self – interests. Transportation services play a crucial role in developments of one region. It is noted that Transportation services can access easily and smoothly only in all – round developed regions. Among them, Sagaing region is the crucial hub in Upper-Myanmar for the land transportation including water ways and land routes such as rail roads and motorcar roads.

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The total area of Sagaing Region is 3611 square miles and its population is 5320299. As the Ayeyarwaddy and Chintwin river confluence in this region, waterways and land routes are crucial this region. Land routes tram-passes Sagaing city to go Kachin state, Chin state and lower Myanmar. There is no air route and airport in Sagaing city but it is only 12 miles far from Mandalay. International airport (Tadaoo). The land routes of Sagaing city can categorized as,

- motorcar roads
- rail roads
- water ways
- Bridges and other.

Especially, this paper is going to focus on study of rail roads in this city. Myanmar Railway Transportation was established in 1877. In this chapter, my main focal point is the rail routes that pass through via Ywataung station. This paper is going to analyses the number of passengers who uses Mandalay – Myitkyina, Mandalay – Monywa and Ywataung – Kawlin rail routes within the years (2007-2008) to (2013-2014).

### **1.1 The Objectives of the study**

Travelling is one of main pillars in carrying out the economic development of a country. Travelling by rail is the most economical and comfortable way for a long journey. As economical and comfortable, this paper is aimed at the following reasons.

- (1) To study the role of rail roads in Transportation sector of Sgaging Region.
- (2) To analyses the development of rail routes and no of passengers via Ywataung station in Sagaing city, Sagaing region.
- (3) To discover the annual income of Ywataung station yearly

### **1.2 Methodology**

The methodology is mainly based on time series of data collected from passengers of Ywataung Station.

## **2. History of Railway Lines**

At the time of King Thibaw in 188, there is no railroad in Upper-Myanmar. Especially, water ways is the most crucial at that time. King Thibaw had on agreement with France to build rail road from Mandalay to Shan state. However, the plan was not accomplished for lack of proper experience in constructing lines. He

then aimed to build routes via Mandalay to border areas with the assistance of British government.

Yangon – Pyay rail road, the first railroad in Burma, was – constructed in 1869 and launched on 1<sup>st</sup> May 1877. Before that time, there were no proper roads and bridges in transportation in Upper Myanmar. Water way benefits only for those living along the Ayeyarwaddy River. British Government constructed rail roads with the aims of to access smooth transportation from Upper Myanmar to lower Myanmar and to implement good administration in Myanmar. Therefore, Sagaing - Shwe Bo rail road, the first line in Upper Myanmar, was constructed in 1891 and extended up to Myitkyina in 1898. People can enjoy the advantages of rail roads in this region. A branch rail road numeral Ywataung, was built on Sagaing – Myitkyina rail road. In 1990, Monywa – Ahlon sector was extended. ChaungU – Pakokku railway line was built passing through Magyibote Village in Sagaing Region during 1994. The total mileage of railroad in Sagaing District is only 79 miles – 47 miles in Sagaing Township, 19 miles in Myinmu, 12 miles in Nagzong and 1 mile in Myaung Township respectively. Myaung rail sector is the shortest. In Myaung Township, there is a ChaungU – Pakokku line passing through Magyibote Village.

### **2.1 Mandalay – Myitkyina rail sector**

This Mandalay – Myitkyina rail sector is situated in east of Sagaing city along with Sagaing hill and Min Won hill. In 1981, the Mandalay – Sagaing section from Mandalay to Amarapura and Sagaing – Shwebo section were constructed. In this regard, for those who came from lower Myanmar need to cross the Ayeyarwaddy river from the Amarapura side (bank of Ayeyarwaddy river) to Sagaing side (the opposite bank of the Ayeyarwaddy) with ferries to carry on their journey to Shwebo in Upper Myanmar. This rail section was extended to Wundwin in 1882, to Moenyin in 1895 respectively. The Bridge Ave was built in 1934 to connect Mandalay and Myitkyina directly.

### **2.2 Mandalay – Monywa Rail road**

It was constructed in 1900 from Ywataung, Sagaing to Alone, Monywa. It was continued to Butalin in 1921 to Zegyi in 1923 and Ye'Oo in 1926.

### **2.3 Ywataung Station**

Ywataung station is situated milestone No 393 / 23 on Mandalay. Myitkyina section No.(1) platform leads to Monywa and No.(2) platform headed to Myitkyina. All total of (5) tracks and (5) by-feeder existed at that station.

Track No. (1) is the platform and feeder run – way and it is 2262 feet long. Track No (2) is the main run- way and has length 2352 feet. Track No.(3) is the place to station the good wagons and coaches and has length 1583 feet. Track No(4) is to keep the good wagons and coaches and it length is 1400 feet. The last track, Track No.5 is the same with track 3 and 4 and its length is 1183 feet.

5. Feeders are as follows.

1. MEC siding by – feeder
2. Bridge workshop by- feeder
3. Locomotive or engine workshop by-feeder
4. Goods wagon ( Parcel) siding by – feeder
5. Coaches checking by – feeder.

Track No. 3 which was the station for coaches can hold 50 four wheel coaches Track 3 and 5 can station 40 four- wheel coaches Track 3 and 5 can station 40 four – wheel coaches respectively. The Ywataung station is Yone Pine Giye (Special class) station.

The Organization structure of Ywataung station is as follows

- |                                  |   |
|----------------------------------|---|
| 1. Stationmaster (Special Class) | 1 |
| 2. Second Stationmaster          | 2 |
| 3. Second Stationmaster (spare)  | 2 |
| 4. Operators 3                   | 1 |
| 5. Operators 4                   | 3 |
| 6. station clerk (2)             | 1 |
| 7. Station clerk (3)             | 4 |
| 8. Lower divisional clerk        | 1 |
| 9. Counting Clerk                | 2 |
| 10. Record Clerk                 | 2 |
| 11. Ticket examiner              | 2 |
| 12. Train attaches               | 3 |
| 13. Train attaches               | 6 |
| 14. Train attaches ( Spare)      | 2 |
| 15. Railway man                  | 7 |
| 16. Guard                        | 4 |
| 17. Gatekeeper                   | 6 |
| 18. Cleaning worker              | 3 |

All in total is (53)

### 3. Routes pass through Ywataung station

#### 3.1 Ywataung – Myitkyina route

Stations along the Mandalay – Myitkyina route from Ywataung station are Watlatt, Shwebo, KhinU , Htantapin , Kanbalu, Chat – thin, Kaw lin, Wuntho, Gyo Taung, Me' zar, Indaw, Naba, Mawlu, Monhyin, Namma, Hopin, Pin ball, SarHmaw, Moekaung, Namatee, Pyi Htaung and Myitkyina stations.

Table (3.1)

Data showing Railway station on the Ywataung – Myintkyina Railroad

Ywataung											
34.25	wetlet										
50.50	15.75	Shwebo									
64.25	29.50	13.25	KhinU								
96.25	61.50	45.25	31.50	Kanbalu							
141.75	107.00	90.75	77.00	45.00	Kawlin						
149.75	115.00	98.75	85.00	53.00	7.50	Wuntho					
191.75	157.00	140.75	127.00	95.00	49.50	41.50	Indaw				
195.75	161.25	145.00	131.25	99.25	53.75	45.75	3.75	Naba			
239.75	205.00	188.75	175.00	143.00	97.50	89.50	47.50	43.25	Monhyin		
292.00	257.25	241.00	227.25	195.25	149.75	131.75	99.75	95.50	51.75	Mogaung	
328.75	294.00	277.75	264.00	232.00	186.50	168.50	136.50	132.25	88.50	36.25	Myintkyina

Source : Myanmar Railway Division (2) Sagaing

### 3.2 Ywataung – Monywa Route

Pass through Ywataung, Nga Ta Yaw, Ywa Thit Gyi, Nyaung bi Won, Myinmu, Arlakappa, Nat ye Kan, Chaung U, Kyemon, Monyin and Monywa Stations are on the ways.

Table (3.2)

Data showing Railway stations on the Ywataung – Monywa Railroad  
Ywataung

16.75	Ywathitgyi				
20.25	3.5	Nyaungbinwun			
27.5	10.75	7.25	Myinmu		
49.5	32.75	29.25	22	ChaungU	
62.75	46	42.5	35.25	13.25	Monywa

Source : Myanmar Railway Division (2) Sagaing

### 3.3 Ywataung – Kaw lin Route

From Ywataung, Wat latt, Shwe Bo, Khin U, Kanbalu, KyunHla, Chatthin, Koetaungbo, Kyat khat aite, stations passes through to Kaw lin.

Table (3.3)

Data showing Railway stations on the Ywataung – Kaw Lin Railroad

Ywataung

34.25	Watlatt							
50.5	16.25	Shewbo						
64.25	30	13.75	Khin - U					
75.75	41.5	25.25	11.5	Tantabin				
96.25	62	45.75	32	20.5	Kambalu			
104.5	70.25	54	40.25	28.75	8.25	Kyunhla		
122.25	78	61.75	48	36.5	16	7.75	Chatthin	
141.75	107.5	91.25	77.5	66	29.5	21.25	13.5	KawLin

Source : Myanmar Railway Division (2) Sagaing

### 3.4 Ywataung – Pakokku Route

Ywataung – Pakokku route exists Ngaung Bin Won, Chaung U, Makyibote, Outo, Ma Eu, Yeaagy, Pa kan Gyi, Kyauklaykhar, Pakokku stations on its way.





### 3.5 Daily list of passenger train passing through Ywataung Station

NO. (55) Up , No (56) Down Mandalay – Myitkyina

NO. (57) Up , No (58) Down Mandalay – Myitkyina

NO. (41) Up , No (42) Down Mandalay – Myitkyina

NO. (47) Up , No (48) Down Mandalay – Nabar

NO. (135) Up , No (136) Down Mandalay – Pakokku

NO. (215) Up , No (216) Down Ywataung – Shwebo

( Start up from Myo Haung station to Shwe Bo is quarry train)

NO. (45) Up , No (46) Down Ywataung – Kaw lin

NO. (123) Up , No (124) Down Mandalay – Monywa

Table (3.5)

Data Showing the Daily List of Passengers Train Passing Through Ywataung Station

FROM	TO	DOWN TRAIN	UP TRAIN
Mandalay	Myitgyina	3	3
Mandalay	Nabar	1	1
Mandalay	Pakokky	1	1
Ywataung	Shwebo	1	1
Ywataung	kawlin	1	1
Mandalay	Monywa	1	1
Total		8	8

Source : Myanmar Railway Division (2) Sagaing.

## 4. Finding and Discussion of Passengers and Income in Ywataung Station

### 4.1 Passengers in Ywataung Station of Sagaing

A suitable fitted trend was estimated based on the times series data on passengers from April 2006 to December 2014 in Ywataung Station of Sagaing. According to the results, a suitable fitted trend for passenger is Quadratic trend.

Let the Quadratic model equation be –

$$(\hat{Y}_t = b_0 + b_1 t + b_2 t^2)$$

Where-

$$\hat{Y}_t = \text{Estimated passengers of Ywataung station}$$

b = Coefficients

t = time

$$\hat{Y}_t = 17983.9 + 93.088t - 1.372 t^2 \quad \text{Equation (1)}$$

$$T \text{ value} \quad (2.566)^* \quad (-4.100)^*$$

R = 0.327, computed F – value = 24.511 \*

\* = significant at 1% level

The coefficient of regression (R), F test, and t – test showed that estimated trend in Equation (1) was suitable for the purpose of prediction of income in Ywataung station of Sagaing. In the estimated trend in Equation (1) it can be seen that the coefficient of regression was fair the fitted trend was valid at 1 percent level, and the individual coefficients were significantly different from zero at 1 percent level. These estimated values were calculated from April 2006 to December 2014 using by equation (1). From the series on estimated passengers in Ywataung station of Sagaing, it was found that passengers would be gradually decreasing month after month and this station will promote in the future period. The actual and estimated passengers were shown in table (4.1) and figure (1).

**Table (4.1)**

Year	Month	Passengers	Predicted Passengers
2006	April	24300	18080.26
	May	23000	18168.52

	June	18400	18254.1
	July	17100	18336.98
	August	18400	18417.18
	September	15900	18494.69
	October	16700	18569.5
	November	17300	18641.63
	December	18200	18711.06
2007	January	19200	18777.81
	February	18100	18841.86
	March	23200	18903.23
	April	24900	18961.91
	May	21100	19017.89
	June	19000	19071.19
	July	19500	19121.79
	August	19900	19169.71
	September	18300	19214.94
	October	18300	19257.47
	November	18100	19297.32
	December	17700	19334.47
2008	January	18200	19368.94
	February	17300	19400.72
	March	21900	19429.8
	April	21700	19456.2
	May	18000	19479.91
	June	17500	19500.93
	July	17400	19519.25
	August	17900	19534.89
	September	16100	19547.84
	October	21100	19558.09
	November	27100	19565.66
	December	14500	19570.54
2009	January	15000	19572.72

	February	14900	19572.22
	March	19500	19569.03
	April	21000	19563.15
	May	17800	19554.57
	June	16400	19543.31
	July	18000	19529.36
	August	16800	19512.72
	September	15700	19493.39
	October	19700	19471.36
	November	17800	19446.65
	December	16400	19419.25
2010	January	18300	19389.16
	February	15200	19356.38
	March	21400	19320.9
	April	21000	19282.74
	May	18500	19241.89
	June	15800	19198.35
	July	17100	19152.12
	August	16200	19103.2
	September	17200	19051.58
	October	17700	18997.28
	November	18600	18940.29
	December	17200	18880.61
2011	January	18700	18818.24
	February	17500	18753.18
	March	23400	18685.43
	April	23700	18614.99
	May	21700	18541.86
	June	17300	18466.03
	July	20400	18387.52
	August	18400	18306.32
	September	21600	18222.43

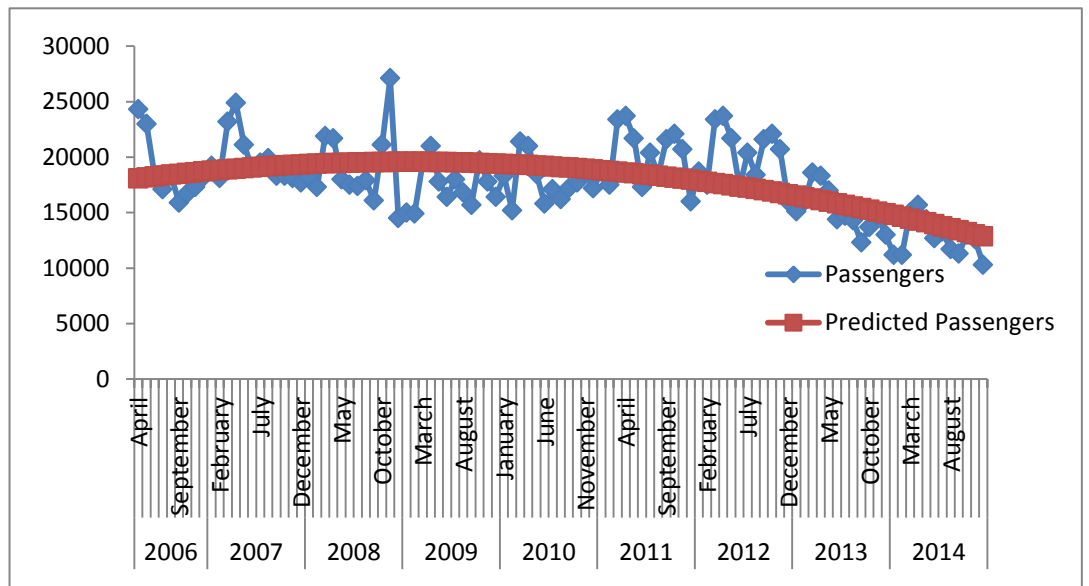
	October	22100	18135.85
	November	20700	18046.58
	December	16000	17954.62
2012	January	18700	17859.97
	February	17500	17762.63
	March	23400	17662.6
	April	23700	17559.88
	May	21700	17454.47
	June	17300	17346.37
	July	20400	17235.58
	August	18400	17122.1
	September	21600	17005.93
	October	22100	16887.07
	November	20700	16765.52
	December	16000	16641.28
2013	January	15100	16514.35
	February	16000	16384.73
	March	18600	16252.42
	April	18300	16117.42
	May	17000	15979.73
	June	14400	15839.35
	July	14700	15696.29
	August	14300	15550.53
	September	12300	15402.08
	October	13700	15250.94
	November	14700	15097.11
	December	13000	14940.59
2014	January	11200	14781.38
	February	11200	14619.48
	March	15000	14454.89
	April	15700	14287.62
	May	14400	14117.65

June	12700	13944.99
July	13300	13769.64
August	11700	13591.6
September	11300	13410.87
October	13100	13227.46
November	12600	13041.35
December	10300	12852.55

Source: Ywataung Station

Figure (1)

**Number of Passenger and Predicted Passenger from Ywataung Station**



Source: Table (4.1)

## 4.2 Income in Ywataung Station of Sagaing

A suitable fitted trend was estimated based on the times series data on income from April 2006 to December 2014 in Ywataung Station of Sagaing. According to the results, a suitable fitted trend for income is Exponential trend.

Let the Exponential model equation be –

$$(\ln \hat{Y}_t = \ln b_0 + b_1 t)$$

Where-

$$\hat{Y}_t = \text{Estimated income of Ywataung station}$$

$$b = \text{Coefficients}$$

$$t = \text{time}$$

$$\ln \hat{Y}_t = \ln (4625512.663) + 0.014t \quad \text{Equation (2)}$$

$$T \text{ value} \quad (16.66)^*$$

$$R = 0.855, \quad \text{computed } F - \text{value} = 277.542 *$$

\* = significant at 1% level

The coefficient of regression (R), F test, and t – test showed that estimated trend in Equation (2) was suitable for the purpose of prediction of passengers in Ywataung station of Sagaing. In the estimated trend in Equation (1) it can be seen that the coefficient of regression was high the fitted trend was valid at 1 percent level, and the individual coefficients were significantly different from zero at 1 percent level. These estimated values were calculated from April 2006 to December 2014 using by equation (2). From the series on estimated income in Ywataung station of Sagaing, it was found that income would be increasing month after month and this station will develop in the future period. The actual and estimated incomes were shown in table (4.2) and figure (2).

Table (4.2) Income and Predicted Income from Ywataung Station



Year	Month	Income	Predicted Income
2006	April	7336000	4690005
	May	6546000	4754024
	June	5485000	4818918
	July	5066000	4884697
	August	5469000	4951374
	September	5033000	5018961
	October	6099000	5087471
	November	6115000	5156916
	December	6236000	5227309
2007	January	6177000	5298663
	February	5955000	5370990
	March	7554000	5444305
	April	8034000	5518621
	May	6863000	5593951
	June	6394000	5670310
	July	5854000	5747711
	August	5656000	5826168
	September	5701000	5905696
	October	6256000	5986310
	November	6628000	6068025
	December	5988000	6150854
2008	January	5995000	6234815
	February	5861000	6319921
	March	7500000	6406189
	April	7319000	6493635
	May	6538000	6582274
	June	5896000	6672124
	July	6005000	6763199
	August	5824000	6855518

	September	5558000	6949098
	October	7634000	7043954
	November	6433000	7140105
	December	5432000	7237569
2009	January	5470000	7336363
	February	5231000	7436506
	March	7266000	7538016
	April	7368000	7640911
	May	6448000	7745211
	June	5685000	7850935
	July	6188000	7958102
	August	6208000	8066731
	September	6816000	8176844
	October	9459000	8288459
	November	8261000	8401598
	December	7940000	8516282
2010	January	8372000	8632531
	February	7564000	8750366
	March	10153000	8869810
	April	8519000	8990885
	May	7622000	9113612
	June	6723000	9238015
	July	6377000	9364116
	August	6153000	9491938
	September	7109000	9621504
	October	7510000	9752840
	November	9870000	9885968
	December	9870000	10020913
2011	January	8561000	10157701
	February	7965000	10296355
	March	12271000	10436902
	April	12964000	10579368

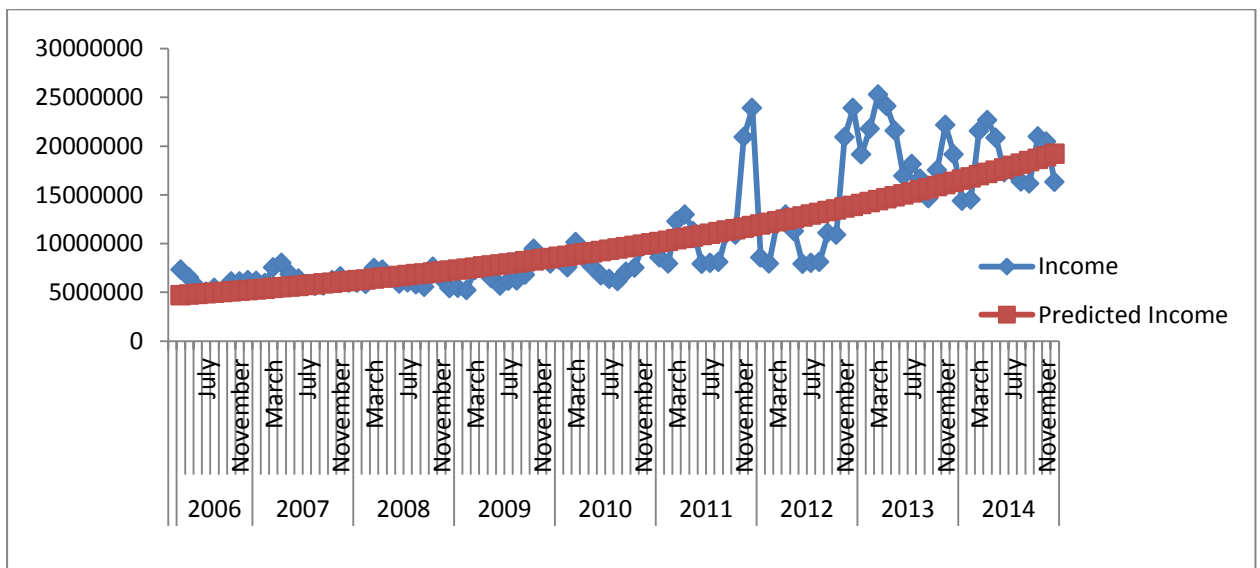
	May	11284000	10723779
	June	7910000	10870160
	July	8029000	11018540
	August	8111000	11168945
	September	11106000	11321403
	October	10921000	11475943
	November	20908000	11632592
	December	23895000	11791379
2012	January	8561000	11952333
	February	7965000	12115485
	March	12271000	12280864
	April	12964000	12448500
	May	11284000	12618424
	June	7910000	12790668
	July	8029000	12965263
	August	8111000	13142242
	September	11106000	13321636
	October	10921000	13503479
	November	20908000	13687804
	December	23895000	13874645
2013	January	19139000	14064036
	February	21782000	14256013
	March	25281000	14450611
	April	24092000	14647864
	May	21578000	14847810
	June	16943000	15050486
	July	18166000	15255928
	August	16637000	15464174
	September	14656000	15675263
	October	17523000	15889234
	November	22154000	16106125
	December	19158000	16325976

2014	January	14397000	16548829
	February	14515000	16774724
	March	21533000	17003702
	April	22667000	17235806
	May	20866000	17471078
	June	17301000	17709561
	July	17399000	17951300
	August	16361000	18196339
	September	16174000	18444723
	October	21002000	18696497
	November	20462000	18951707
	December	16309000	19210402

Source: Ywataung station

Figure (2)

**Income and Predicted Income from Ywataung Station**



Source:Table (4.2)

**4.3. Discussion**

According to the above 4.1 and 4.2, it can be said that the structure of passengers will be changed from route to another route. The average annual growth rate of passengers for the period April 2006 to December 2014 is (-0.3%). The average annual growth rate of income for the period April 2006 to December 2014 is

14.09% because cargoes were increased month by month. Therefore there should be promoted passenger train.

### **Conclusion**

Sagaing city (or) district lies in a favorable transportable position on Mandalay – Monywa routes and Mandalay – Myitkyina routes. We learnt that Myanmar Railway Division (2) Sagaing has 338.66 miles length and iron – rail mile 379.82 miles, various types of Bridges 852 and 75 stations. In this regard, daily trains passing through Ywataung Stations, populations of passengers and annual incomes are focused to learn. According to the study, from April 2006 to December 2014, the total populations of passengers is gradually decline because of the increase no of motorcar roads, the increase no of upgraded motorcar associations and short length of travel time by using motorcars. Therefore, it is needed to be neat clean and proper condition for passengers and Myanmar Railway should upgrade the trains for passenger appeals.

In case of Annual Income, from April 2006 to December 2014, it is note that the annual income is increasingly up because of the increase price of fares and low cost and convenience in carrying goods with Parcel Wagons its fare.

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Last but not least, I do thanks for those concerned with my research paper.

### **References**

1. U Khin Mg Zin - Transportation geography of Sagaing district
2. Myanmar Railway Division (2) Ywataung, Sagaing.

Table (3.4)

Data showing Railway station on the Ywataung – Pakokky Railroad

Ywataung																				
20.25	Nyaungbinwun																			
49.5	29.25	ChaungU																		
57	30.75	1.5	Manncho																	
54	33.75	4.5	3	Ngalonetin																
57	36.75	7.5	6	3	Makyikho															
59.75	39.5	10.25	8.75	5.75	2.75	Makyibote														
60.75	40.5	11.25	9.75	6.75	3.75	1	Tawchaunggyi													
63.25	43	13.75	12.25	9.25	6.25	3.5	2.5	Out-O												
66.5	46.25	17	15.5	12.5	9.5	6.75	5.75	3.25	Maou											
68	47.75	18.5	17	1	11	8.25	7.25	4.75	1.5	Waryar										
73	52.75	23.5	22	19	16	13.25	12.25	9.75	6.5	5	Yesagyo									
77.5	57.25	28	26.5	23.5	20.5	17.75	16.75	14.25	11	9.5	4.5	Taung -O								
80.75	60.5	31.25	29.75	26.75	23.75	21	20	17.5	14.25	12.75	7.75	3.25	Pakhangyi							
81.75	61.5	32.25	30.75	27.75	24.75	22	21	18.5	15.25	13.75	8.75	4.25	1	Sinchaung						
83.5	63.25	34	32.5	29.5	26.5	23.75	22.75	20.25	17	15.5	10.5	6	2.75	1.75	Sithar					
88	67.75	38.5	37	34	31	28.25	27.25	24.75	21.5	20	15	10.5	7.25	6.25	4.5	Kyaukhlaykhar				
90	69.75	40.5	39	36	33	30.25	29.25	26.75	23.5	22	17	12.5	9.25	8.25	6.5	2	Pantinechon			
92	71.75	42.5	41	38	35	32.25	31.25	28.75	25.5	24	19	14.5	11.25	10.25	8.5	4	2	Kyiwar		
95	74.75	45.5	44	41	38	35.25	34.25	31.75	28.5	27	22	17.5	14.25	13.25	11.5	7	5	3	Pakokky	

Source : Myanmar Railway Division (2) Sagaing