

## 2.6 Year of opening of sections:

	Single Line	Double Line	Third Line	Fourth Line
<b>Itarsi-Nagpur</b>				
Itarsi-Betul	1913	1993		
Betul-Amla	1914	1984		
Amla-Narkher	1924	1990		
Narkher-Nagpur	1923	1993		
<b>Badnera-Nagpur</b>				
Badnera-Sindi	1866	1921		
Sindi-Nagpur	1867	1922		
<b>Wardha-Ballarshah</b>				
Wardha- Hinganghat	1879	1979		
Hinganghat- Warora	1875	1976		
Warora-Ballarshah	1908			
Chitoda-Sonegaon	1879	1979	2019	
<b>Branch Line – UP &amp; DN</b>				
Amla-Parasia	1915			
Parasia-Chhindwara	1996			
MajriJn- Rajur	1925			
BPQ-Chandafort	1999			
Narkher – Chandur Bazar	2012			

## 2.7 Goods Traffic:

Major share of Originating Freight traffic comes from coal sidings of WCL located at Ghuggus, Umrer, Ballarshah, Chandrapur, Wani, Majri, Hirdagarh, Palachauri and Parasia. Other commodities like cement, clinker, Iron & steel and DOC also contributes to freight traffic.

Cement is loaded by ACC cement from Ghuggus. Ultratech and Ambuja Cement loads cement from the PFT located at PVIT. Movement of coal rakes from South Eastern Coalfields is towards powerhouses of Central Railway & Western Railway while movement of empty rake takes place towards SECR. Within the division, coal is moved to Power houses at Chandrapur, Sarni, PWCL/Warora, P MEC/Chikni and MDIT/Tadali. Inland Container Depots are located at Ajni, Khapri & Borkhedi with major movement towards JNPT.

## 2.8 Passenger Traffic:

On an average, 144 Mail/Express/ Passengers trains carrying about 1 lakh originating passengers and 270 Freight trains with 180 interchange run by the division daily.

## 2.9 Division at a Glance:

Nagpur station is a junction station, catering to North-South & East-West streams of traffic. Jurisdiction of division extends from Badnera (excluding) to Nagpur; Wardha to Ballarshah (including) & Nagpur to Jhujarpur/Itarsi (excluding), Majri to Pimpalkhuti, Narkher to Chandur Bazar (excluding) & Amla to Chhindawara (excluding).

(i) Passenger	
Route KMs.(excluding sidings)	988.336
Track KMs.(excluding sidings)	2335.69
(ii) Goods Traffic/Siding	
Route KMs.(excluding sidings)	176.912
Track KMs.(excluding sidings)	425.534
(iii) No. of stations (23 Closed for Commercial Activity)	117
(iv) No. of staff	SS 18388 MOR 15245
(v) Average daily trains - Mail express + passengers	103.71+42=143.71
(vi) Average daily trains – Goods (Nos.) (Runs / interchange)	273.2/183.1
(vii) Originating Passengers per day (nos.)	94,962
(viii) Real Estate	
No. of Quarters	7330
Land Holding (in Hectares)	10536.95
Land Covered by Service Building (in Hectares)	2613.969

### Sectional Details (figs. in Kms.)

Main line	Branch line	Total
614.93	352.096	1001.446

### Mainline (Double) (All figures in Kms)

Section	From	To	Total Kms
ET - AMF	750.00	874.68	124.68
AMF - NGP	874.68	1042.15	167.47
NGP - SEGM	836.79	760.57	76.22
SEGM - BPQ	760.57	893.00	132.43
SEGM - BD	760.57	665.00	95.57
WR - CHJC	758.09	762.07	3.98
HWH - NGP	1130.03	1131.09	1.06
			601.82

### Mainline (Tripple) (All figures in Kms)

Section	From	To	Total Kms
Chitoda - Sonegaon	762.25	775.25	13.11

**Branch Line (Single) (B.G):**

Section	From	To	Total Kms
AMF - CWA	874.68	989.85	115.17
BTBR - URR	809.35	843.06	33.71
MJRI - RAJR	842.57	863.15	20.58
TAE - GGS	861.90	876.01	14.11
TAE- Chord line	0.00	1.25	1.25
WANI - PMKT	855.79	922.01	66.22
CD Fort-BPQ	1250.595	1251.437	0.842
NRKR-Chandur Bazar	800.963	705.529	95.434
GNQ-KRDH Chord line	1036.31	1041.09	4.78
			352.096

**Sidings:**

Siding	Nos.	Route length in Kms	Total Length in Kms
Private Sidings	26	104.708	231.345
Assisted Sidings	10	42.746	58.441
Defence sidings	03	32.550	139.869
Total	39	179.994	428.655

**ROB/RUB:**

Section	ET-NGP	NGP-BD	WR-BPQ	AMI-NRKR	AMF-CWA	Br line & siding	Total
ROB	14	12	8	2	2	4	42
RUB	18	16	4	17	17	31	103

**Level Crossings:**

S No	Class	Engineering	Traffic	Total
1	SPL	27	20	47
2	A	17	10	27
3	B-1	3	0	03
4	B-2	10	5	15
5	C (M)	123	13	136
	Total	180	48	228

**Tunnels (Total Tunnels -11,Total length = 3467.92m):**

SN	Tunnel no.	Km and Block section	Section	Up / Dn	Curve (Degree) / Straight	Gradient	Length (m)	Width (m)	Track Structure
1	1	834/45-835/1	DHQ MJY	UP	4	F 1 : 70	346.04	5.31	60Kg Rails PSC6 Shallow depth
2	1 A	834/46-835/2	"	DN	5	R 1 : 60	427.03	5.15	60 Kg Rails PSC6
3	2	835/9-835/23	"	UP	4	F 1 : 70	252.44	4.85	60 Kg Rails PSC6 Shallow depth
4	2 A	835/16-835/28	"	DN	Straight	R 1 : 200	164.59	4.61	60 Kg Rails PSC6
5	3	836/7-836/19	"	UP	Straight	F 1 : 70	187.76	4.75	60 Kg Rails PSC6
6	3 A	836/8-836/22	"	DN	Straight	R 1 : 60	238.35	4.61	60 Kg Rails PSC6
7	4	836/35-836/43	"	UP	3	F 1: 70	96.04	5.44	60 Kg Rails PSC6
8	5	839/29-840/7	"	UP	4	F 1 : 70	555.49	5.38	60 Kg Rails PSC6 Shallow depth
9	5 A	839/30-839/58	"	DN	Partly in 5 degree	R 1: 75	479.55	S4.61 C5.15	60 Kg Rails PSC6
10	6	914/13-915/6	CCD TEO	UP	Straight	F 1 : 200	406.11	5.97	60 Kg Rails PSC6
11	7	920/10-920/13	"	UP	Partly in curve	F 1 : 70	298.48	5.51	60 Kg Rails PSC6
Total length(Meters)							3467.9		

**Ghat Section:**

SN	Between Stations	Km	Ruling gradient	
			UP	DN
i	Dharakoh-Maramjhiri	830-844	1:70 F	1: 60 R
ii	Chichonda-Teegaon	912-930	1:70 R	1: 65 F

**Bridges - Summary:**

Section	Important	Major	Minor	Total
BPQ-SEGM	6	22	282	310
BD-WR	2	36	292	330
WR-NGP	4	25	292	321
ET-NGP	4	67	798	869
BRANCH LINE & SIDING	1	72	884	957
Total	17	222	2548	2787

**Max. Permissible Speed:**

	Mail/Exp	Pass	Goods
ET-AMF	120/110	105	75
AMF-NGP	120/110	105	75
NGP-SEGM	120/110	105	75
SEGM-BD	110	105	75
SEGM-BPQ	120/110	105	75
AMF-PUX (SL)	110	90	75
PUX-CWA (SL)	110	50	30
MJRI-WUN (SL)	50	50	50
WUN-PMKT (SL)	50	50	30
NRKR-CNDB (SL)	110	100	75

**Annual GMT (2016-17)**

Section	UP Road	DN Road
ET-AMF	37.05	30.89
AMF-NGP	39.03	30.25
WR-AQ	46.33	43.76
AQ-NGP	51.566	39.82
WR-BD	64.25	38.31
WR-BPQ	58.30	50.88
AMF-PUX(S/L)	6.76	4.38
PUX-CWA(S/L)	6.76	4.38
MJRI-WANI (S/L)	9.85	1.76
WANI-PMKT (S/L)	0.77	1.93
WANI-RAJR(S/L)	0	0
TAE-GGS(S/L)	15.60	3.68
BTBR-URR(S/L)	5.17	1.45
NRKR-CNDB (S/L)	0.8	0.9