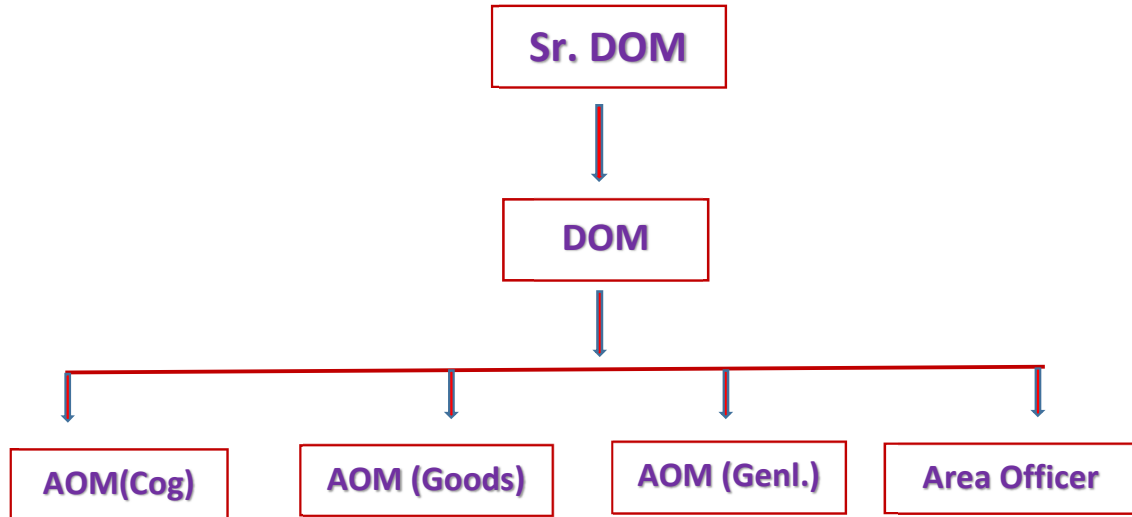


## 1. ORGANISATION CHART



### Details of Operating Officers in BSL Division

| S.No | Name of Officer  | Designation                             | CUG No.    | Rly Phone No (011) |
|------|------------------|---|------------|--------------------|
| 01.  | Dr. Swapnil Nila | Sr. Divisional Operations Manager       | 7219611900 | 55600              |
| 02.  | <b>VACANT</b>    | Divisional Operations Manager           | 7219611901 | 55604              |
| 03   | J. N. Gupta      | Assistant Operations Manager            | 7219611901 | 55604              |
| 04.  | J. M. Ramekar    | Assistant Operations Manager (Coaching) | 7219611902 | 55612              |
| 05.  | Mahesh Prasad    | Assistant Operations Manager (Goods)    | 7219611903 | 55610              |
| 06.  | <b>VACANT</b>    | Assistant Operations Manager (General)  | 7219611905 | 55608              |
| 07.  | S. D. Meena      | Area Officer                            | 7219611904 | 55606              |

## INTRODUCTION

### BHUSAWAL DIVISION

- Bhusaval Division with its peculiar geographical location plays a pivotal role in the train operations on Central Railway. The division is spread over **1047.97** KMS including **804.07** route KMS on Broad Gauge and **243.90** route KMS on Narrow Gauge.
- Bhusaval division is one of the most critically located divisions on Central Railway, whose performance makes a decisive impact on the loading of adjacent divisions and helps them to fulfill their loading targets and interchange forecast made to adjoining railways.
- Bhusaval division has established itself as a loading division for Onion, Cement, DOC, Food grain commodities apart from the traffic of POL & Container. The division also handles coaching rated traffic of white goods in VP rakes. The Division has timely catered to the demands of Farmers & traders in an organized way to develop a healthy Railway-Customer interface. This has helped in not only increasing the originating loading of the division, but also in improving the socio-economic status of Khandesh and Nasik region. It has underlined the significance of the Railways in catering to Perishable as well as non-Perishable traffic over other modes of transportation.
- Bhusawal division acts as a feeding point for empty N-BOXES & Jumbo rakes to collieries and terminals situated in NGP Division and South-Eastern Railway as well as empty jumbos required in Mumbai Division on Central Railway, Bhopal and Jabalpur Division on WCRly and Mumbai Division of Western Railway, besides meeting its own demands of oil-tanks at Panewadi Oil siding and jumbos for other Outward traffic.
- Bhusawal Division has to function as a buffer division requiring holding back of traffic not accepted by the adjoining divisions such as Nagpur & Mumbai in an eventuality of any operational constraints & bottlenecks.
- **Regular banking** - Bhusawal Division has undulating gradient in all the sections. Loaded stock of 42 BCN with WAG-5 and 58/59 BOXN/BCNHL Stock with WAG-7 locomotive requires banking as under :

| Section | Direction | Stations | Length of section | Ruling gradient |
|---------|-----------|----------|-------------------|-----------------|
| BSL-KNW | DN        | NPNR-DGN | 19.33 KMS         | 1:110           |
| KNW-BSL | UP        | KNW-DGN  | 23.21 KMS         | 1:150           |
| BSL-BD  | DN        | VNA-BDWD | 18.27 KMS         | 1:132           |
| BSL-IGP | UP        | NGN-SUM  | 36.00 KMS         | 1:150           |
| BSL-IGP | UP        | KJ-SUM*  | 97.00 KMS         | 1:150           |

\* If train is not run through at KJ, VGL, CSN, HPR, NI and PKE stations.

#### **Exceptional Banking –**

| Section  | Direction | Stations      | Length of section | Ruling gradient |
|----------|-----------|---------------|-------------------|-----------------|
| IGP-BSL  | DN        | IGP-AV        | 24.96 KMS         | 1:150           |
| MMR-ANK* | UP        | MMR-ANK VIA A | 13.11 KMS         | 1:100           |
| MMR-ANK* | UP        | MMR-ANK VIA C | 16.00 KMS         | 1:133           |

\* Loaded stock of 42 BCN/BCX with single WDM-2 and 59 BOXN/BCNHL with Multiple WDM-2 locomotive require banking.

- Operationally Bhusawal division is divided into three main sections viz. **Igatpuri-Bhusawal, Bhusawal-Khandwa and Bhusawal-Badnera**. All the trains are worked with AC/ Diesel traction.

**Main line sections –**

| Section                           | Gauge | Length of section | Traction        |
|-----------------------------------|-------|-------------------|-----------------|
| Igatpuri – Bhusawal               | BG    | 307.61 KMS        | Electric        |
| Bhusawal - Badnera                | BG    | 218.53 KMS        | Electric        |
| Badnera-Chandur Bazar             | BG    | 40.45 KMS         | Electric        |
| Bhusawal – Khandwa                | BG    | 123.47 KMS        | Electric        |
| Manmad – Ankai<br>(Via “A” Cabin) | BG    | 13.11 KMS         | Electric/Diesel |
| Manmad – Ankai<br>(Via “C” Cabin) | BG    | 16. 00 KMS        | Electric/Diesel |

**Branch line sections – (Broad Gauge)**

| Section            | Gauge | Length of section | Traction |
|--------------------|-------|-------------------|----------|
| Chalisgaon – Dhule | BG    | 56.39 KMS         | DSL      |
| Badnera – Amravati | BG    | 9.09 KMS          | AC       |
| Jalamb – Khamgaon  | BG    | 12.34 KMS         | AC       |

**Branch line sections – (Narrow Gauge)**

| Section               | Gauge | Length of section | Traction |
|-----------------------|-------|-------------------|----------|
| Pachora – Jamner      | NG    | 55.62 KMS         | DSL      |
| Murtizapur – Yeotmal  | NG    | 112.27 KMS        | DSL      |
| Murtizapur – Achalpur | NG    | 76.56 KMS         | DSL      |

**1.1 SECTION WISE BREAK-UP OF STATIONS**

There are total 124 stations including 85 Block stations (66 “B” class + 15 “C” class and 2 Special class), 39 Halt stations and 28 IBH on Bhusawal Division. Section-wise break-up of stations is as under –

**Main line stations –**

| Section      | Break-up of stations |           |             |                         | Total     | IBH       |
|--------------|----------------------|-----------|-------------|-------------------------|-----------|-----------|
|              | Block station        |           |             | Non-block stations<br>D |           |           |
|              | B                    | C         | SPL         |                         |           |           |
| BSL-GO       | 27                   | 05        | 02          | 00                      | 34        | 15        |
| MMR-ANK      | 02                   | -         | -           | -                       | 02        | -         |
| DSK-KNW      | 13                   | 03        | --          | --                      | 16        | 01        |
| VNA-BD       | 16                   | 07        | --          | 02                      | 25        | 12        |
| BD-CNDB      | 03                   | -         | --          | 01                      | 04        | -         |
| <b>Total</b> | <b>61</b>            | <b>15</b> | <b>02 *</b> | <b>03</b>               | <b>81</b> | <b>28</b> |

\* Special Class BSL & BDI.

**Branch line stations –**

| Section      | Break-up of stations |           |             |                         | Total     | IBH       |
|--------------|----------------------|-----------|-------------|-------------------------|-----------|-----------|
|              | Block station        |           |             | Non-block stations<br>D |           |           |
|              | B                    | C         | SPL         |                         |           |           |
| PC-JMNR      | --                   | --        | --          | 06                      | 06        | --        |
| CSN-DHI      | 03                   | --        | --          | 05                      | 08        | --        |
| MZR-YTL      | --                   | --        | 01          | 15                      | 16        | --        |
| MZR-ELP      | --                   | --        | 01          | 10                      | 11        | --        |
| BD-AMI       | 01                   | --        | --          | --                      | 01        | --        |
| JM-KMN       | 01                   | --        | --          | --                      | 01        | --        |
| <b>Total</b> | <b>05</b>            | <b>--</b> | <b>02 *</b> | <b>36</b>               | <b>43</b> | <b>--</b> |

\* Special Class Achalpur, Yavatmal.

## SALIENT FEATURES

|     |   |   |   |
|-----|---|---|---|
| 1.  | Total route in KMS  | BG  | 804.07 KMS (Inc. 147.38 Km Single Line) |
|     |   | NG  |   |
|     |   | Total   | 243.90 KMS<br><b>1047.97 KMS</b>        |
| 2.  | Track KMS   | BG  | 1446.60 KMS (Inc.147.38 Km Single line) |
|     |   | NG  | 244.45 KMS                              |
|     |   | Total   | <b>1691.05 KMS</b>                      |
| 3.  | Total route KMS electrified   | 671.04 KMS.   |   |
| 4.  | No. of Stations   | 125 ( 85 block and 40 halt stations )   |   |
| 5.  | No. of Through M/E trains<br>(Excluding 15 pairs of originating/<br>Terminating trains) | Up trains - 156 + 15  |   |
|     |   | Dn trains - 156 + 15  |   |
|     | Total   | 312 +30 trains (incl Daily/ Non-daily trains)   |   |
| 6.  | No. of originating M/E trains<br>*Daily trains shown in Red                             | <b>15 pairs (8 Daily + 7 Non- Daily) Incl.</b><br>03 pair from BSL viz.<br>12405/12406, 22111/22112, 11026/11025<br>07 pairs from AMI viz. 12112/12111,12119/ 12120,<br>12766/12765,12159/12160,<br>11405/406,19026/19025,22117/22118<br>05 pairs from MMR 12110/12109,12118/12117,<br>17063/17064, 17687/17688, 22101/22102. |   |
| 7.  | No. of originating BG Pass. trains  | 34 pairs  |   |
|     | No. of originating NG Pass. trains  | 04 pairs  |   |
| 8.  | Power Houses  | Nasik, Bhusawal, Paras & <b>Walgaon (RPLW)</b>  |   |
| 9   | Major Goods Sheds   | <b>Nasik, Manmad Jalgaon, Khandwa,</b>  |   |
| 11. | Other Important Goods Sheds   | <b>Kherwadi, Niphad, Lasalgaon, Nandgaon Chalisgaon, Dhule, Pachora, Bhusawal, Malkapur, Khamgaon, Paras, Akola, Borgaon, Badnera, Savda, Burhanpur</b>   |   |
| 12. | Plantain Loading Station  | Savda, Nimbhora, Raver ( Loading discontinued).   |   |
| 13. | FCI Sidings   | <b>GDSG Manmad.</b>   |   |
| 14. | Oil Loading Point   | BPCL Panevadi.  |   |
| 15  | Oil Unloading Points  | Shirud & Gaigaon  |   |
| 16  | Interchange points  | Khandwa with WCRLy; Jalgaon with WRly;<br>Ankai & Akola with SCRLy<br>Ankai with Solapur Division;<br>Igatpuri with Mumbai Division;<br>Badnera & Chadur Bazar with Nagpur Division.  |   |
| 17  | Military sidings  | 02 (Devlali, Bhusawal)  |   |
| 18  | Private sidings   | 03 MSEB sidings (NK, BSL, PS);<br>03 POL siding (PNV, SHF, GAO)<br>01 Cement siding (BDI)<br>01 Power House Siding Walgaon (RPLW)<br><b>01 ICBM Container Siding</b>  |   |
| 19  | Assisted sidings.   | 02 FCI siding (MMR, KNW);<br>01 ISP siding (NK),<br>01 NMSG siding (NPNR)   |   |
| 20  | District Headquarters   | Maharashtra : Nasik, Dhule, Jalgaon, Buldhana<br>(Non-rail head), Akola, Yavatmal, Amravati.<br>Madhya Pradesh: Burhanpur, Khandwa.   |   |

## IT APPLICATION OVER BSL DIVISION of OPERATING BRANCH

| Sr No. | Application             | Location   | Remarks if any   |
|--------|-------------------------|--|--|
| 01.    | RMS (FOIS)              | BSL Control Office (BSL)<br>BSL Yard (BSLX)<br>JL Station (For Placement & Arrl/Dep) (JL)                          | Regular FOIS working through Control Office and JL is being done. COA-FOIS integration is also on higher side over CR.   |
| 02.    | ICMS – COIS             | BSL Control Office<br>BSL Station<br>MMR   | Arrl & Dep of coaching trains, coaches stock updation, coaching Rakes placement and other essential activities are being done through COIS system from these locations.<br>03 New locations viz. MMR, CSN and AMI are proposed under Expansion of ICMS from Rly Board. Allocation code received and handed over to S&T dept. for procurement of Datacom equipments through tendering. However, S&T branch has denied for expedite the work as their HQRs have refused to expedite works where procurement of IT equipments have been done by CRIS. |
| 03.    | ICMS – PAM              | BSL Control Office   | Updated through COA, detention & necessary other necessary activities done in punctuality cell of Operating branch.  |
| 04.    | COA                     | BSL Control Office   | New Control office have been commissioned on 22/02/2019 at newly constructed building. Initially 04 control boards were installed and on 05/03/2019, Badnera board was split in 02 control boards viz. BD (SEG – BD-CNDB) and SEG (BSL-SEG). Control board are working on old hardware which was received during 2007, new hardware has been arrived in MAR-19. Awaiting for CRIS for installation.  |
| 05.    | Data Logger             | KNW (01.01.2018)<br>ANK (16.07.2018)<br>JL (10.09.2018)<br>AK (18.09.2018)<br>CNDB (01.01.2019)<br>BD (02.01.2019) | Data Logger has been installed at total 06 locations of the division and updation of all trains is being done through it by on duty Dy. SS.  |
| 05.    | CMS (Existing)          | IGP, MMR, NGN, BSL/STN,<br>BSL Yard, KNW & BD  | Operate through outsourcing by TRO branch (Only LP) at MMR, NGN, BSL(P), BSL Yard, and BD. For guard booking, TNCs are posted. KNW integrated booking by TRO for LP and guard both.  |
| 06.    | CMS – Phase III (Final) | AMI, NK, CSN, PC, JL, JM, AK,<br>MZR   | 06 Locations commissioned viz <b>AMI, AK, JL, PC, CSN &amp; NK</b> . Except PC, all location are functional. Remaining 02 viz. JM and MZR are awaiting for commissioned.   |
| 07.    | TSR Project – Phase I   | MMR, NGN   | Railway Board Project TSR (Train Signal Register) has been installed at all locations upto 09.03.2018. All are functional with COA updated by On duty Dy.SS.   |
| 09.    | SATSaNG                 | COMP CELL  | New IT system developed by CRIS for updation of Time table feeding, updation of coaching trains.   |

## Coaching Statistics for the period of 2018-2019.

### 1) Punctuality of Trains

| Description      | 2018 - 2019 | 2017 - 2018 |
|------------------|-------------|-------------|
| Total M/Exp. Run | 51391       | 50530       |
| Lost             | 8959        | 5402        |
| Percentage       | 82.57       | 89.31       |

- 1) Millennium Rake maintained at BSL depot. – 68 rake maintained upto Mar.19
- 2) Total 5 pairs of special trains run during Ashadhi fair for Pandharpur Pilgrims.
- 3) Total 33 pairs of BJP special trains successfully run (including 7 pairs originating from various destinations on BSL division).
- 4) CSMT–NZM Rajdhani Express 22221/22222 introduced Biweekly Wef. 19/01/19.
- 5) New weekly Humsafar trains passing BSL division -
  - a) 20822/20821 (Santaragachi – Pune)
  - b) 22172/22171 (Habibganj – Pune)
  - c) 12752/12751 (NED – Jammutavi )
  - d) 22139/22140 ( Pune – AQ )
  - e) 11417/11418 ( Pune – NGP)
- 6) One New biweekly Express train 19003/19004 introduced between BDTS – BSL Wef. 16/02/19
- 7) Extension of train service -
  - a) 12720/12719 HYB – Ajmer upto Jaipur.
  - b) 17037/17038 SC-BKN upto Hissar.
- 8) Augmentation of trains -
  - a) 19025/19026 – by 2 GS.
  - b) 12405/12406 – by 1 ACCN
  - c) 11025/11026 – by 1GSCN
- 9) Improvement in punctuality of following trains -
  - a) 11093/11094 - Shifting of power changing BSL to WCR.
  - b) Power change of 19713/19714 & 19301/19302 at AK (From DSL to AC, to avoid extra detention in loco reversal).
- 10) Conversion of conventional rake of 12110/12109 Panchavati Exp. into LHB rake from 09/05/2018
- 11) Provision of Halt to M/Exp. trains over BSL Division.
  - a) 12405/12406 at MZR from 05/04/2018
  - b) 11093/11094 at NGN from 06/09/18
  - c) 15559/15560 at BAU from 29/09/2018
  - d) 1715/12716 at PC from 21/01/2019
  - e) 11093/11094 at RV from 20/01/19
  - f) 11093/11094 at CSN from 22/01/19
  - g) 12719/12720 & 17623/17624 at MKU 24/01/19
  - h) 11025/11026 at NR 27/01/19
  - i) 11401/11402 at LS 27/01/19
  - j) 22937/22938 at BAU 24/02/19
  - k) 22137/22138 & 22663/22664 03/02/19 & 12113/12114 at SEG 24/02/19
  - l) 12843/12844 & 22123/22124 at NN 08/03/19

**12) VP loading Over Bhusaval division -**

- a) 1753+27 SLR inc.36 rakes Ex. JL were loaded and dispatched to AZA/NGC destinations. Thereby realizing & earning of 2104.32 lakhs till Mar'2019. Stations wise loading and earning details are as under -

| Station  | No. of VP's   | Earning in Lakhs |
|----------|---------------|------------------|
| Nasik    | 779           | 956.36           |
| Manmad   | 109           | 154.57           |
| Jalgaon  | 673 +27 (SLR) | 796.76           |
| Bhusaval | 192           | 196.63           |

**13) Division has also dispatched relief material to Kerala flood affected areas. Station wise VP's sent details are as under.**

| Station   | No. of VP's |
|-----------|-------------|
| Nasik     | 10          |
| Manmad    | 03          |
| Amaravati | 01          |
| Bhusaval  | 05          |

**14 ) Division has Run 8 FTR special trains Ex. BAU are as under –**

| Sr. No. | Date     | From & To          | Earning    |
|---------|----------|--------------------|------------|
| 1       | 25/5/18  | BAU to DW & Back   | 3185710.00 |
| 2       | 30/06/18 | BAU to DW & Back   | 3325575.00 |
| 3       | 08/07/18 | BAU to JUC & Back  | 2587000.00 |
| 4       | 14/07/18 | BAU to All & Back  | 2323460.00 |
| 5       | 20/07/18 | BAU to DW & Back   | 2946630.00 |
| 6       | 28/07/18 | BAU to RMM & Back  | 3381634.00 |
| 7       | 05/08/18 | BAU to PURI & Back | 3060790.00 |
| 8       | 24/09/18 | BAU to HBJ & Back  | 1861992.00 |
| 9       | 14/02/19 | BAU to BSB & Back  | 2725090.00 |

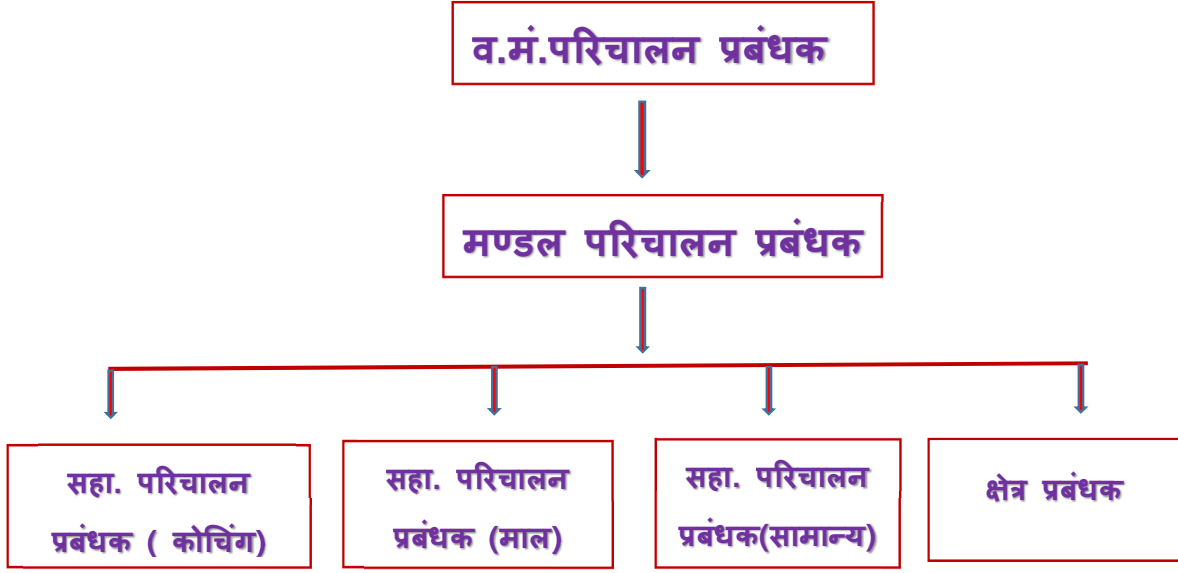
## PERFORMANCE PARAMETERS

### BHUSAWAL DIVISION

| S. No.                             | Items   | Actual<br>2017-18 | Target<br>2018-<br>19 | Actual<br>2018-<br>19 | Actual<br>2017-<br>18 | % Variation<br>over last<br>year. |
|------------------------------------|---|-------------------|-----------------------|-----------------------|-----------------------|-----------------------------------|
| <b>Originating Revenue Loading</b> |   |                   |                       |                       |                       |                                   |
| 1                                  | Originating Loading in MT                     | 5.257             | 5.500                 | 5.376                 | 5.257                 | + 2.26                            |
| 2                                  | Originating Loading in Wagons/per day         | 265               | 274                   | 270.0                 | 265                   | +1.88                             |
| 3                                  | Daily wagon interchange per day (8W)          | 6193              | -                     | 7228                  | 6193                  | +16.71                            |
| 4                                  | Interchange (Trains / per day)                | 125.1             | -                     | 143.1                 | 125.1                 | +14.38                            |
| 5                                  | Wagon Turn Round                              | 1.35              | 1.50                  | 1.34                  | 1.35                  | -0.74                             |
| 6                                  | Wagon KMS/wagon day in use                    | 329.0             | 300.0                 | 316.6                 | 329.0                 | -3.76                             |
| 7                                  | NTKMS/Wagons days                             | 13574             | 12500                 | 13317                 | 13574                 | -1.89                             |
| 8                                  | Electrical Loco utilization (EKM/day)         | 462               | 550                   | 415                   | 462                   | -10.17                            |
| 9                                  | Diesel Loco utilization (EKM/day)             | 382               | 450                   | 331                   | 382                   | -13.35                            |
| 10                                 | Punctuality of Coaching trains (HQ)           | 89.31             | 95.00                 | 82.57                 | 89.31                 | - 7.54                            |
| 11                                 | Speed of Freight trains (KMPH) FOIS           | 21.9              | -                     | 25.9                  | 21.9                  | +18.26                            |
| 12                                 | Passenger Earnings (In cr.)                   | 614.76            | 661.93                | 641.49                | 614.76                | +4.35                             |
| 13                                 | Other Coaching (a to C) (in Cr)               | 69.89             | 112.89                | 67.48                 | 69.89                 | -3.45                             |
| a                                  | Parcel  | 42.22             | 46.01                 | 40.17                 | 42.22                 | -4.86                             |
| b                                  | Luggage                                       | 1.06              |                       | 1.16                  | 1.06                  | +9.43                             |
| c                                  | Other Misc Cog. Earning                       | 26.61             | -                     | 26.15                 | 26.61                 | -1.73                             |
| 14                                 | Goods (A to H) (in Cr)                        | 606.10            | 630.09                | 588.06                | 606.10                | -2.98                             |
| A                                  | POL   | 366.94            |                       | 359.06                | 366.94                | -2.15                             |
| B                                  | Onion   | 88.94             |                       | 100.70                | 88.94                 | +13.22                            |
| C                                  | DOC   | 72.18             |                       | 47.25                 | 72.18                 | -34.54                            |
| D                                  | Maize   | 14.77             |                       | 1.66                  | 14.77                 | -88.76                            |
| E                                  | Grain & Pulses ( Wheat, Rice)                 | 4.28              |                       | 5.99                  | 4.28                  | +39.95                            |
| F                                  | Cement  | 11.55             |                       | 16.50                 | 11.55                 | +42.86                            |
| G                                  | Other commodities                             | 35.49             |                       | 42.03                 | 35.49                 | +18.43                            |
| H                                  | Other Misc. Goods Earning<br>( W/F,D/C, etc)  | 11.95             |                       | 14.87                 | 11.95                 | +24.44                            |
| 15                                 | Total Originating Earning<br>(12+13+14) In Cr | 1290.75           | 1404.61               | 1297.03               | 1290.75               | +0.49                             |
| 16                                 | Sundry  | 13.14             |                       | 11.06                 | 13.14                 | -15.83                            |
| 17                                 | Total Earning (15+16) In Cr                   | 1303.89           |                       | 1308.09               | 1303.89               | +0.32                             |
| 18                                 | Ticket checking Earning                       | 27.07             | 32.51                 | 29.63                 | 27.07                 | +9.46                             |
| 19                                 | Parking                                       | 2.73              | 3.93                  | 2.81                  | 2.73                  | +2.93                             |
| 20                                 | Publicity                                     | 1.04              | 1.52                  | 1.63                  | 1.04                  | +56.73                            |



## 1. मण्डल यातायात संगठन



### भुसावल मण्डल पर कार्यरत यातायात विभाग के अधिकारी

| क्र. | अधिकारी           | पदनाम                          | मो. नं.    | कार्यालय फोन नं. |
|------|-------------------|--------------------------------|------------|------------------|
| 01.  | डॉ. स्वप्नील निला | व.मं.परिचालन प्रबंधक           | 7219611900 | 55600            |
| 02.  | जे. एन. गुप्ता    | सहा. परिचालन प्रबंधक           | 7219611901 | 55604            |
| 03.  | जे.एम.रामेकर      | सहा.परिचालन प्रबंधक ( कोचिंग)  | 7219611902 | 55612            |
| 04.  | महेश प्रसाद       | सहा. परिचालन प्रबंधक (माल)     | 7219611903 | 55610            |
| 05.  | एस. डी. मीणा      | क्षेत्र प्रबंधक (भुसावल यार्ड) | 7219611904 | 55606            |