

INTRODUCTION

- Bhusaval Division with its peculiar geographic location is the fulcrum of Railway operation on Central Railway. The division is spread over **1040.34** Kms including **795.89** Kms route on Broad Gauge and **244.45** Kms route on Narrow Gauge.
- Bhusaval division is one of the most critically located divisions in 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's originating revenue loading is generated from Onion, Cement, DOC, Food grain, Automobile & Container apart from the main traffic of POL. The division also handles coaching rated traffic in VPs. The Division timely caters to the demands of Farmers & traders in an organized way so as to develop a healthy Railway-Customer interface. This has helped in improving the socio-economic status of Khandesh and Vidarbha region. It has underlined the significance of the Railways in catering to Perishable as well as non-Perishable traffic over other modes of transportation.
- Bhusaval division acts as a feeding point for empty BOXN to collieries situated in Nagpur Division and South-Eastern Railway as well as empty jumbos required in Mumbai Division on Central Railway, Bhopal and Jabalpur Division on West Central Railway and Mumbai Division of Western Railway, besides meeting its own demands of oil-tanks at Panevadi Oil siding and jumbos for Outward traffic.
- Bhusaval Division has to function as a buffer division requiring holding back the traffic not accepted by the adjoining divisions in an eventuality of any operational constraints & bottlenecks.
- Regular Banking - Bhusaval Division has undulating gradient in all the sections. 59/58 BOXN/BCNHL running with single WAG7/WAG9 requires banking in following section due to rising gradient -

Section	Direction	Stations	Length of section (Kms)	Ruling gradient
BSL-BD	DN	VNA-BDWD	18.27	1:132
BSL-KNW	DN	NPNR-DGN	19.33	1:110
KNW-BSL	UP	KNW-DGN	23.21	1:150
BSL-IGP	UP	KJ-NGN	61.30	1:150
BSL-IGP	UP	NGN-SUM	36.00	1:132

➤ Exceptional Banking -

Section	Direction	Stations	Length of section (Kms)	Ruling gradient
IGP-NGN	DN	IGP-AV	24.96	1:110
MMR-ANK*	UP	MMR-ANK (via 'A' Cabin)	13.11	1:100
MMR-ANK*	UP	MMR-ANK (via 'C' Cabin)	16.00	1:133

* Loaded stock of 42 BCN with single WDG4 and 59 BOXN/BCNHL with Multiple WDG3A locomotive require banking.

- Operationally Bhusaval division is divided into three main sections viz. **Bhusaval-Khandwa, Bhusaval-Badnera & Bhusaval- Igatpuri.**

Main line sections –

Section	Gauge	Length of section (Kms)	Traction
Bhusaval - Khandwa	BG	123.47	AC
Bhusaval - Badnera	BG	218.53	AC
Badnera - Chandur Bazar	BG	40.45	AC
Bhusaval - Igatpuri	BG	307.61	AC
Manmad – Ankai (Via 'A' Cabin)	BG	13.11	AC
Manmad - Ankai (Via 'C' Cabin)	BG	14.90	AC

Branch line sections – (Broad Gauge)

Section	Gauge	Length of section	Traction
Chalisgaon – Dhule	BG	56.39 km	AC
Jalamb – Khamgaon	BG	12.34 km	AC
Badnera – Amravati	BG	9.09 km	AC

Branch line sections – (Narrow Gauge)

Section	Gauge	Length of section	Traction
Pachora – Jamner	NG	55.62 km	DSL
Murtizapur – Yavatmal	NG	112.27 km	DSL
Murtizapur – Achalpur	NG	76.56 km	DSL

1.1 SECTION WISE BREAK-UP OF STATIONS

Detail of stations, section-wise are as under –

Main line stations –

Section	Break-up of stations				Total	IBH
	Block station			Non-block stations		
	B	C	SPL	D (Halt Stations)		
BSL-IGP	27	05	02	--	34	15
MMR-ANK	02	--	--	--	02	--
BSL-KNW	13	03	--	--	16	01
BSL-BD	15	07	01	02	25	13
BD-CNDB	03	--	--	01	04	--
Total	60	15	03*	03	81	29

* Special Class Station – BSL, BDI & VNA.

Branch line stations –

Section	Break-up of stations				Total
	Block station			Non-block stations	
	B	C	SPL	D (Halt Stations)	
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
Total	05	--	02 *	36	43

* Special Class Station - Achalpur (ELP) & Yavatmal (YTL).

SALIENT FEATURES

1.	Total Route in KMS	BG	795.89 KMS (Incl.146.28 Km Single Line)
		NG	244.45 KMS
		Total	1040.34 KMS
2.	Track KMS	BG	1458.12 KMS (Incl.146.28 Km Single line & 12.62 M 3 rd line BDI-BSL)
		NG	244.45 KMS
		Total	1702.57 KMS
3.	Total route KMS electrified	795.89 Kms.	
4.	No. of Stations	124 (85 block and 39 halt stations)	
5.	No. of IBH	29	
6.	No. of Through M/E trains (Excluding 15 pairs of Originating/ Terminating trains)	Up trains - 165 + 15 (originating) Dn trains - 165 + 15 (originating)	
	Total	330+30 -Orig./Term. trains (incl. Daily & Non-daily trains)	
7.	No. of originating M/E trains.	15 pairs (07 Daily + 08 Non- Daily) viz. 04 pair from BSL viz. 12405/12406, 22111/22112, 11026/11025, 19003/19000 07 pairs from AMI viz. 12112/12111, 12119/12120, 12766/12765, 12159/12160, 11405/11406, 19026/19025, 22117/22118 04 pairs from MMR viz. 12110/12109, 12118/12117, 17063/17064, 17687/17688	
8.	No. of originating BG Pass. trains No. of originating NG Pass. trains	33 pairs (Including 07 MEMU pairs) 04 pairs	
9.	Total Goods shed	21 (16 Full Rake & 05 Half Rake)	
10.	Major Goods Sheds	Nashik, Manmad, Jalgaon & Khandwa.	
11.	Other Important Goods Sheds	Kherwadi, <i>Kasbe-Sukene*</i> , Niphad, Lasalgaon, Nandgaon, <i>Chalisgaon*</i> , Dhule, <i>Pachora*</i> , Bhusaval, Savda, <i>Raver*</i> , <i>Burhanpur*</i> , Malkapur, Khamgaon, Paras, Borgaon & Badnera. (* - Half Rake Goods sheds)	
12.	Total Sidings	13	
13.	Military sidings	02 (Devlali & Bhusaval)	
14.	Private sidings	03 POL siding (Panevadi, Shirud, Gaigaon) 04 Thermal Power Plant Sidings (Nashik, Bhusaval, Paras & Walgaon) 01 Cement Siding (Bhadli)	
15.	Assisted sidings.	01 FCI siding (Manmad), 01 ISP siding (Nashik), 01 NMSG siding (Nepanagar).	
16.	Interchange points	Jalgaon with WR; Khandwa with WCR; Ankai & Akola with SCR; Ankai with Solapur Division; Igatpuri with Mumbai Division; Badnera & Chandur Bazar with Nagpur Division.	
17.	Oil Loading Point	BPCL Panevadi.	
18.	Oil Unloading Points	Shirud and Gaigaon.	
19.	RCWC Siding	Nashik & Badnera.	
20.	District Headquarters	Maharashtra: Nashik, Dhule, Jalgaon, Akola, Amravati, Yavatmal, Buldhana (Non-rail head). Madhya Pradesh: Burhanpur & Khandwa.	