

INTRODUCTION

- > Bhusaval Division with its peculiar geographic location is the fulcrum of Railway operation on Central Railway. The division is spread over **1047.09** Km including sectional route of **803.19** Km on Broad Gauge and sectional route of **243.90** Km 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 fulfil their loading targets and interchange forecast made to adjoining railways.
- > Bhusaval division's originating loading revenue is generated from Onion, Cement, DOC, Food grain, Auto-mobile & Container apart from the main traffic of POL. The division also handles coaching traffic in VPs. The Division timely caters to the demands of Farmers & Traders in an organised 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 transportations.
- > 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 gradients in all sections. 59 BOXN or 58 BCNHL running with single WAG7/WAG9 requires banking in following section due to rising gradient -

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

- > Exceptional Banking -

Section	Direction	Stations	Length of Section	Ruling Gradient
IGP-NGN	DN	IGP-AV	24.96 km	1:110
MMR-ANK*	UP	MMR-ANK (via 'A' Cabin)	14.14 km	1:100
MMR-ANK*	UP	MMR-ANK (via 'C' Cabin)	16.00 km	1:133

* Loaded stock of 42 BCN with single WDG4 and 59 BOXN/ 58 BCNHL with multiple WDG3A locomotives require banking.

> Operationally Bhusaval division is divided into 03 main sections viz. **Bhusaval-Khandwa, Bhusaval-Badnera & Bhusaval- Igatpuri.**

Main line sections –

Section	Gauge	Length of section	Traction
Bhusaval - Khandwa	BG	123.25 km	AC
Bhusaval - Badnera	BG	220.88 km	AC
Badnera - Chandur Bazar	BG	41.75 km	AC
Bhusaval - Igatpuri	BG	306.80 km	AC
Manmad – Ankai (Via 'A' Cabin)	BG	14.14 km	AC
Manmad - Ankai (Via 'C' Cabin)	BG	16.00 km	AC

Branch line sections (Broad Gauge) -

Section	Gauge	Length of section	Traction
Chalisgaon – Dhule	BG	55.90 km	AC
Jalamb – Khamgaon	BG	12.08 km	AC
Badnera – Amravati	BG	09.17 km	AC

Branch line sections (Narrow Gauge) -

Section	Gauge	Length of section	Traction
Pachora – Jamner	NG	55.62 km	DSL
Murtizapur – Yavatmal	NG	111.27 km	DSL
Murtizapur – Achalpur	NG	76.56 km	DSL

> Section Wise Break-Up of Stations -

Main line stations –

Section	Break-Up of Stations				Total	IBH
	Block Stations			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 – BDI, BSL & VNA.*

Branch line stations –

Section	Break-Up of Stations				Total
	Block Stations			Non-Block Stations	
	B	C	SPL	D (Halt Stations)	
CSN-DHI	03	--	--	05	08
PC-JMNR	--	--	--	06	06
JM-KMN	01	--	--	--	01
MZR-YTL	--	--	01	15	16
MZR-ELP	--	--	01	10	11
BD-AMI	01	--	--	--	01
Total	05	--	02 *	36	43

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