

## INTRODUCTION

- Bhusaval Division with its peculiar geographic location is the fulcrum of Railway operation on Central Railway. The division is spread over **1047.60** Kms including **803.70** Kms route on Broad Gauge and **243.90** 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 & Fly Ash apart from the main traffic of POL. The division also handles coaching rated traffic in VPU. 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 Nashik 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 N-BOXES 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 Panewadi 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 the sections. Loaded stock of 42 BCN with WAG-5 and 59/58 BOXN/BCNHL Stock with WAG-7 locomotive requires banking as under :

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

\* - Loaded stock of 42 BCN/BCX with single WDM-2 and 59 BOXN/BCNHL with Multiple WDM-2 locomotives 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	42.88	AC
Bhusaval - Igatpuri	BG	307.61	AC
Manmad – Ankai (Via AAK)	BG	13.11	AC
Manmad - Ankai (Via 'C' Cabin)	BG	16.00	AC

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

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

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

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

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

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	17
MMR-ANK	02	--	--	--	02	--
BSL-KNW	13	03	--	--	16	01
BSL-BD	15	06	01	03	25	12
BD-CNDB	03	--	--	01	04	--
<b>Total</b>	<b>60</b>	<b>14</b>	<b>03*</b>	<b>04</b>	<b>81</b>	<b>30</b>

**\* 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
<b>Total</b>	<b>05</b>	<b>--</b>	<b>02 *</b>	<b>36</b>	<b>43</b>

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