

## OPERATING BRANCH

### GENERAL INFORMATION:-

**HEIRARCHY :** Sr.DOM is Overall Incharge of Train Operations Assisted by AOM(Goods) and AOM(Coaching)

#### Total No. Of Stations

103 of which,

|  |    |
|--|----|
| Block stations                             | 80 |
| Halt stations                              | 23 |
| No. of two lines stations                  | 36 |
| No. of three lines stations                | 31 |
| No. of stations with more than three lines | 13 |
| Single Line Territory                      |    |
| Traction : Diesel                          |    |

### SECTIONAL MAXIMUM SPEED:-

|              |          |
|--------------|----------|
| ADB – MUE    | 80 KMPH  |
| MUE – MMR    | 100 KMPH |
| PBN – PRLI   | 100 KMPH |
| PAU – HNL    | 100 KMPH |
| HNL – AK     | 90 KMPH  |
| AK – KNW(MG) | 30 KMPH  |

### SECTIONAL LENGTH:

|                    |           |                      |
|--------------------|-----------|----------------------|
|                    |           | (Axle Load Capacity) |
| MUDKHED – MANMAD   | 372.65 Km | 20.1                 |
| MUDKHED – ADILABAD | 182.95 Km | 20.5                 |
| PURNA – AKOLA      | 209.55 Km | 20.5                 |
| AKOLA – KHANDWA    | 173.59 Km | 12.1                 |
| PARBHANI – PARLI   | 63.61 Km  | 20.5                 |

**PRIMARY MAINTENANCE OF COACHING RAKES:** NANDED and PURNA.

**IOH OF COACHES** : NANDED and PURNA.

**PREMIUM EXAMINATION OF BCN** : PURNA.

### TRAINS DEALT ON NANDED DIVISION

| Trains starting from  | Originating     | Passing through Trains | Total           |
|-----------------------|-----------------|------------------------|-----------------|
| Daily Exp Trains      | 7 Pairs         | 5 Pairs                | 12 Pairs        |
| Non Daily Exp Trains  | 13 Pairs        | 15 Pairs               | 28 Pairs        |
| Passenger Trains (BG) | 17 Pairs        | 3 Pairs                | 20 Pairs        |
| Passenger Trains (MG) | 4 Pairs         | --                     | 4 Pairs         |
| <b>TOTAL</b>          | <b>41 Pairs</b> | <b>22 Pairs</b>        | <b>64 Pairs</b> |

### LINE CAPACITY UTILIZATION

| Section         | Distance | SL/<br>DL | Chartered<br>Capacity | Effective<br>Capacity | Utilization |       |       |        | Utilization | %<br>Utilization |
|-----------------|----------|-----------|-----------------------|-----------------------|-------------|-------|-------|--------|-------------|------------------|
|                 |          |           |                       |                       | Coaching    | Goods | Pilot | Deptt. |             |                  |
| <b>ANK-AWB</b>  | 98.25    | SL        | 23                    | 21                    | 16          | 3.6   | 1.1   | 1.0    | 21.7        | 103.3            |
| <b>AWB-J</b>    | 62.0     | SL        | 19                    | 17                    | 16          | 3.2   | 1.0   | 1.0    | 21.2        | 124.7            |
| <b>J-PBN</b>    | 114.58   | SL        | 23                    | 21                    | 15          | 3.3   | 1.0   | 1.0    | 20.3        | 96.6             |
| <b>PBN-PAU</b>  | 28.54    | SL        | 24                    | 22                    | 22          | 5.7   | 2.0   | 1.0    | 30.7        | 139.5            |
| <b>PBN-PRLI</b> | 63.61    | SL        | 15                    | 13                    | 8           | 5.6   | 1.0   | 1.0    | 15.6        | 120.0            |
| <b>PAU-MUE</b>  | 52.89    | SL        | 23                    | 21                    | 24.5        | 5.9   | 1.0   | 1.0    | 32.4        | 154.2            |
| <b>MUE-ADB</b>  | 161.95   | SL        | 13                    | 12                    | 6.0         | 7.0   | 2.0   | 1.0    | 16.0        | 133.3            |
| <b>ADB-PMKT</b> | 21.00    | SL        | 12                    | 11                    | 1.4         | 5.9   | 2.0   | 1.0    | 10.3        | 93.6             |
| <b>PAU-AK</b>   | 209.22   | SL        | 16                    | 14                    | 6.0         | 1.9   | 3.2   | 1.0    | 12.1        | 86.45            |

## OPERATING PERFORMANCE AT A GLANCE

| Items                               | 2012-13 |          | 2013-14 |                       | 2014-15 |                       | Remarks                |
|-------------------------------------|---------|----------|---------|-----------------------|---------|-----------------------|------------------------|
|                                     | Target  | Achieved | Target  | Achieved As on Oct'13 | Target  | Achieved As on Oct'14 | % varia over Last Year |
| <b>Goods Loading (in MTs)</b>       | 1.000   | 0.707    | 0.800   | 0.325                 | 1.000   | 0.341                 | +5.0                   |
| <b>Rakes loaded</b>                 | --      | 383.5    | --      | 200.5                 | --      | 232.5                 | +16.0                  |
| <b>Rakes unloaded</b>               | --      | 875.5    | --      | 510.5                 | --      | 591                   | +15.8                  |
| <b>Punctuality (%) Exp</b>          | 95.0    | 95.6     | 95.0    | 98.42                 | --      | 97.57                 | -0.9                   |
| <b>Diesel Utilization (in Kms)</b>  | 620     | 575.5    | 600     | 571.8                 | 600     | 498.2                 | -12.8                  |
| <b>Wagon Turn round (Days)</b>      | 1.4     | 1.6      | 1.5     | 1.7                   | 1.5     | 1.3                   | -23.5                  |
| <b>Interchange T/O Trains</b>       | --      | 200      | --      | 176                   | --      | 231                   | +31.2                  |
| <b>Interchange H/O Trains</b>       | --      | 201      | --      | 173                   | --      | 230                   | +32.9                  |
| <b>Wagon Kms/ Wagon Day on line</b> | 275     | 237.5    | 215     | 205                   | --      | 208.7                 | +1.8                   |
| <b>NTKMs/Wagons Day on line</b>     | 11100   | 9591.5   | 8000    | 7700.7                | --      | 8203.5                | +6.5                   |
| <b>NTKMS/ Engine Hour</b>           | --      | 16637.7  | --      | 10155                 | --      | 12542.0               | +23.5                  |
| <b>Average speed of Goods Train</b> | --      | 26.6     | --      | 24.2                  | --      | 22.8                  | -5.8                   |

## LOADING STATIONS

| S.No | STATIONS                          | COMMODITY   |
|------|-----------------------------------|---|
| 1.   | Parbhani, Basmat, Hingoli         | Sugar   |
| 2.   | Washim, Shivani Shivpur, Adilabad | Deoiled Cake  |
| 3.   | Adilabad                          | Food Grains, Boiled Rice  |
| 4.   | Daulatabad                        | Container, Finished Products from Aurangabad industrial Cluster |
| 5.   | Shivini Shivpur, Jalna            | Multi Commodity Mix- Husk of various Pulses                     |
| 6.   | Hingoli                           | Soya Oil  |
| 7.   | Maltekdi                          | Molasses  |
| 8.   | Maltekdi                          | Soya Seeds  |
| 9.   | Aurangabad                        | Automobiles   |

## UNLOADING STATIONS

| S.No | STATION         | COMMODITY                              |
|------|-----------------|--|
| 1.   | Daulatabad      | Finished products in containers        |
| 2.   | Aurangabad      | Salt, Rice, Wheat, Fertilizers, Cement |
| 3.   | Jalna           | Rice, Fertilizers, Cement, Wheat.      |
| 4.   | Parbhani        | Wheat, Fertilizer                      |
| 5.   | Maltekdi        | Cement, Fertilizers, Rice, Wheat       |
| 6.   | Adilabad        | Fertilizers                            |
| 7.   | Basmet          | Fertilizers                            |
| 8.   | Hingoli         | Fertilizers                            |
| 9.   | Washim          | Food Grains                            |
| 10.  | Shivini Shivpur | Food Grains, Cement, Fertilizers       |
|      |                 |  |
|      |                 |  |

## COMMODITY WISE LOADING PERFORMANCE

| Month        | YEAR 2014-15 (April - Sep'14) |                 |               |                        |            |            |             |             | YEAR 2013-14 (April - March'2014) |                 |               |                        |            |            |            |            |
|--------------|-------------------------------|-----------------|---------------|------------------------|------------|------------|-------------|-------------|-----------------------------------|-----------------|---------------|------------------------|------------|------------|------------|------------|
|              | Loaded                        |                 | Rake Break-up |                        |            |            |             |             | Loaded                            |                 | Rake Break-up |                        |            |            |            |            |
|              | No of rakes                   | Total Tonnes    | Food Grains   | Other Than Food Grains |            |            |             |             | No of rakes                       | Total Tonnes    | Food Grains   | Other Than Food Grains |            |            |            |            |
|              |                               |                 |               | DOC                    | Sugar      | Container  | Others      | RMC         |                                   |                 |               | DOC                    | Sugar      | Container  | Others     | RMC        |
| <b>Total</b> | <b>210.5</b>                  | <b>3,17,493</b> | <b>18</b>     | <b>22</b>              | <b>5</b>   | <b>51</b>  | <b>31.5</b> | <b>83</b>   | <b>392.0</b>                      | <b>7,47,921</b> | <b>30.5</b>   | <b>77</b>              | <b>42</b>  | <b>89</b>  | <b>65</b>  | <b>89</b>  |
| <b>Avg.</b>  | <b>35.1</b>                   | <b>52,916</b>   | <b>3.0</b>    | <b>3.7</b>             | <b>0.8</b> | <b>8.5</b> | <b>5.3</b>  | <b>13.8</b> | <b>32.7</b>                       | <b>62,327</b>   | <b>2.5</b>    | <b>6.4</b>             | <b>3.5</b> | <b>7.4</b> | <b>5.4</b> | <b>7.4</b> |

## STATION-WISE RAKE UNLOADING IN NANDED DIVISION

| Month        | YEAR 2014-15 (April - Sep'14) |              |             |             |              |            |             |             |             |             |              | YEAR 2013-14 (April-March'14) |              |             |              |              |            |             |             |            |             |              |
|--------------|-------------------------------|--------------|-------------|-------------|--------------|------------|-------------|-------------|-------------|-------------|--------------|-------------------------------|--------------|-------------|--------------|--------------|------------|-------------|-------------|------------|-------------|--------------|
|              | ADB                           | MTDI         | PBN         | J           | AWB          | BMF        | HNL         | WHM         | SVW         | DLB         | Total        | ADB                           | MTDI         | PBN         | J            | AWB          | BMF        | HNL         | WHM         | SVW        | DLB         | Total        |
| <b>Total</b> | <b>38.0</b>                   | <b>123.0</b> | <b>51.0</b> | <b>92.0</b> | <b>127.0</b> | <b>4.0</b> | <b>10.0</b> | <b>29.0</b> | <b>14.0</b> | <b>51.0</b> | <b>539.0</b> | <b>62.5</b>                   | <b>208.0</b> | <b>84.0</b> | <b>133.0</b> | <b>200.5</b> | <b>4.0</b> | <b>15.0</b> | <b>45.0</b> | <b>4.0</b> | <b>83.0</b> | <b>839.0</b> |
| <b>Avg.</b>  | <b>6.3</b>                    | <b>20.5</b>  | <b>8.5</b>  | <b>15.3</b> | <b>21.2</b>  | <b>0.7</b> | <b>1.7</b>  | <b>4.8</b>  | <b>2.3</b>  | <b>8.5</b>  | <b>89.8</b>  | <b>5.2</b>                    | <b>17.3</b>  | <b>7.0</b>  | <b>11.1</b>  | <b>16.7</b>  | <b>0.3</b> | <b>1.3</b>  | <b>3.8</b>  | <b>0.3</b> | <b>6.9</b>  | <b>69.9</b>  |

## PUNCTUALITY

| Month      | 2012-13 (Apr - Mar) |      |             |             | 2013-14 (Apr - Mar) |      |              |              | 2014-15 (Apr- Sep) |      |              |              |  |  |
|------------|---------------------|------|-------------|-------------|---------------------|------|--------------|--------------|--------------------|------|--------------|--------------|--|--|
|            | Target              |      | Achieved    |             | Target              |      | Achieved     |              | Target             |      | Achieved     |              |  |  |
|            | Exp                 | Pass | Exp         | Pass        | Exp                 | Pass | Exp          | Pass         | Exp                | Pass | Exp          | Pass         |  |  |
| <b>AVG</b> | 95.0                |      | <b>95.6</b> | <b>84.8</b> | 95.0                |      | <b>98.16</b> | <b>91.15</b> | 97.0               |      | <b>97.80</b> | <b>88.91</b> |  |  |

### NUMBER OF INTERCHANGE POINTS (GOODS): 05

1. ANKAI - BHUSAWAL DIVISION, CENTRAL RAILWAY
2. AKOLA - BHUSAWAL DIVISION, CENTRAL RAILWAY
3. PIMPALKUTTY - NAGPUR DIVISION, CENTRAL RAILWAY
4. MUDKHED - HYDERABAD DIVISION, SOUTH CENTRAL RAILWAY
5. PARLI - SECUNDERABAD DIVISION, SOUTH CENTRAL RAILWAY

### NUMBER OF GOODS TRAINS TAKEN OVER & HANDED OVER

| Number of Trains Taken Over & Handed Over From April to Sep'2014 |             |             |
|--|-------------|-------------|
|  | Taken Over  | Handed Over |
| <b>Total</b>   | <b>1430</b> | <b>1434</b> |
| <b>Average</b>   | <b>238</b>  | <b>239</b>  |
|  |             |             |

|              | 2013-14    |        |             |        |              |               | 2012-13    |        |             |        |              |                |
|--------------|------------|--------|-------------|--------|--------------|---------------|------------|--------|-------------|--------|--------------|----------------|
|              | Taken Over |        | Handed Over |        | Total        |               | Taken Over |        | Handed Over |        | Total        |                |
|              | Trains     | Wagons | Trains      | Wagons | Trains       | Wagons        | Trains     | Wagons | Trains      | Wagons | Trains       | Wagons         |
| <b>Total</b> | 2356       | 119226 | 2316        | 117645 | <b>4672</b>  | <b>236871</b> | 2400       | 121411 | 2411        | 121887 | <b>4811</b>  | <b>243298</b>  |
| <b>Avg.</b>  | 196        | 9936   | 193         | 9804   | <b>194.5</b> | <b>9870</b>   | 200        | 10118  | 201         | 10157  | <b>200.5</b> | <b>10137.5</b> |