

| Sr. No. | Division | Description       | In Balance Station | Section  | Steepest Gradient | Total Length |
|---------|----------|-------------------|--------------------|----------|-------------------|--------------|
| 1       | BB       | Steepest Gradient | CL-THND            | CLM/PNVA | 1 in 226          | 226 m        |
| 2       | BB       | Steepest Gradient | KYNLAL             | KYF/BSL  | 1 in 200          | 200 m        |
| 3       | BB       | Steepest Gradient | GOVRI              | GO/BSL   | 1 in 191          | 191 m        |
| 4       | BB       | Steepest Gradient | BD-TN              | BD/BSL   | 1 in 195          | 195 m        |
| 5       | BB       | Steepest Gradient | CSMT-PN            | CSM/BSL  | 2 in 111          | 111 m        |
| 6       | BB       | Steepest Gradient | MW-LAN             | MW/BSL   | 1 in 200          | 200 m        |
| 7       | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 8       | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 9       | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 10      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 11      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 12      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 13      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 14      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 15      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 16      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 17      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 18      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 19      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 20      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 21      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 22      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 23      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 24      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 25      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 26      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 27      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 28      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 29      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 30      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 31      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 32      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 33      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 34      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 35      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 36      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 37      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 38      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 39      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 40      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 41      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 42      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 43      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 44      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 45      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 46      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 47      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 48      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 49      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |
| 50      | BB       | Steepest Gradient | PNVA-TH            | PNV/BSL  | 1 in 100          | 100 m        |

### IMPORTANT STATISTICS OF CENTRAL RAILWAY

| Sr. No. | Division | Section | Steepest Gradient | Total Length |
|---------|----------|---------|-------------------|--------------|
| 1       | BB       | CL-THND | 1 in 226          | 226 m        |
| 2       | BB       | KYNLAL  | 1 in 200          | 200 m        |
| 3       | BB       | GOVRI   | 1 in 191          | 191 m        |
| 4       | BB       | BD-TN   | 1 in 195          | 195 m        |
| 5       | BB       | CSMT-PN | 2 in 111          | 111 m        |
| 6       | BB       | MW-LAN  | 1 in 200          | 200 m        |
| 7       | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 8       | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 9       | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 10      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 11      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 12      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 13      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 14      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 15      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 16      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 17      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 18      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 19      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 20      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 21      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 22      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 23      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 24      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 25      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 26      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 27      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 28      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 29      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 30      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 31      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 32      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 33      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 34      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 35      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 36      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 37      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 38      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 39      | BB       | PNVA-TH | 1 in 100          | 100 m        |
| 40      | BB       | PNVA-TH | 1 in 100          | 100 m        |

### DETAILS OF NUMBER OF LOCATIONS AND TOTAL LENGTH OF CURVES WHICH ARE EQUAL OR SHARPER THAN 4 DEGREE (BROAD GAUGE)

| Sr. No. | Division | Section   | Route | No. of Curves | Total Length of Curve in Metres |
|---------|----------|-----------|-------|---------------|---------------------------------|
| 1       | BB       | CSMT-KYN  | A     | 2             | 590                             |
| 2       | BB       | KYN-NP    | A     | 53            | 1750                            |
| 3       | BB       | KYN-LAL   | B     | 7             | 2650                            |
| 4       | BB       | DW-ROHA   | D     | 21            | 8747                            |
| 5       | BB       | DW-BSR    | C     | 17            | 8785                            |
| 6       | BB       | CSMT-PNVA | C     | 47            | 12263                           |
| 7       | BB       | PNV-LJNPT | D     | 8             | 3743                            |
| 8       | BB       | BSL-BD    | A     | 1             | 105                             |
| 9       | BB       | PNV-LJNPT | D     | 1             | 245                             |
| 10      | BB       | MNR-PFN   | B     | 1             | 260                             |
| 11      | BB       | ET-AMF    | A     | 19            | 9160                            |
| 12      | BB       | AMF-NP    | A     | 18            | 7875                            |
| 13      | BB       | SEGM-BQ   | A     | 2             | 635                             |
| 14      | BB       | AMF-CWA   | E     | 14            | 4900                            |
| 15      | BB       | BTBR-LJR  | SDG   | 6             | 2910                            |
| 16      | BB       | DD-MMR    | D     | 28            | 8900                            |
| 17      | BB       | PNV-LJNPT | D     | 1             | 600                             |
| 18      | BB       | KWV-LTR   | E     | 8             | 4007.82                         |
| 19      | BB       | PA-YD     | B     | 6             | 1335                            |
| 20      | BB       | DD-BRMT   | E     | 32            | 11422                           |
| 21      | BB       | PA-MRJ    | D     | 67            | 23877                           |
| 22      | BB       | MR-LKOP   | D     | 2             | 1010                            |

### SECTIONS CLEARED FOR COACH TRAINS

| Sr. No. | Division | Sections     | From   | To      | Route  | Kms |
|---------|----------|--------------|--------|---------|--------|-----|
| 1       | BB       | GP-BSL       | 136.51 | 139.00  | 2.49   |     |
| 2       | BB       | PNV-LJNPT    | 38.13  | 44.12   | 305.12 |     |
| 3       | BB       | BSL-BD       | 444.12 | 625     | 220.88 |     |
| 4       | BB       | BSL-KNW      | 444.12 | 569.25  | 125.13 |     |
| 5       | BB       | BD-VR(DN)    | 758.09 | 758.09  | 93.09  |     |
| 6       | BB       | WR-BQ(DN)    | 758.09 | 838.8   | 78.71  |     |
| 7       | BB       | ET-NGP(LN)   | 750    | 1042.18 | 584.36 |     |
| 8       | BB       | AMF-NP       | 874.68 | 981.28  | 106.6  |     |
| 9       | BB       | MJR-LR(JRSL) | 842.57 | 883.15  | 20.58  |     |
| 10      | BB       | TAE-SGS(SL)  | 861.0  | 876.01  | 14.11  |     |
| 11      | BB       | WR-BQ(DN)    | 800.38 | 843.06  | 42.68  |     |
| 12      | BB       | CHJC-SEG     | 760.57 | 762.07  | 1.5    |     |
| 13      | BB       | WNO-KAV      | 1035.6 | 1040.38 | 4.78   |     |
| 14      | BB       | GD-Hydrabad  | 604.62 | 607.5   | 2.88   |     |
| 15      | BB       | WD-Rachur    | 604.62 | 606.3   | 1.68   |     |
| 16      | BB       | DD-MMR       | 191.59 | 450.2   | 258.61 |     |
| 17      | BB       | KWV-LTR      | 376.28 | 561.70  | 185.42 |     |
| 18      | BB       | KW-MRJ       | 376.28 | 564.88  | 188.6  |     |
| 19      | BB       | PNV-LJNPT    | 191.59 | 454.4   | 262.81 |     |
| 20      | BB       | PA-MRJ       | 131    | 191.59  | 60.59  |     |
| 21      | BB       | PA-MRJ       | 191.59 | 577.74  | 386.15 |     |

### TRAFFIC DENSITY (ANNUAL GMT) FOR THE YEAR 2019-20

| Sr. No. | Division | Section      | Route        | UP | DN | Total |
|---------|----------|--------------|--------------|----|----|-------|
| 1       | BB       | CSMT-KAYAN   | CSMT-KYN     | 30 | 30 | 60    |
| 2       | BB       | KAYAN-KAPUR  | KYN-NP       | 33 | 33 | 66    |
| 3       | BB       | PNV-LJNPT    | PNV-LJNPT    | 20 | 20 | 40    |
| 4       | BB       | BSL-BD       | BSL-BD       | 20 | 20 | 40    |
| 5       | BB       | BSL-KNW      | BSL-KNW      | 20 | 20 | 40    |
| 6       | BB       | BD-VR(DN)    | BD-VR(DN)    | 20 | 20 | 40    |
| 7       | BB       | WR-BQ(DN)    | WR-BQ(DN)    | 20 | 20 | 40    |
| 8       | BB       | ET-NGP(LN)   | ET-NGP(LN)   | 20 | 20 | 40    |
| 9       | BB       | AMF-NP       | AMF-NP       | 20 | 20 | 40    |
| 10      | BB       | MJR-LR(JRSL) | MJR-LR(JRSL) | 20 | 20 | 40    |
| 11      | BB       | TAE-SGS(SL)  | TAE-SGS(SL)  | 20 | 20 | 40    |
| 12      | BB       | WR-BQ(DN)    | WR-BQ(DN)    | 20 | 20 | 40    |
| 13      | BB       | CHJC-SEG     | CHJC-SEG     | 20 | 20 | 40    |
| 14      | BB       | WNO-KAV      | WNO-KAV      | 20 | 20 | 40    |
| 15      | BB       | GD-Hydrabad  | GD-Hydrabad  | 20 | 20 | 40    |
| 16      | BB       | WD-Rachur    | WD-Rachur    | 20 | 20 | 40    |
| 17      | BB       | DD-MMR       | DD-MMR       | 20 | 20 | 40    |
| 18      | BB       | KWV-LTR      | KWV-LTR      | 20 | 20 | 40    |
| 19      | BB       | KW-MRJ       | KW-MRJ       | 20 | 20 | 40    |
| 20      | BB       | PA-MRJ       | PA-MRJ       | 20 | 20 | 40    |
| 21      | BB       | PA-MRJ       | PA-MRJ       | 20 | 20 | 40    |
| 22      | BB       | MR-LKOP      | MR-LKOP      | 20 | 20 | 40    |

### ROUTE KILOMETRES (RKM)

| GROUP     | B. G.    | N. G. | 0.610 m | TOTAL    |
|-----------|----------|-------|---------|----------|
| GROUP 'A' | 1263.95  | ----- | -----   | 1263.95  |
| GROUP 'B' | 1384.28  | ----- | -----   | 1384.28  |
| GROUP 'C' | 96.98    | ----- | -----   | 96.98    |
| GROUP 'D' | 236.61   | ----- | -----   | 236.61   |
| GROUP 'E' | 340.11   | ----- | -----   | 340.11   |
| GROUP 'F' | 1093.402 | ----- | -----   | 1093.402 |
| GROUP 'G' | 274.32   | ----- | -----   | 274.32   |
| TOTAL KMS | 3853.33  | 273.2 | 20.29   | 4151.94  |

### RUNNING TRACK KILOMETRES

| GROUP     | B. G.    | N. G. | 0.610 m | TOTAL    |
|-----------|----------|-------|---------|----------|
| GROUP 'A' | 268.094  | ----- | -----   | 268.094  |
| GROUP 'B' | 1334.33  | ----- | -----   | 1334.33  |
| GROUP 'C' | 286.46   | ----- | -----   | 286.46   |
| GROUP 'D' | 264.80   | ----- | -----   | 264.80   |
| GROUP 'E' | 682.09   | ----- | -----   | 682.09   |
| GROUP 'F' | 1123.507 | ----- | -----   | 1123.507 |
| TOTAL KMS | 6363.30  | 273.2 | 20.29   | 6661.91  |

### STATE WISE TOTAL TRACK KILOMETRES

| STATE          | COLOUR | B. G.    | N. G.   | 0.610 m | TOTAL    |
|----------------|--------|----------|---------|---------|----------|
| MADHYA PRADESH | -----  | 1,676 m  | 0.762 m | 0.610 m | 3,944.2  |
| MAHARASHTRA    | -----  | 3,358.70 | 278.32  | 20.29   | 3,657.31 |
| KARNATAKA      | -----  | 100.21   | -----   | -----   | 100.21   |
| TOTAL KMS      | -----  | 3,853.33 | 278.32  | 20.29   | 4,151.94 |

### DIVISION WISE ROUTE KILOMETRES

| DIVISION | COLOUR | B. G.  | N. G. | 0.610 m | TOTAL  |
|----------|--------|--------|-------|---------|--------|
| MUMBAI   | -----  | 555.50 | ----- | -----   | 555.50 |