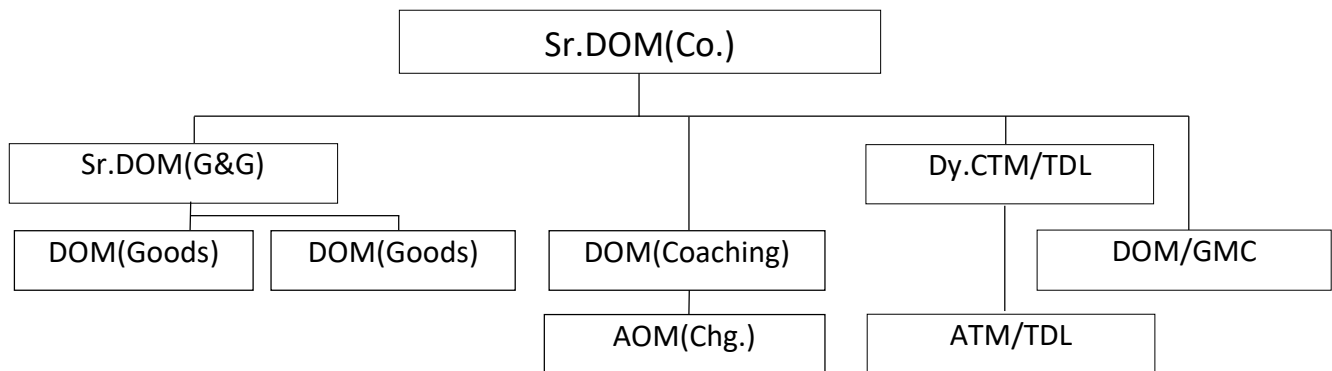


Salient Features of Operating Department Prayagraj Division

Organization Chart



● Prayagraj Division – Nature of Operation:

⇒ Of all the Divisions of Indian Railways, PRYJ Division probably deals with the most intensive train operations – both Goods & Coaching. It is the bridge between the Eastern parts of India with Northern & Western part of India. Operationally, Prayagraj Division can be divided into four important Section:-

- DDU-PYJ Section (152.9Km) – Double Line Section
- PYJ-CNB Section (194.2Km) – Double Line Section
- CNB-TDL Section (228.8Km) – Double Line Section
- TDL-ALJN Section (78.01Km) – Double Line Section
- ALJN-GZB Section (105.83Km) – Triple Line Section

⇒ Besides the above, the following Branch lines are also part of the Division:-

- Chunar - Chopan (102.8Km) – Single Line Section
- Naini –Manikpur (98.2Km) – Double Line Section
- Kanpur - KanpurAnwarganj - (2.4Km) – Single Line Section.
- Etawah - Mainpuri(55.5Km) – Single Line Section
- Shikohabad - Farrukhabad (106.3Km) – Single Line Section
- Barhan-Etah (58.8Km) – Single Line Section
- Hathras – Hathras Fort (9.0Km) – Single Line Section
- Aligarh – Harduaganj (14.1Km) – Single Line Section

⇒ Prayagraj Division covers a total **route kilometer of 1208.94.**

⇒ Prayagraj Division has **24 Interchange** (16+08) points with other Division (including 08 I/C of DFCCIL).

- ⇒ At present on an Avg/day **388 Coaching trains** are being run in the Division besides **Throughput of Freight trains** at an **Average of 232 per day without EDFC Interchange and with EDFC i.e. 385 trains.**
- ⇒ Prayagraj Division serves **07 Power Houses** i.e. MUNPL (MJA), PPGS (BVAR), MTPH (PNKD), PSHH (HGJ), JTPP (ETAH), NTCD (DER)& TKGD (DAR). **04 ICDs** i.e. ICDG (GMC), MKPP (PNKD), ICDD (DER), ARIK(KRJ). **21 Goods Shed, 09 RMC & Ballast Siding and 14 Private Sidings.**
- ⇒ Prayagraj Division serves as a bridge between coal fields of Chhota Nagpur Plateau and Power houses on Northern and Western India.
- ⇒ With electrification of Chunar – Chopan section enabling increased number of trains and the distance for carrying coal to Northern Railway Power Houses got reduced by an average of 200 Kms for transportation without change of traction (Electric Power).
- ⇒ **Flow of Traffic:**
 - **UP direction** -- Iron & Steel and Coal Rakes for Power House of Northern Region
 - **DN direction** -- Food Grain to other terminals and Empties for Collieries.
 - **Inward rakes** of Clinker, Iron & Steel, Coal, Gypsum, Cement, Fertilizer, Foodgrain, Jute, Salt and POL are received for CAR, NYN, SFG, FTP, CNBI, CPC, JUHI, PNKD, ETW, HGJ, ALJN and DER.
 - **Outward traffic** of Food Grain is from CAR, MZP, NYN, IDGJ, FTP, CNBI, CPC, ETW, SKB, MNQ, ETAH, ALJN & SBDR.
 - **Containers** from ICD/DER, ICD/GMC, MKPP, ARIK/KRJ & JHUI/HTPL.
 - **POL** from BPCL/PNKD and **Fly Ash** from PPGS
 - **Stone** from SKGH, CAR and **Cement** from MJAC (CAR), JPCC(CUK) & UCLB (BVAR)

- No. of Stations : 134

➤ Main Line

S.N	SECTIONS	DISTANCE IN KM	STATIONS	BLOCK HUTS	TOTAL
1	DDU-PRYJ	152.9	20	01	21
2	PRYJ-CNB	194.2	31	--	31
3	CNB-TDL	228.8	25	--	25
4	TDL-GZB	184.4	22	--	22
Total		760.4	98	01	99

➤ Branch Line

S.N	SECTIONS	DISTANCE IN KM	STATIONS	BLOCK HUTS	TOTAL
1	CAR-CPU	102.8	09	-	08
2	SKB-FBD	106.3	05	--	05
3	BRN-ETH	58.8	03	--	03
4	ALJN-HGJ	14.1	02	--	02
5	HRS-HRF	9.0	01	--	01
6	CNB-CPA	2.4	01	--	01
7	ETW-MNQ	55.5	01	--	01
8	MKP-NYN	98.2	13	--	13
Total		447.1	35	--	35

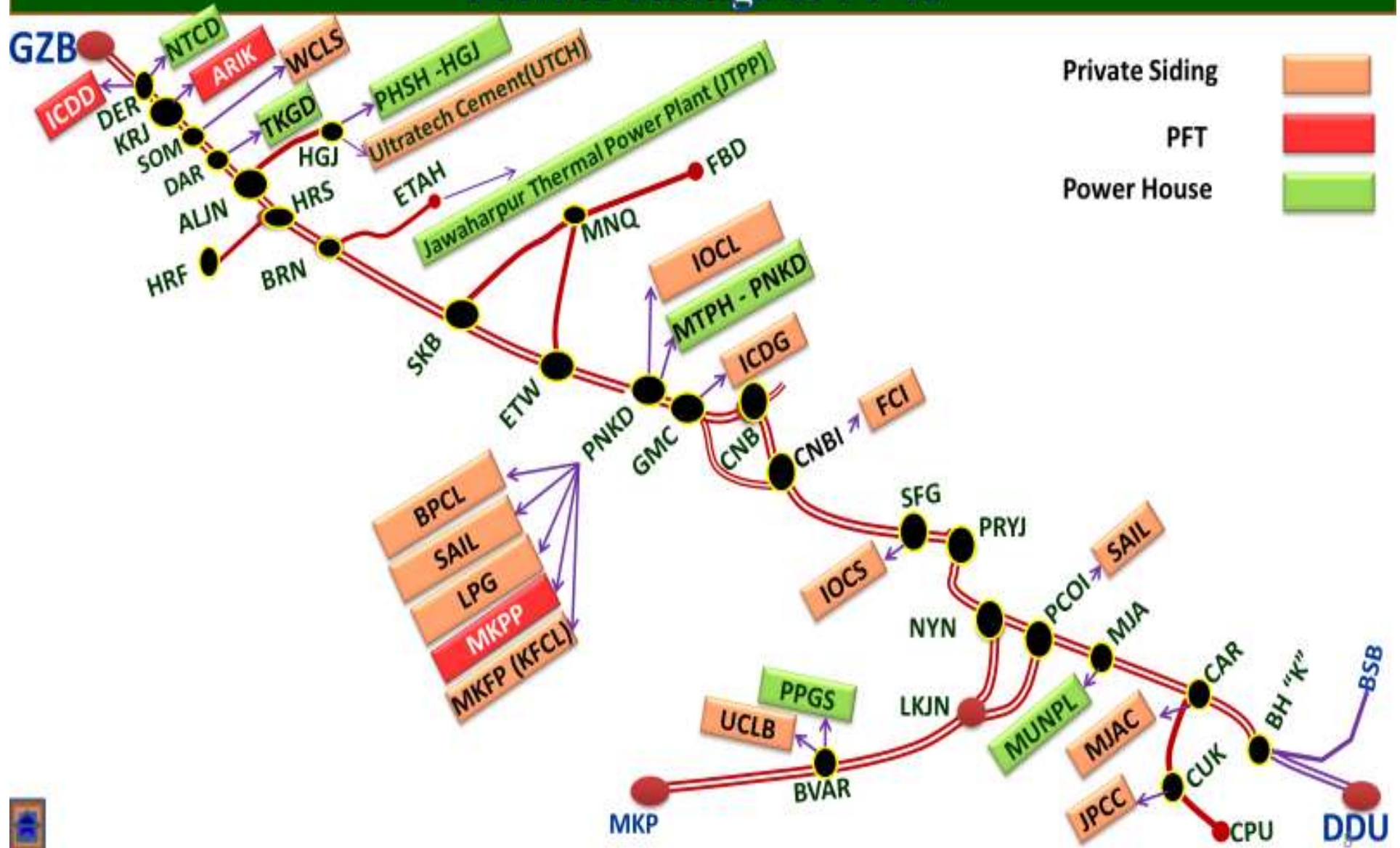
- Interchange Points:

Railway	Interchange Points
East Central Railway	DDU
	CPU
Northern Railway	JEP
	PRG
	CNB/CPB
	HGJ
	KRJ
	GZB
West Central Railway	MKP
North Eastern Railway	PRRB
	CPA
	FBD
North Central Railway	MKP
	BZM
	ETW
	TDL
Eastern Dedicated Freight Corridor (EDFC)	CAR
	PCOI & IDGJ
	SJT
	RXM
	BPU
	KRJ & DER

Important Goods Handling Terminals:

Terminals	Terminating traffic	Originating traffic	Avg/Month Rake	
			Unloading	Loading
JPCC (CUK)	Clinker, Coal	Cement	6.5	2.7
SBDR	Foodgrain	Foodgrain	2.3	1.7
SKGH	-	Stone	-	5.6
Chunar	Clinker, Iron, Iron ore, Coal, Gypsum	Cement, Stone, Foodgrain	15.0	13.5
MZP	Cement, Fertilizer, Jute sack, Foodgrain	Foodgrain	14.7	4.5
Naini/PCOI	Fertilizer, Cement, Foodgrain, Jute, Salt	Foodgrain	48.6	5.6
IDGJ	Cement	Foodgrain	16.2	2.3
UCLB/BVAR	-	Cement	4.8	43.3
FTP	Foodgrain, Fertilizer, Cement	Fertilizer, Foodgrain	14.1	0.7
CPC	Cement, Fertilizer, Salt, Foodgrain	Foodgrain, DOC.	67.8	1.5
ETW	Cement	Foodgrain	15.0	0.3
Etah	Fertilizer, Foodgrain	Foodgrain	31.5	5.6
ALJN	Cement, Fertilizer	Foodgrain	49.3	0.1
UTCH/HGJ	Clinker	-	19.0	7.0
MKPP	Container, E.Oil&Foodgrain	Cont., E.Oil&Foodgrain,	46.7	29.9
ICDG	Container	Container	30.0	23.3
ICDD	Container	Container	184.7	191.5
ARIK	Container	Container	12.8	2.2
Hind Ter./Juhi	Container	Container	5.3	4.3
PNKD (SAIL)	IRON	-	19.8	-
PNKD (RINL)		DOC, Foodgrain, E.Oil	21.8	5.0
PNKD (IOC)	Petroleum Product	-	20.2	-
LPGK		-	24.3	-
BPCL		Petroleum Product	10.6	43.8
MNQ	Cement, Fertilizer, Foodgrain	Foodgrain, Potato	21.6	3.0
PNK (PH)	Coal	-	-	-
DER (PH)		-	168.0	-
HGJ (PH)		-	131.0	-
MUNU		-	129.0	-
PPGS		Fly Ash	166.5	0.9
MKFP	-	Fertilizer	-	23.5
SKB	Cement, Fertilizer, Foodgrain	Foodgrain, DOC	17.8	0.3

Private Sidings & PFTs



➤ **Type of Signalling :**

Section	Single Line / Double Line	Signaling
DDU-PRYJ	Double line 3 rd line – NYN-PCOI (DN), PCOI- KCN (UP) & KCN-BEP (DN)	Automatic. Main line, 3 rd line PCOI-KCN, KCN-BEP (Bi-directional) & KYT-JEP (Bi-directional) Absolute : NYN-PCOI (3 rd line).
PRYJ-CNB	Double line	Absolute : RXM-CNBI (3 rd line). Automatic : PRYJ – CNB& CNBI-CNBL.
CNB-TDL	Four line (CNB-PNKD) Four line (PNKD-BPU) Double Line (BPU-TDL)	Absolute : i. CNB-GMC (North & South line). ii. CNBL-GMC. Automatic : i. CNB-GMC (3 rd & 4 th line). ii. GMC-PNKD (North, South, 3 rd & 4 th line). iii. PNKD-BPU (3 rd & 4 th Line). iii. PNKD-TDL.
TDL-ALJN	Double Line	Automatic:
ALJN – MIU	Triple Line	Automatic : i. ALJN –MIU (Main Line). UP & DN Direction ii. ALJN-MIU (Bidirectional line)
CAR – CPU	Single Line	Absolute.
NYN – MKP	Double Line	Automatic: LKJN-JSR section Absolute : JSR – MKP section. (IBH between KTDD-DBR-PNHI-MKP section in both direction)
ETW – MNQ	Single Line	Absolute.
SKB – FBD	Single Line	Absolute
BRN – ETAH	Single Line	Absolute
HRS – HRF	Single Line	One Train Only system.
ALJN – HGJ	Single Line	Absolute.

- Operational Performance:**

Indices (Avg./day)		2022-23	2023-24	2024-25	% Variation Over 2023-24 & 2024-25	% Variation Over 2022-23 & 2024-25
Punctuality Mail/Exp		65.38	58.42	74.18	+27.0	+13.5
Loading	(in MT)	6.808	8.040	7.436	-7.5	+9.2
Goods Outward Earning (in Cr)		636.86	806.51	812.04	+0.7	+27.5
Throughput	(in Trains)	426.7	458.3	386.9	-15.6	-9.3
	(in Wgns)	21872	23793	19853	-16.6	-9.2
Wagon Holding		11066	9881	8552	-13.5	-22.7
Wagon Turn Round		1.32	1.07	1.00	-6.5	-24.2
Total Long Haul trains		716	2103	2674	+27.2	+273.5
Total Crack trains		11381	27195	40939	+50.5	+259.7
Speed of Goods Trains	Excluding Stabling & Yarding	19.91	17.56	17.66	+0.6	-11.3
	Including Stabling & Yarding	13.51	9.92	8.11	-18.2	-40.0

● Achievements in 2024-25

During Maha Kumbh-2025, 12015 trains (5216 mela special trains & 6799 scheduled coaching trains) were run by PRYJ Division in 45 days. Despite several restrictions on loading/unloading & freight movement during Maha Kumbh 2025, PRYJ division has been able to achieve following milestones in trains operations –

- ❑ **Highest punctuality of 74.18% over last 03 years has been achieved in FY 2024-25. 65.38% punctuality was recorded in FY 2022-23. It is 29% more as compared to the same period of LFY 2023-24 which was 58.42%.**
- ❑ **Punctuality >90% has been registered 12 times in FY 2024-25 while it never crossed 90% in FY 2023-24. Moreover, Punctuality >80% has been registered 162 times in FY 2024-25 in comparison to only 11 such instances during FY 2023-24.**
- ❑ **Highest punctuality of 95.63% (Single day) over last 03 years has been achieved on 15.08.2024. 88.80% punctuality was recorded on 31.03.2024.**
- ❑ **New stoppage of 03 pairs of coaching trains at 03 stations over PRYJ Division i.e. train no. 12403/04 at JJK from 25.04.24, train no. 20403/04 at SRO from 26.04.24 and train no. 14117/18 at BKO from 25.04.24.**
- ❑ **For decongesting PRYJ station, train no. 14163/64 has been shifted to SFG.**
- ❑ **Ever best Goods freight earning in any month ie 82.80 Cr achieved in Mar'25. Previous best freight earning in any month was recorded as 77.67 Cr in Mar'24. It is 6.6% higher in comparison to previous best earning and 11.27% higher than the target assigned.**
- ❑ **Ever best Goods freight earning ie 812.04 Cr achieved in FY 2024-25. Previous best freight earning was recorded as 806.52 Cr in FY 2023-24. It is 0.68% higher in comparison to previous best earning and 4.81% higher than the target assigned.**
- ❑ **Ever best loading of PRYJ Division (in any month) i.e. 0.858 MT has been registered in the month of Mar'25. Previous best loading was 0.847 MT in Mar'24.**
- ❑ **Second highest loading i.e. 7.436 MT has been recorded in FY 2024-25.**
- ❑ **New Goods Shed at NBUE has been opened for Outward traffic in FY 2024-25.**
- ❑ **A new GCT i.e. TKGD/DAR (serving Khurja Super Thermal Power Plant) has been commissioned in FY 2024-25.**

New Traffic Captured in FY 2024-25 :

- ☐ **Cement** from **SRJ** started since 01.01.2025. **70** rakes have been loaded in FY 2024-25.
- ☐ **Fly ash** from **MUNU** in BCFCM rakes started since 02.12.2024. **17** rakes (66741 Tonne) have been loaded in FY 2024-25.
- ☐ **Organic Manure (Fertilizer)** from **NYN** started since 18.03.2025. **01** mini rake has been loaded.
- ☐ **Maize** started since 29.06.2024 and **Potato** started since 21.11.2024 from **NBUE**. **05** rakes of **Maize & 60** wagons of **Potato** have been loaded in FY 2024-25.
- ☐ **Highest made** over to **DDU** and **ECR** on **31.03.2025** - **DDU(80) + CPU(20)**
- ☐ In **2024-25** total **114871** hrs. **Engg Maintenance** block have been given as compared to **107739** hrs. in **2023-24** i.e. an increase of **7%**.
- ☐ **Highest maintenance** Block (**Engg, TRD & S&T**) i.e. **217083** hrs have been given in **FY 2024-25**, which is **7.1% more then** previous year block i.e. **202691** hrs.
- ☐ **Ever best operation** of **Long Haul** trains i.e. **2674** **Long haul** run during **FY 2024-25**, previous best was **2103** **LH** trains in **2023-24**.
- ☐ **Ever best Crack** trains i.e. **40939** run during **FY 2024-25**, previous best was **27195** trains in **2023-24**.
