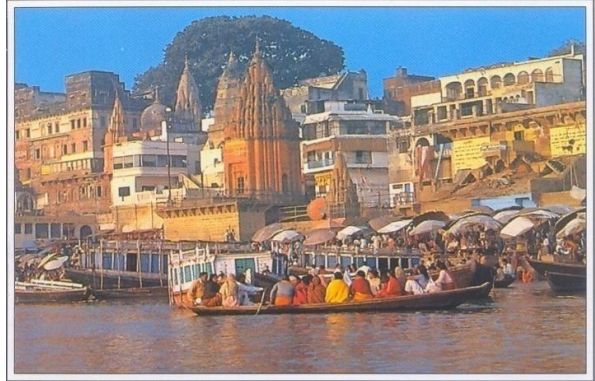


Varanasi Division

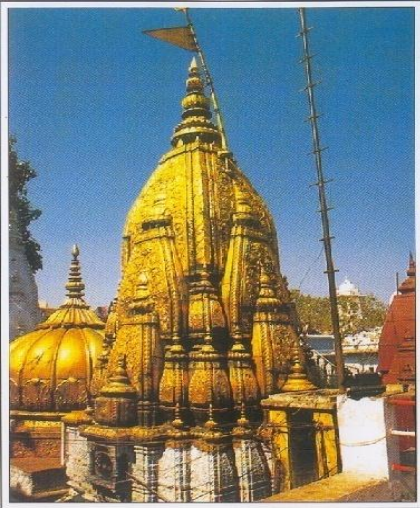
Varanasi is **one of the oldest cities of the world** and occupies one of the most important place amongst all the religious, cultural and spiritual cities of India. Varanasi is situated on the bank of the holy river Ganges. **Tourists** not only from various parts of India but also those from foreign countries all over the world visit this place very frequently. **Sarnath**, the famous **Bauddh Pilgrimage** is situated very close by, at a distance of about 8 Kms. only. This is the place where Lord Buddha delivered his first Preaching. Varanasi is famous for its special cottage industry , handicraft and products thereof including sarees too



Dashwahmedha Ghat, Varanasi

Varanasi Division of North Eastern Railway was formed on 01.05.1969. The main routes of the division on Broad Gauge Line comprise of Gorakhpur-Chhapra, Bhatni-Allahabad City, Chhapra-Aunrihar, Mau-Shahganj, Gorakhpur-Paniyahwa, Indara-Phephna and Aunrihar-Jaunpur sections while those on Meter Gauge line comprise of Chhapra-Thawe-Siwan, Kaptanganj-Thawe and Indara-Dohri Ghat sections.

Varanasi division is **mainly a passenger traffic oriented division.** Until 1981, when the work of gauge conversion started on Gorakhpur-Siwan section, this division was basically **Meter Gauge** route system. Subsequently, **gauge conversion was completed** on Varanasi-Bhatni (year-1990), Varanasi-Allahabad City (year-1993-94), Aunrihar- Chhapra (year-1996), Mau-Shahganj (year-1997), Gorakhpur-Paniyahwa (year-1997), Indara-Phephna (year-1999) sections and very recently in Aunrihar-Jaunpur section in quick succession. **Gauge Conversion of Kaptanganj-Thawe section** is going to commenced from 25.10.10. Thus, barring Kaptanganj/Thawe-Chhapra, Indara-Dohri Ghat sections, Gauge Conversion has been completed on all other sections of the division. As a result of this, Varanasi division has become a predominantly Broad Gauge division. The principal routes for running of goods trains on the division comprise of Gorakhpur-Chhapra, Varanasi-Gorakhpur, Varanasi-Chhapra, Gorakhpur-Paniyahwa and Indara-Phephna.



The Kashi Vishwanath Temple, Varanasi

Trains to and from Northern and North Eastern regions of the country pass via these routes. **The interchange points of the division** in the East, North East, West, North (with Northern Railway), South West and North Central (with N.C. Railway) respectively are **Chhapra Ky. station** (with Sonpur division), **Paniyahwa** (with Samastipur division), **Kusumhi** (with N.E.Railway/Lucknow division), **Shahganj & Varanasi Stations** (with Northern Railway/Lucknow division) and **Allahabad Jn.** (with N.C.Railway/Allahabad division).

Sugar production has been the only industry in Varanasi division. Although, there are 31 sugar mills in the area, most of these are either **sick or closed.** Large passenger traffic, therefore, is the only source of revenue earnings for the division.

Division- At a Glance

(As on 31.03.2011)

Route Km.	B.G. (1005.235 K.M.)		M.G. (242.750 K.M.)		Total (1247.985 K.M.)	
Doubling	104.31 K.M.					
No. of Stations	Block - 120		Flag/Halt - 74		Total - 194	
Districts Served	U.P. (12)		Bihar (3)		Total (15)	
Tourist Places	Allahabad, Varanasi, Sarnath, Deoria Sadar (Kushinagar) and Ballia					
Train Services	B.G.		M.G.		Total	
	M/E	79 pairs	M/E	-	M/E	79 pairs
	Passenger	40 pairs	Passenger	09 pairs	Passenger	49 pairs
	DEMU	09 pairs	Rail Bus	04 pairs	DEMU	09 pairs
				Rail Bus	04 pairs	
Average Passenger/Day (Lacs)	2008-2009 (Apr-Mar) 1.50		2009-2010 (Apr-Mar) 1.73		2010-2011 (Apr-Mar) 1.77	
Average Passenger Earning/Day (Lacs)	2008-2009 (Apr-Mar) 75.96		2009-2010 (Apr-Mar) 82.68		2010-2011 (Apr-Mar) 90.85	
Loading Materials	Foodgrain, Ballast, Fertilizer and Containers					
P.R.S.	34					
Unified	18					
U.T.S.	96					
Stations	A Class	07 (Azamarh, Ballia, Belthra Road, Chhapra, Deoria Sadar, Mau and Siwan)				
	B Class	07 (Bhatni, Ghazipur City, Kaptanganj, Mairwa, Manduadih, Salempur and Suremanpur.)				
	D Class	26				
	E Class	80				
	Total	120				
Stations Nominated For	Adarsh Station	5 (Salempur, Mau, Ballia, Azamgarh and Chhapra)				
City Booking Agencies	Chhapra, Mirzapur (only parcel)					
L.C.Gates	Manned - 419		Unmanned - 500		Total - 919	
No.of Employees	12267					

Route Km.

(As on 31.03.2011)

B.G.		M.G.	
Gorakhpur -Goldenganj	181.91 KM.	Chhapra-Thawe	108.77 KM.
Bhatni-Varanasi	160.60 KM.	Kaptanganj-Thawe*	98.98 KM.
Aunrihar-Varanasi	121.84 KM.	Indara-Dohri Ghat	35.00 KM.
Varanasi-Allahabad City	170.44 KM.		
Aunrihar-Chhapra	170.236 KM.		
Mau-Shahganj	99.75 KM.		
Salempur-Barhaj Bazar	20.25 KM.		
Gorakhpur-Valmikinagar	89.15 KM.		
Indara-Phephna	50.535 KM.		
Duraundha-Maharajganj	06.04 KM.		
Siwan-Thawe	28.17 KM		
Aunrihar-Jaunpur	59.55 KM.		
Hathua-Phulwaria	17.00 KM.		
Total	1005.235 K.M.		242.75 K.M.
Total	1247.985 K.M.		

***Under Conversion to B.G.**

PERFORMANCE OF DIVISION-AT A GLANCE

(As on 31.03.2011)

S.N.	ITEM	Prop. target 10-11	2009-10 (Apr-Mar)	2010-11 (Apr-Mar)	% Var. over last year
1.0	Revenue Earning (Figure in crore Rs.)				
i	No. of passengers	06.93	06.30	06.47	(+) 02.75
ii	Passenger earning (Rs.)	338.00	301.79	331.61	(+) 09.88
iii	Goods earning (Rs.)	18.76	17.86	15.38	(-) 13.93
iv	Other coaching earning (Rs.)	12.44	10.36	12.28	(+) 18.50
v	Sundry earning (Rs.)	03.36	01.39	01.42	(+) 02.20
vi	Total earning (Rs.)	372.56	331.40	360.69	(+) 08.83
2.0	Ticket Checking Earning (In Crore Rs.)				
	Ticket Checking Earning	06.48	04.64	06.17	(+) 32.97
3.0	Punctuality % (BG M/E)				
i	April'09	-	69.10	82.03	(+) 18.70
4.0	Average Wagon Interchange BG (In terms of 8 wheelers)				
i	Take Over/day	-	1355.1	1609.1	(+) 18.74
ii	Made Over/day	-	1340.0	1558.2	(+) 16.28
5.0	Diesel Utilization				
	Km./24 hours	-	439.9	456.2	(+) 03.71
6.0	Wagon Turn Round				
	Wagon/Day	-	1.4	1.3	(-) 07.14
7.0	Loading				
	In terms of 8 wheelers	-	7085	7481	(+) 05.59
8.0	Safety BG				
i	Collision	-	-	-	-
ii	Derailment	-	-	2	-
iii	Accident of LC gates				
	Manned	-	1	-	-
	Un-manned	-	2	2	00.00
iv	Fire in train	-	-	-	-
v	Total	-	3	4	33.33
9.0	Equipment Failures BG				
i	Signal Failure	-	2504	1536	(-) 38.66
ii	Rail/Weld Failure	-	59	37	(-) 37.28
iii	C&W failure	-	6	7	(+) 16.66
iv)	Loco failure	-	148	163	(+) 10.14
10.0	Energy Consumption				
	Electrical energy Million Units	-	12.27	13.12	(+) 06.92

* **Improvement**

* **Deterioration**

S.N.	ITEM	Prop. target 10-11	2009-10 (Apr-Mar)	2010-11 (Apr-Mar)	% Var. over last year
11.0	Engineering Performance				
i	TSR/P (Km.)	131.45	97.02	87.25	(-) 10.07
ii	TRR/P (Km.)	38.40	55.42	33.63	(-) 39.32
iii	TTR/P (No.)	124	97	127	(+) 30.93
iv	Deep Screening (Km.)	133.89	84.86	72.33	(-) 14.77
v	Ballast Supply in thousand Cum.	200.00	132.50	209.13	(+) 57.83
vi	USFD Testing (USFD Km.)	3237.00	2890.28	3241.28	(+) 12.14
vii	Scrap Disposal in MT	32000	8795.43	35116.44	(+) 299.25
			(Apr-Feb)	(Apr-Feb)	
12.0	Expenditure				
i	Rs. in crores	-	375.18	374.97	(-) 00.05
ii	Efficiency Index % age	-	128.87	114.59	(-) 08.96

* **Improvement**

* **Deterioration**

S.N.	ITEM	Prop. target 10-11	2009-10 (Apr-Mar)	2010-11 (Apr-Mar)
13.0	Surrender of posts			
	Posts surrendered	60	145	134
14.0	Court Cases			
	No. of cases disposed	-	131	99
15.0	Settlement Cases			
	Total disposed cases	-	581	591
16.0	Disposal of staff grievances			
	No. of disposed cases	-	254	585
17.0	Disposal of Public grievances			
	No. of disposed cases	-	16	22
18.0	Disposal of Passenger Complaints			
	No. of disposed cases	-	76	60
19.0	Reduction in Staff Strength			
	Number	-	353	317

Varanasi Division
N.E. Railway

Section-wise Trains
(As on 31.03.2011)

B.G.				M.G.			
Section	No. of Trains			Section	No. of Trains		
	M/E	Passr.	Total		M/E	Passr.	Total
Gorakhpur-Bhatni	33/66	4/8	37/74	Chhapra-Thawe	-	6/12	6/12
Bhatni-Siwan	26/52	4/8	30/60	Kaptanganj-Thawe	-	5/10	5/10
Siwan-Duraundha	26/52	8/16	34/68	Indara-Dohrighat	-	4/8	4/8
Duraundha-Chhapra	26/52	7/14	33/66				
Gorakhpur-Paniyahwa	10/20	6/12	16/32				
Bhatni-Salempur	11/22	6/12	17/34				
Mau-Aunrihar	8/16	5/10	13/26				
Aunrihar-Varanasi	21/42	8/16	29/58				
Varanasi-Mandiadih	20/40	8/16	28/56				
Manduadih-Allahabad City	16/32	3/6	19/38				
Aunrihar-Phephna	15/30	3/6	18/36				
Phephna-Ballia	23/46	6/12	29/58				
Ballia-Chhapra	24/48	3/6	27/54				
Chhapra-Chhapra Ky.	41/82	5/10	46/92				
Phephna-Indara	6/12	3/6	9/18				
Mau-Shahganj	8/16	3/6	11/22				
Salempur-Barhaj Bazar	-	4/8	4/8				
Duraundha-Maharajganj	-	5/10	5/10				
Thawe-Siwan	-	5/10	5/10				
Hathua-Phulwaria	-	1/2	1/2				
Aunrihar-Jaunpur	-	1/2	1/2				

Varanasi Division
N.E. Railway

Loading & Unloading Stations.

(As on 31.03.2011)

Important Loading Stations				Important Unloading Stations			
BG		MG		BG		MG	
Chauri-Chaura	CC	-	-	Deoria Sadar	DEOS	-	-
Madho Singh	MBS	-	-	Siwan	SV	-	-
		-	-	Mau	MAU	-	-
		-	-	Baitalpur	BALR	-	-
		-	-	Kusumhi	KHM	-	-
		-	-	Chhapra	CPR	-	-
		-	-	Ghazipur City	GCT	-	-
		-	-	Ballia	BUI	-	-
		-	-	Azamgarh	AMH	-	-
		-	-	Indara	IAA	-	-
		-	-	Chauri Chaura	CC	-	-
		-	-	Manduadih	MUV	-	-
				Phephna	PEP	-	-
2		-		13		-	-

Varanasi Division
N.E. Railway
Commercial

(As on 31.03.2011)

"A" Station	"B" Station	"D" Station	P.R.S.		Enquiry office	National train enquiry system	Public announ- cement system (Manual)	Automatic announcement system		Bedroll s in train	ATM facility	UTS		Model station	TMS	Adarsh station
			PRS	Unified				AUTO PC	AUTO MP							
AMH	BTT	ALY	ALY	ARJ*	ALY	Control	ALY	ALY	CPJ	5159/60	BCY	AHM	KWH	ALY	BALR	AMH
BUI	GCT	ARJ	AMH	BHTR	AMH	CPR	AMH	AMH	MW	2537/38	BUI	ALY	KYH	AMH	BUI	BUI
BLTR	CPJ	BCY	BCY	BTT	BCY	MUV	ARJ	BCY	SBZ	2559/60	DEOS	ALS	KZA	BCY	CPR	CPR
CPR	MW	BHTR	BLTR	CC	BTT	SV	BCY	BTT		5107/08	MAU	AMH	LRD	BLTR	DEOS	MAU
DEOS	MUV	CC	BUI	DDA	BUI	DEOS	BHTR	BLTR			MUV	ARJ	MAU	BTT	GCT	SRU
MAU	SRU	CI	CI	DLR	CPR		BLTR	BUI			SRU	BALR	MBS	BUI	IAA	
SV	SIP	DDA	CPJ	EM	DEOS		BTT	CPR				BBW	MEW	CPR	KHM	
		DLR	CPR	GB	GCT		BUI	DEOS				BCD	MHC	DEOS	MAU	
		EM	CPR(Co)	GH	MAU		CI	GCT				BCY	MMA	GCT	MBS	
		GH	DEOS	IAA	MUV		CPJ	MAU				BHTR	MUV	MAU	MUV	
		GYN	DWDI	JKN	SV		CPR	MUV				BLTR	MW	MUV	SV	
		IAA	GCT	KZA			DDA	SV				BTK	NDJ	SRU		
		JKN	GOPG	LRD			DEOS	THE				BTT	NRA	SV		
		KRND	GYN	MMA			DLR	SMZ				BUI	PCK			
		KZA	HTW	PPC			DRGJ					BYH	PHY			
		LRD	KRND	RSR			EM					CC	PNYA			
		MMA	MAU	STW			GCT					CHR	POU			
		PPC	MEW	ZRDE			GOPG					CI	PPC			
		RSR	MGZ				GYN					CPJ	PPH			
		SBZ	MHC				IAA					CPR	RKS			
		SDT	MUV				JI					CW	ROI			
		SMZ	MW				JKN					DDA	RSR			
		SRNT	POU				KZA					DDP	RTB			
		STW	RTU				LRD					DEOS	RTP			
		THE	SBZ				MAU					DJD	RTR			
		YFP	SIP				MHC					DLR	RTU			
			SMZ				MUV					DRGJ	SANR			
			SQW				MW					DWDI	SBK			
			SRNT				POU					EM	SBZ			
			SRU				RSR					GB	SDC			
			SV				SBZ					GCT	SIP			
			THE				SIP					GH	SMZ			
			TOI				SMZ					GOPG	SQW			
			YFP				SRNT					GTST	SRNT			
							SRU					GYN	SRU			
							SV					HDK	SSU			
							THE					HDT	STW			
							YFP					HTW	SV			
							MMA					IAA	SYH			
												JGP	THE			
												JI	TJD			
												JKN	TKV			
												KFK	TOI			
												KHM	TRJ			
												KMDR	TRN			
												KPS	UNLA			
												KRND	YFP			
												KRT	ZRDE			
7	7	26	34	18	11	5	39	14	3	4	5	96		13	11	5

Note : Remaining block stations are in "E" category.

* Separate counter available for reservation.

Varanasi Division
N.E.Railway
Signal And Telecom Information

(As on 31.03.2011)

Type of Interlocking			
Std-I	P.I. with Std-III	A.P.B.	Doble line PI with Std-III
Allahabad City-Manduadih	Varanasi City-Bhatni	Sardarnagar-Bhatparrani	Bankata-Chhapra Ky.
Mau-Shahganj	Aunrihar-Chhapra		Gorakhpur Cantt.-Kusumhi
Indara-Phephna	Gorakhpur Cantt.-Paniyahwa		
Thawe-Chhapra Ky.	Hathua-Amlorisarsar		
Chhapra (BG&MG)	Chhapra Ky. (BG)		

Type of Signals	
Sema-Phore	Multi Aspect Colour Light
Jangiganj-Manduadih	Gorakhpur Cantt.-Bhatni-Chhapra-Chhapra Ky.
Mau-Shahganj	Varanasi City-Bhatni
Thawe-Khaira	Aurnihar-Chhapra
	Gorakhpur Cantt.-Paniyahwa
	Indara-Phephna
	Allahabad City yard
	Jhunsi-Bhiti
	Amlorisarsar-Hathua

Token System		
Token Less	Token Block Instrument	One Train Only
Varanasi-Bhatni	Allahabad City-Manduadih	Salempur-Barhajbazar
Gorakhpur Cantt.-Paniyahwa	Mau-Shahganj	Indara-Dohrighat
Gorakhpur Cantt.-Tekniwas	Thawe-Chhapra Ky.	Duraunda-Maharjganj
Aurnihar-Chhapra	Indara-Phephna	
Aurnihar-Jaunpur	Thawe-Hathua	
Siwan-Hathua		

LOCK & BLOCK		
Bankata-Chhapra		
Gorakhpur Cantt.-Kusumhi		

Control Alignment		
BSNL Overhead	Railway	
	Quad Cable	Overhead
Indara-Phephna	Varanasi-Allahabad City-Aunrihar	Gorakhpur-Paniyahwa (OFC)
	Mau-Shahganj	Aunrihar-Bhatni
	Siwan-Kaptanganj	Aunrihar-Chhapra
		Thawe-Chhapra (MG)

Electronic Exchange \$	Allahabad City, Manduadih, Varanasi, Ballia, Chhapra, Siwan, Bhatni, Mau, Deoria Sadar = 9
N.T.E.S. #	Control/Varanasi, Chhapra, Deoria Sadar, Manduadih, Siwan = 5

NORTH EASTERN RAILWAY VARANASI DIVISION

Achievements/Highlights of the year 2010 – 2011 (Apr – Mar)

A) *Passenger Amenities :*

- **Doubling work of ZRDE- MW-BTK Completed.**
- **28 additional stations provided with UTS facility**, increasing population of stations with UTS to 96.
- **Unification (both UTS & PRS at same counter) at 5 station** done, increasing population of stations with unification to 18.
- **Newly constructed Aunrihar-Jaunpur section was opened for passenger traffic.**
- **New line between Bathua Bazar & Phulwaria station** commissioned on **30.11.2010**. The new station at Bathua Bazar has been provided with all facilities inter alia including **ticketing, crew rest room** et al. Bathua Bazar has been provided with one running line of 500 mtrs and one loco escape line of 500 mtrs, as well.
- **MG DEMU service** became operational between Indara-Dohrighat section.
- **200 nos. pre-cast RCC benches at 5 stations** provided.
- **Second Rail Level Platform** provided at **4 stations**.
- **Hindalium Corrugated sheet on PP shelter at MUV** provided, *first over NER*.
- **Platform no.1 at Siswa Bazar station** has been **extended for 24 coaches** to facilitate passengers.
- **Punctuality of M/E trains** during Mar'2011 is **89% touching 96%** and **95%** on two consecutive days - *highest ever of BSB division till now*.
- **13 JTBS counters at 6 stations** (SV-3, DEOS-4, AMH-1, BUI-2, CPR-2 and MW-1) have been provided.

B) *Traffic Facility Works :*

- **NI work and provision of Third Running Line** has been completed at **Tajpur Dehma, Mau, Aunrihar, Bhati, Dullahpur, Khurhat, Jangiganj and Sarairani** stations NI work at Indara for opening of **new siding for construction** of Twin Single Line completed.
- **Conversion of non-running line no.8 into running line** at **Mau** has been completed.
- **OMS trial run** has been done in **Mau-Shahganj** section successfully **raising of speed to 110 KMPH**.
- **Standard-III interlocking** provided at **Handiakhas, Bhati and Jangiganj** to permit simultaneous reception and higher speed for trains with higher speed potential.
- **Facility for simultaneous reception of trains** was provided at **Siswa Bazar and Khadda** stations by linking ends to newly constructed sand humps.

- Provision of **Sand Hump** at **both sides** of **Saidpurbhitri (SYH)** station has been made at **line no.1** in **down direction** and in **line no.3** in **UP direction** allowing the facility of **simultaneous reception** from both sides for the traffic.
- Opening of **new BG siding** at **Kaptanganj** station for **BG conversion** of **Kaptanganj-Thawe** section has been done.
- Opening of **new BG siding** at **Maharajanj** station for **BG conversion** of **Maharajanj-Mashrakh** section has been done.
- **Computerized Lobby for Guards** has been commissioned at Gorakhpur.

C) **Engineering**

- **Highest ever earning of Rs.09.29 crores** has been achieved from **land** during this year against Rs.04.50 crores earned during 2009-2010. The target of BSB division for this year was Rs.06.50 crores.
- **35116.44 MT scrap offered** for disposal - **299.25% improvement (Highest ever for any Division of N E Railway.)**
- **87.25 Km. Primary Through Sleeper Renewal(TSR)** done.
- **127 No. Primary Through Track Renewal(TTR)** with PSC turnouts laid - **30.93% improvement.**
- **33.63 Km. Primary Through Rail Renewal (TRR)** done.
- **72.33 Km. Deep Screening** done.
- **209.13 Thousand cum. ballast** supplied - **57.83% improvement.**
- **3241.28 Km. of Track** tested through **USFD** - **12.14% improvement.**

D) **Commercial**

- **Passenger Earning** stood at Rs.331.61 crores - **09.88% improvement.**
- **Ticket Checking Earning** stood at 06.17crores - **32.97% improvement**
- **Total Earning** stood at Rs.360.69 crores - **08.83% improvement.**
- **105 rakes of Ballast, 1.5 rakes of sugar, 2 rake of fertilizer, 23 rake of container and 7.5 rakes of Food grains loaded.**

E) **Operating**

- **Punctuality** of M/E is 82.03% - **18.70% improvement.**
- Avg. **Wagon Take-Over/day** stood at 1609.1 wagons - **18.74% improvement.**
- Avg. **Wagon- Made Over/day** stood at 1558.2 wagons - **16.28% improvement.**
- Avg. 1889.5 number of **inward rakes/month** released. **15.32% improvement.**
- Avg. **Diesel Utilization per day** stood at 456.2 Km./24 hours-**03.71% improvement.**
- Avg. **Wagon Turn-Round per day** stood at 1.3 wagon .- **07.14% improvement.**

F) **Safety**

- Accident - **Four**
- **30 nos. LC Gate** manned during the year.

- **18 nos. of LC Gates closed** during the year.
- **6 nos. of level crossings electrified.**
- **Positive boom locking at all 54 level crossings** has been completed.
- **45 Safety Drives** for different safety aspects **launched.**
- **Leaflets, safety booklets and banners** distributed/displayed at various U/M LCs.
- **Counselling of public:**
 - *through direct counselling of public at LCs.
 - *102 Nukkad Nataks organized.
 - *Advertisement on All India Radio for awareness of road users at U/M LCs.

G) ***Electric Energy Consumption***

- 13.12 Million Units energy consumed.

H) ***Personnel***

- **585 nos. staff grievances** disposed.
- **22 nos. public grievances** disposed.
- **134 posts** surrendered.
- **591 final settlement cases** disposed.
- **99 cases** decided by the court out of which **84 went in favour of Railway Admin.**
- **Staff strength reduced by 317 nos.**
- **संसदीय राजभाषा समिति ने 4 फरवरी 2011 को मंडल रेल प्रबंधक कार्यालय में राजभाषा के प्रयोग-प्रसार की दृष्टि से निरीक्षण बैठक की। समिति ने वृहद प्रश्नावली के माध्यम से राजभाषा के प्रगति का गहन पुनरीक्षण किया। समिति ने संघ की राजभाषा नीति के अनुपालन एवं राजभाषा के क्षेत्र में किये गये विशेष कार्यों की सराहना की। बैठक में उपस्थित सलाहकार औद्योगिक संबंध/रेलवे बोर्ड श्री ए.के.निगम ने बैठक के पश्चात् सफल बैठक के उपलक्ष में रु.25,000/- (रुपये पच्चीस हजार मात्र) के पुरस्कार की घोषणा की एवं माननीय महाप्रबंधक महोदय ने भी रु.25,000/- (रुपये पच्चीस हजार मात्र) का पुरस्कार प्रदान किया।**

I) ***Accounts (Apr-Feb)***

- **Rs 374.97 crores** of expenditure incurred **-00.05% improvement.**
- **Efficiency index** remained at **114.59% - 08.96% improvement.**

J) ***Equipment Failures***

- 1536 nos of (BG) **signal failures** occurred - **38.66% improvement.**
- 37 nos. **rail/weld failures** occurred - **37.28% improvement.**
- Loco Failure remained at 163.
- C&W failures remained at 7.

K) ***Staff Amenities***

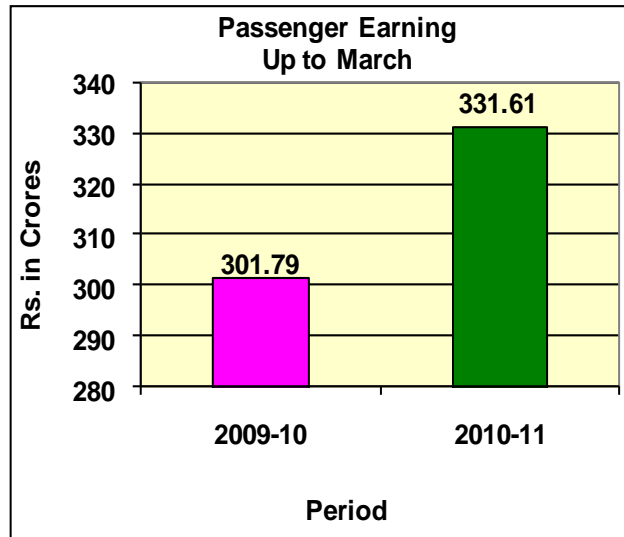
- **Community Hall** at 'Jal Vihar' (New Loco Colony) **inaugurated.**
- **CRECHE (Vrindavan Child Centre)** **inaugurated** in DRM office.
- **N.P.S. KIOSK** commissioned in DRM office.
- **Tele Medicine Facility** in Divisional Hospital started.
- **Newly constructed 33/11 KV Power Sub-station at Varanasi** started functioning.

NORTH EASTERN RAILWAY VARANASI DIVISION

Important Statistics (Apr – Mar)

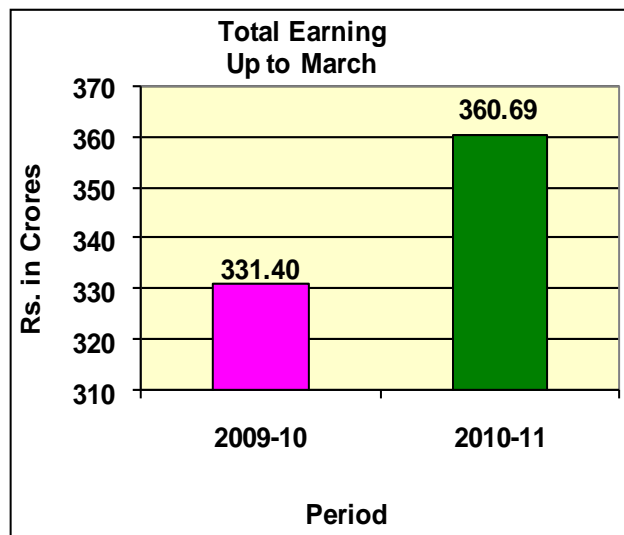
i) **Passenger Earning**

In financial year 2010-11 up to Mar'11, **Passenger Earning** is **331.61 crores** which is **09.88% more** than the corresponding period of last year.



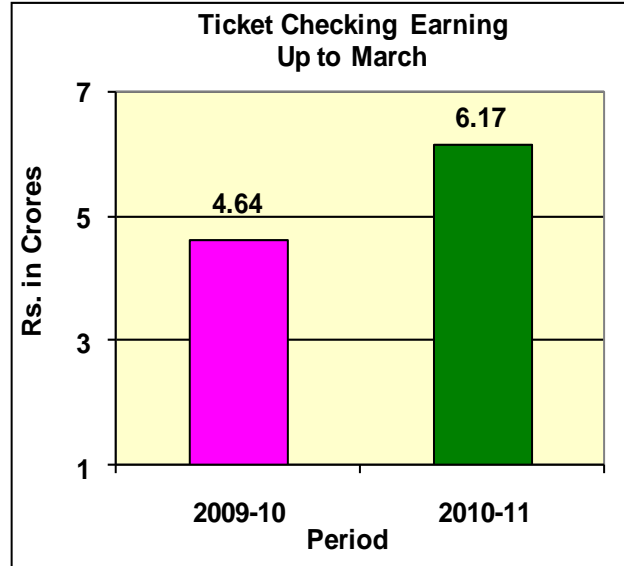
ii) **Total Earning**

In financial year 2010-11 up to Mar'11, **Total Earning** is **360.69 crores** which is **08.83% more** than the corresponding period of last year.



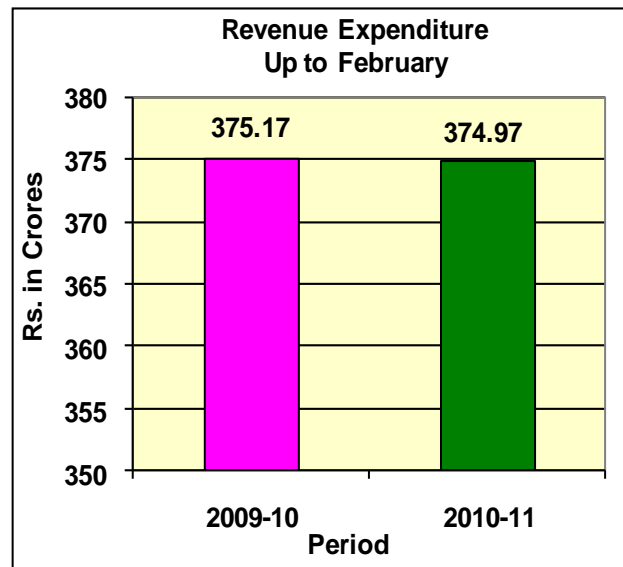
iii) **Ticket Checking Earning**

In financial year 2010-11 up to Mar'11, **Ticket Checking Earning** is **06.17** crores which is **32.97% more** than the corresponding period of last year.



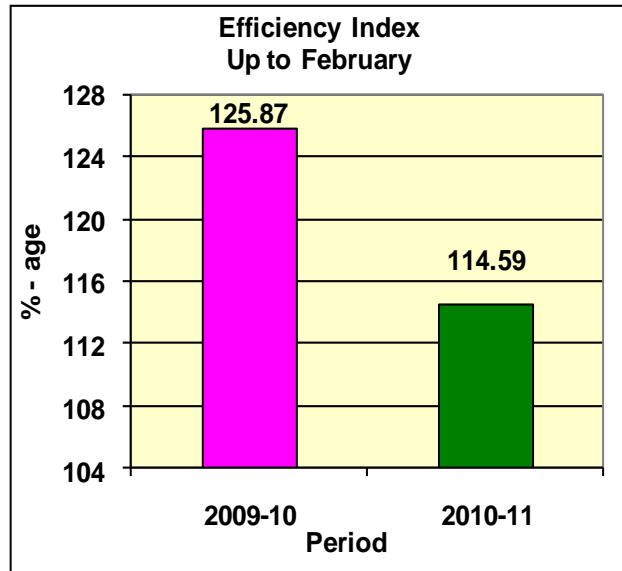
iv) **Revenue Expenditure**

In financial year 2010-11 up to Feb'11, **Revenue Expenditure** is **374.97** crores which is **00.05% less (improvement)** than the corresponding period of last year.



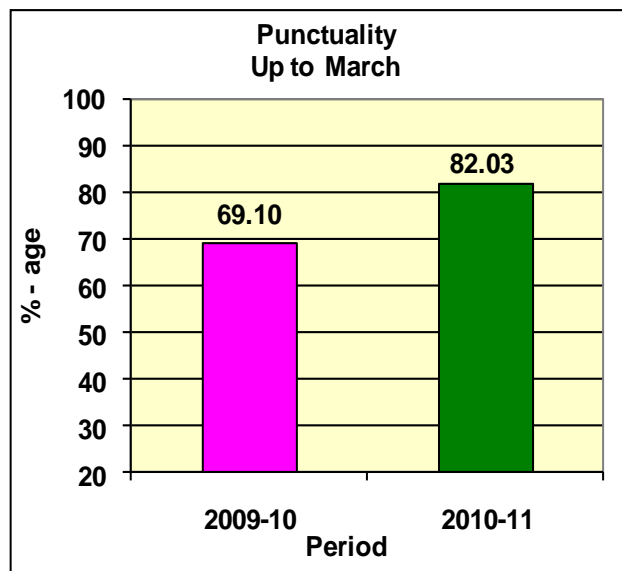
v) **Efficiency Index**

In financial year 2010-11 up to Feb'11, **Efficiency Index** is **114.59 %** which is **08.96% less (improvement)** than the corresponding period of last year.



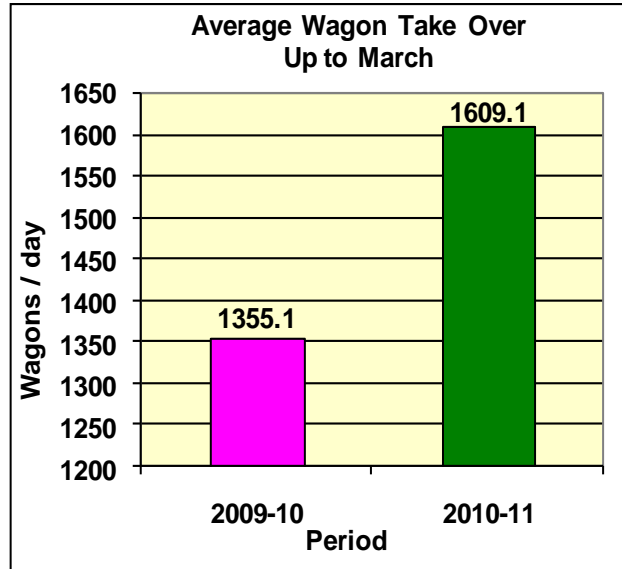
vi) **Punctuality**

In financial year 2010-11 up to Mar'11, **Punctuality of BG M/E** is **82.03 %** which is **18.70% more** than the corresponding period of last year.

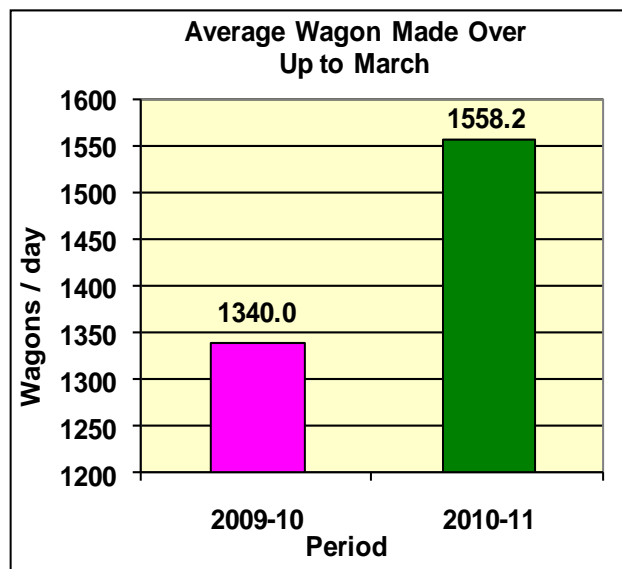


vii) **Average Wagon Interchange**

- a) **Average Take Over** : In financial year 2010-11 up to Mar'11, Average **Wagon Take-Over/day** is **1609.1 wagons** which is **18.74% more** than the corresponding period of last year.

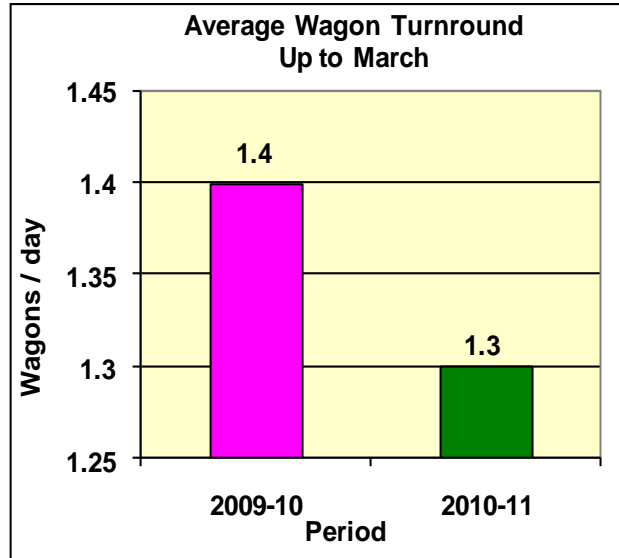


- b) **Average Made Over** : In financial year 2010-11 up to Mar'11, Average **Wagon Made-Over/day** is **1558.2 wagons** which is **16.28% more** than the corresponding period of last year.



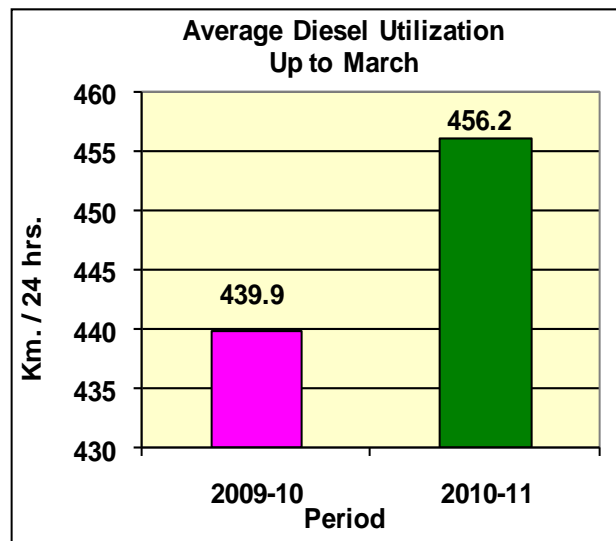
viii) **Average Wagon Turnround**

In financial year 2010-11 up to Mar'11, Average **Wagon Turnround/day** is **1.3 wagons** which is **07.14% less (improvement)** than the corresponding period of last year.

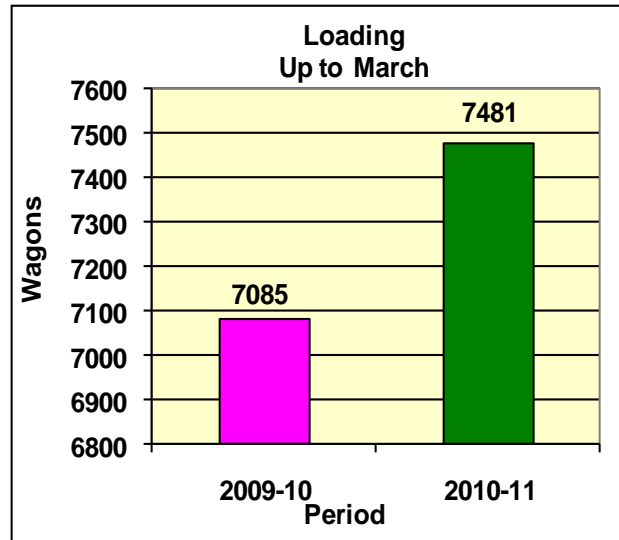


ix) **Diesel Utilization**

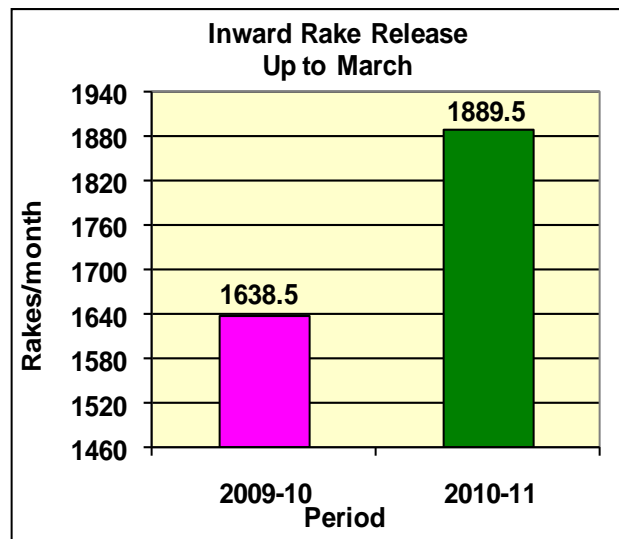
In financial year 2010-11 up to Mar'11, Average **Diesel Utilization/day** is **456.2 Km./24 hours** which is **03.71% more** than the corresponding period of last year.



- x) **Loading** (in terms of 8 wheelers)
In financial year 2010-11 up to Mar'11, **Loading** is **7481 wagons** which is **05.59% more** than the corresponding period of last year.

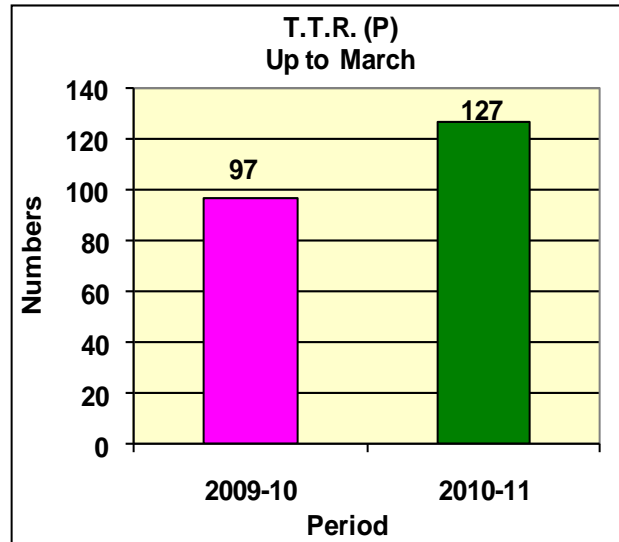


- xi) **Inward Rake Release**
In financial year 2010-11 up to Mar'11, **Inward Rake Release** is **1889.5 rakes/month** which is **15.32% more** than the corresponding period of last year.



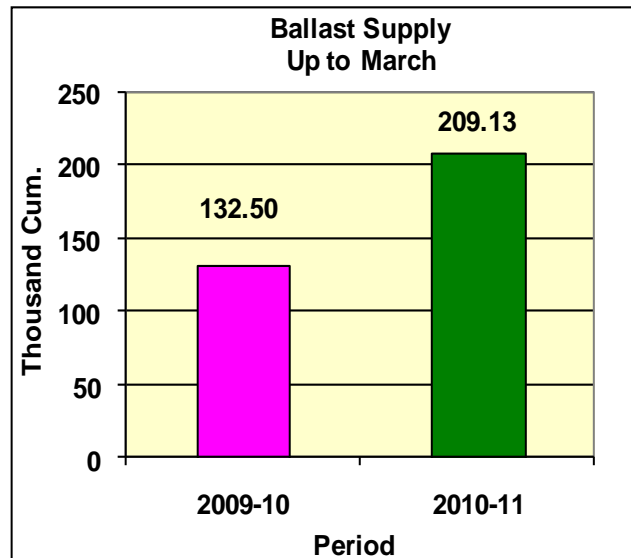
xii) **T.T.R. (P)**

In financial year 2010-11 up to Mar'11, **127 No. Primary Through Track Renewal (TTR)** with PSC turnouts laid down which is **30.93% more** than the corresponding period of last year.



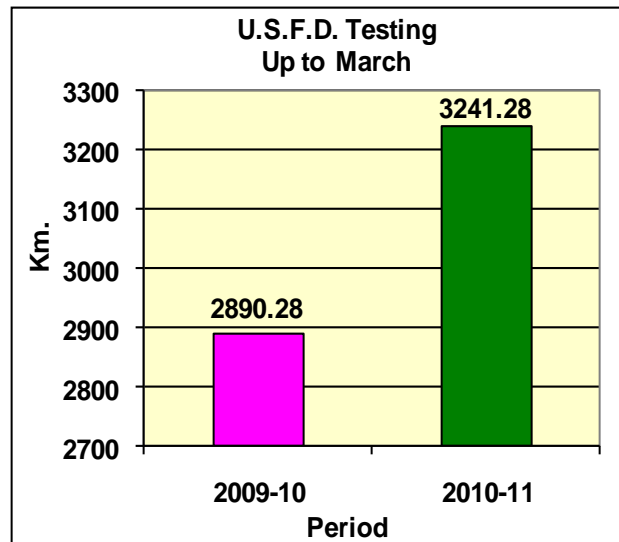
xiii) **Ballast Supply**

In financial year 2010-11 up to Mar'11, **209.13 Thousand cum. ballast** supplied which is **57.83% more** than the corresponding period of last year.



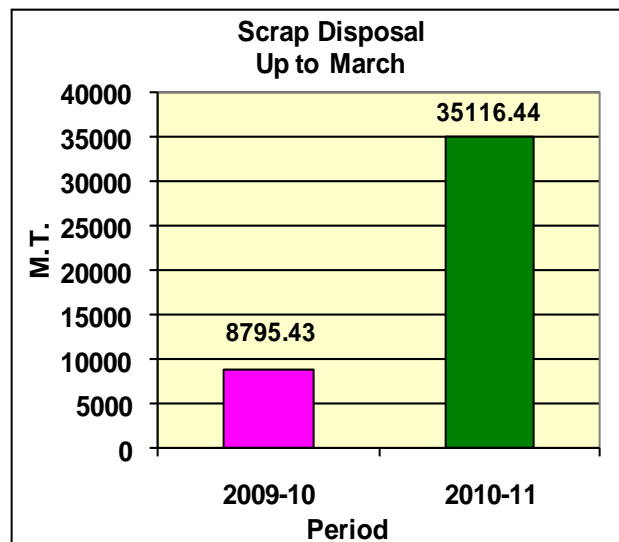
xiv) **U.S.F.D. Testing**

In financial year 2010-11 up to Mar'11, **3241.28 Km.** of Track tested through USFD which is **12.14% more** than the corresponding period of last year.



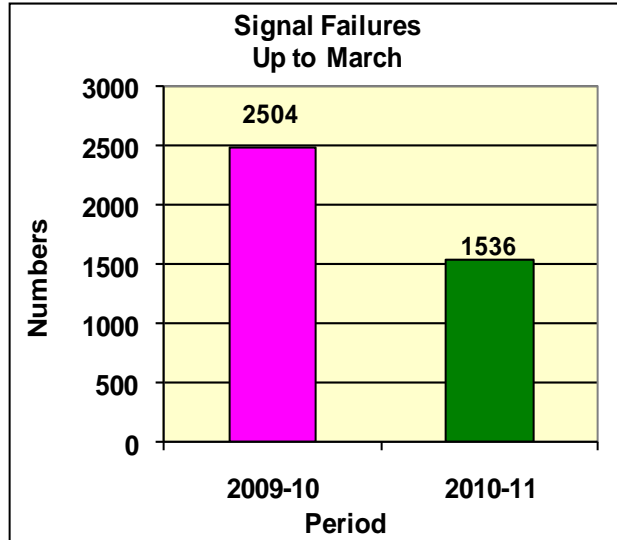
xv) **Scrap Disposal**

In financial year 2010-11 up to Mar'11, **35116.44 MT scrap offered** for disposal which is **299.25% more** than the corresponding period of last year. (*Highest ever for any Division of N E Railway*)



xvi) **Signal Failure (BG)**

In financial year 2010-11 up to Mar'11, **1536 Nos. Signal Failures** took place which is **38.66% less (improvement)** than the corresponding period of last year.



xvii) **Rail/Weld Failure (BG)**

In financial year 2010-11 up to Mar'11, **37 Nos. Rail/Weld Failures** took place which is **37.28% less (improvement)** than the corresponding period of last year.

