

DDU Division

1. General Information

This Division came into existence on 1st Jan.'1978 and was known as Mughalsarai Division. It was renamed as Pt. Deen Dayal Upadhyaya Division on 15.01.2020.

Pt. Deen Dayal Upadhyaya is a transit Division on New Delhi-Howrah route and maintains mobility of high density freight & passenger traffic with utmost safety. The Gaya-Pt. Deen Dayal Upadhyaya (DDU) section is the busiest section in the Indian Railways and in fact it is the life line of the country.

Pt. Deen Dayal Upadhyaya (DDU) yard is largest railway marshalling yard and is spread in 12.5 Kms. DDU junction handles traffic from three directions i.e. from Prayagraj (PRYJ) of North Central Railway, from Varanasi of Lucknow Division of Northern Railway and from mainline of Danapur Division of East Central Railway. DDU Division functions in tandems with Dhanbad Division in smooth supply of empty rakes for freight loading as well as quick movement of loaded rakes to Northern and Western part of the country.

The important stations in this Division are Gaya, Dehri-on-Sone, Sasaram and Pt. Deen Dayal Upadhyaya Nagar. Gaya is an ancient city and is famous for VISHNU PAD TEMPLE and BUDDHA TEMPLE at BODH GAYA. It attracts large number of Tourists throughout the year especially during PITRAPAKSH MELA when the pilgrims visit Gaya from all over the country. Sasaram station is famous for the TOMB OF SHERSHAH SURI. **Pt. Deen Dayal Upadhyaya** is famous for connecting all parts of the country by Rail Transport and is closer to the oldest and holiest city Varanasi. Thus, this section connects two cultural cities of India.

1.1 History

Pt. Deen Dayal Upadhyaya Nagar was earlier known as Mughalsarai. It is located along the Grand Trunk Road NH-19, also called Sadak-e-Azam by Sher Shah Suri and was one of the corridors connecting North India with the east during the Mughal period. In past centuries, it has been variously known as Mughalchak, Mangalpur and Oven Nagar. The township was named Mughalsarai when Indian Railways established a junction here in 1883. It is birthplace of the second prime Minister of India, Lal Bahadur Shastri.

1.2 Jurisdiction

Section	Route	Route Kms	Track Kms	No. of block Station	No. of station
(a) DDU - MPO (G. C. Section)	'A'	214.64	554.04	32	34
(b) KCA - DDU - VYN	'B'	12.39	21.52	-	-
(c) SEB - GHD (B. D. Section)	'D'	88.54	253.846	13	13
(d) DN Flyover BD	'D'	0	4.71		
(e) TIA-MPO	'D'	0.284	0.284		
(f) CKH-GAYA	'D'	1.0	2.0		
(g) ARA - SSM Section	'D'	95.7	95.7	4	12
(h) Loop & Siding	A, B & D	-	521.20		
	Total	412.55	1453.31	49	59

1.2.1 Pt. Deen Dayal Upadhyaya – Gaya [Grand Chord (GC)] Section

Grand chord section is the life line of the country on which Coal, Steel and other important goods are moved from Eastern sector to Western and Northern sectors of the country. In the down direction, the traffic consists of mostly food grains, fertilizers and empty wagons for coal loading in Bihar and West Bengal coal fields. The present capacity of the Grand Chord is being utilized in its full capacity.

GC section is fully electrified spanning across 214.5 Kms from DDU to Gaya stations comprising of 34 stations. DDU - Son Nagar (123.6 Kms) is triple line section comprising of 19 stations is known as GC-1 section. Son Nagar-Manpur (84.64 Kms) is double line section comprising of 13 stations is known as GC-2 section.

1.2.2 Barun – Daltonganj (BD) Section

It is fully electrified and triple line section. This section serves the travel need of passengers of two states. Power plant at NBG and ANH attaches more importance to the section.

1.2.3 SSM-ARA Section

Sasaram - Ara Section commissioned on 31.10.2009 equipped with MACL signaling arrangement. It is a single line electrified section with four crossing stations viz Garh Nokha, Bikramganj, Piro and Garahani.

1.2.4 Civil Districts Served by the Division: (Portion in DDU Division)

Sl.	District	District HQ	State	Section	Route	Length
1.	Chandauli	Chandauli	UP	GC	DDU -SYJ	30 Kms
2.	Kaimur	Bhabhua	Bihar	GC	KMS-KTQ	45 Kms
3.	Rohtas	Sasaram	Bihar	GC	KVD-DOS	43 Kms
				ARA-SSM	SSM-BRBH	48 Kms
4.	Bhojpur	Ara	Bihar	ARA-SSM	BRBH-UWNR	49 Kms
5.	Aurangabad	Aurangabad	Bihar	GC	SEB-RFJ	43 Kms
				BD	SEB-NBG	39 Kms
6.	Gaya	Gaya	Bihar	GC	IMGE-MPO	38 Kms
7.	Palamau	Palamau	Jharkhand	BD	KYF-SQS	69 Kms

1.2.5 MP's Constituencies in Pt. Deen Dayal Upadhyaya Division

Sl.	Constituency	State	Station in Constituency	
1.	Chandauli	Uttar Pradesh	GC	DDU- SYJ
2.	Buxar	Bihar	GC	KMS – DGO
3.	Sasaram	Bihar	GC	BBU – KWD
			ARA SSM	SSM – MOKAR
4.	Ara	Bihar	ARA-SSM	PIRO – GQN
5.	Karakat	Bihar	ARA-SSM	GNK – XBKJ
			GC	PHE – SEB
			BD	SEB – NBG
6.	Aurangabad	Bihar	GC	CPBH- PRY
7.	Gaya	Bihar	GC	KSTA – MPO
8.	Palamau	Jharkhand	BD	KYF – SQS

1.3 Pt. Deen Dayal Upadhyaya Division – Nature of Operation

Of all divisions on Indian Railways, Pt. Deen Dayal Upadhyaya Division deals with the most intense train operations – both Goods and Coaching. It is an important transit division between Eastern and Northern part of India transporting highest number of passenger & freight trains and it functions like heart for efficient train operation of IR, reduces distance & transit time between pit head coal and power house, finished steel product to user, food grain and fertilizer to eastern part of the country and other raw material to industries. The operational efficiency of the Division plays a pivotal role in determining the efficiency of the East Central Railway and Indian Railways.

Operationally, Pt. Deen Dayal Upadhyaya Division can be divided into five important sectors-

- ❖ Operation over Grand Chord section.
- ❖ Operation in Son Nagar - Garhwa Road Section. (Commonly known as BD Section)
- ❖ Operation in Pt. Deen Dayal Upadhyaya, Complex.
- ❖ Operation in Gaya Complex.
- ❖ Operation in Sasaram – Ara Section.

1.3.1 Grand Chord (GC) Section

- ❖ Pt. Deen Dayal Upadhyaya -Son Nagar-**Triple line**. (Busiest freight corridor)
- ❖ Son Nagar - Gaya **Double Line**.
- ❖ Electrified with MACL signaling system. Automatic block section has been commissioned for 10 sections and work is in progress.
- ❖ The division boasts of having the longest 1st ever 03 line Rail Bridge (03 kms long).
- ❖ In DN direction empties are fed to DHN Division for coal and SE Rly. for finished iron & steel products.
- ❖ Food grains, salt and fertilizer movement to Eastern part of country in down direction.
- ❖ Coal, steel product and container movement in UP direction.
- ❖ Average No. of freight train run Ex GC –37.8 and To GC – 22.3
- ❖ Coaching train operation – 28.0 pair Mail/Express and 7 pair Passenger trains per day.

1.3.2 Son Nagar-Garhwa Road Section (B.D. Section)

- ❖ It is fully electrified and triple line section. This section serves the travel need of passengers of two states. Power plant at NBG and ANH attaches more importance to the section.
- ❖ Connects G.C with the mineral rich Karanpura and NCL coalfields.
- ❖ Up traffic- Loaded coal rakes for power houses to northern region.
- ❖ Dn traffic - Empties for coal fields.
- ❖ Average No. of freight trains run – 61.0 each way.
- ❖ Coaching train operation: 4 pair of Mail/Express and 4 pair Passenger trains per day.

1.3.3 Sasaram - Ara Section

- ❖ **Single line** and electrified section with MACL signaling system.
- ❖ Two pair Exp. and Five pair Passenger trains are run daily.

1.3.4 Pt. Deen Dayal Upadhyaya Complex

- ❖ One of the biggest Marshalling yards in Asia.
- ❖ RRI - commissioned in 1995 with 894 active routes available. RRI replacement work is in progress. It would become largest RRI of IR after replacement.
- ❖ Average Number of Trains being handled at DDU complex is approx 230 trains per day. Maximum trains handled in DDU complex is 280 trains per day in this Financial Year.
- ❖ Up traffic dealt in Central, Inter and Dep. yards towards ALD&LKO Divisions of NCR/NR.
- ❖ Only fully functional hump of Indian Railway is at DDU Down Marshalling yard.
- ❖ All BOXN Empty wagons are intensively examined in down direction (Avg. 470 BOXN rakes per month). About 602 BOXN wagons are given ROH in BOXN Depot/Pt. Deen Dayal Upadhyaya every month. These are formed into rakes named as “**Close Circuit Rakes**” (CC) which are examined only after 7500 Kms or 35 days validity, whichever is earlier. On average 5-6 long haul empty rakes are also formed at DDU.
- ❖ Intense coaching traffic passing through Pt. Deen Dayal Upadhyaya station.
- ❖ 57 pairs of Mail/Exp. & 16 pairs of Passenger trains per day.
- ❖ Unloading of coal in the coal siding and oil in BPCL siding.
- ❖ Avg. No. of inward Coal/Clinker/Iron 18.8 rakes per month.
- ❖ Avg. No. of inward POL 43.5 rakes per month.

1.3.5 Gaya Complex

- ❖ GAYA RRI - commissioned on 29.03.2010.
- ❖ Intense operation on Grand Chord.
- ❖ 32 pair's goods trains, 28 pairs of Mail/Express and 07 pairs of passenger trains each way per day.
- ❖ Junction point of G.C with Patna-Gaya (PG) and Kiul-Gaya (KG) lines.
- ❖ Handles 18 pairs of coaching trains in PG and 13 pairs of coaching trains in KG.
- ❖ Loading of PRC sleepers in Sleeper Factory at Manpur.
- ❖ Unloading of food grains, fertilizers, cement and salt in the FCI siding and Goods shed.
- ❖ Avg. No. of inward in FCI 4.6 rakes per month.
- ❖ Avg. No. of inward in Goods shed 15.1 rakes per month.
- ❖ Redevelopment work of Gaya station is in progress.

1.3.6 Interchange Points

- ❖ With Northern Railway - Pt. Deen Dayal Upadhyaya
- ❖ With North Central Rly - Pt. Deen Dayal Upadhyaya
- ❖ With Dhanbad Division - Manpur, Garhwa Road & Garhwa Town
- ❖ With Danapur Division - Pt. Deen Dayal Upadhyaya, Gaya, Manpur and Ara