GUNTUR DIVISION

WORKING TIME TABLE No. 79

गुंटूर मंडल
Guntur DIVISION

दक्षिण मध्य रेलवे
South Central Railway

कार्य संचालन समय सारणी
WORKING TIME TABLE

केवल कार्यालयीन उपयोग हेतु
For Official use only

01 जनवरी 2025 से प्रभावी
FROM 01st JANUARY 2025

के. पदमजा
प्रधान मुख्य परिचालन प्रबंधक
K. Padmaja
Prinicipal Chief Operations Manager

एस. रमेश बाबु
मुख्य यात्री परिवहन प्रबंधक
S. Ramesh Babu
Chief Passenger Transportation Manager

संख्या / No.
79

CALENDAR 2025

JANUARY

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

FEBRUARY

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	

MARCH

S	M	T	W	T	F	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

APRIL

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

MAY

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

JUNE

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

JULY

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

AUGUST

S	M	T	W	T	F	S
31					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

SEPTEMBER

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

OCTOBER

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

NOVEMBER

S	M	T	W	T	F	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

DECEMBER

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

SOUTH CENTRAL RAILWAY

GUNTUR DIVISION WORKING

TIME TABLE NO. 79

In force on and from 01st JANUARY -2025, till further notice

This Working Time Table is redesigned for easy access of the information.

1. **This working Time Table is divided into 03 parts –A, B & C**

Part A includes **GUNTUR** Division Jurisdiction, Days of service of Non-Daily Trains, Sectional Information of all the sections, Inter-section running times, Detailed timing of the trains ,Engineering & Traffic Allowances of all the Trains.

"a" denotes ARRIVAL, "d "denotes DEPARTURE, 's' denotes SKIP/PUBLIC DEPARTURE.

Part B includes the non-timings aspects of all the sections that is Corridor Blocks, PSR's, Level crossing gates, Std of Interlocking, Block Instruments Location of FSS & RHS, Platform lengths, Station CSRs, Private sidings, DM & Telephone Numbers of all station ,Crew lobby, Sections TI's, Control Office, Signal inspector jurisdiction, Civil Authorities and there Jurisdictions, DM & Quick responses team, Medical facilities, Health emergency numbers, ART Crane, ARME/MRVs, Escorted by RPF/GRP, Fire Fighting Units, Neutral sections ,EC sockets, Details of Bridges, Electronic In Motion Bridges, Load Table of Goods Electric & Diesel, Cost Circular & Maps.

Part C includes various JPOs, Joint Circulars, Dimensions of different Coaches & wagons, Safety related information.

2. Standard Time is kept at all stations. The timings of trains are shown in this book from 00to24 Hours from midnight to midnight i.e. 12: 35 AM is shown as 00:35 and 06: 30 PM as 18:30 and so on.

3. The abstract timing showing the departure of all passenger carrying trains at new crossing station or block cabins opened after publication of the Time Table, should be notified to all concerned by the **Divisional Railway Manager** irrespective of whether the station is opened for passenger booking or not.

For guidance of Railway Officials only and not to be shown to public.

All Railway Officials are invited to point out errors and make suggestions.

All previous Working Time Tables are ***CANCELLED.***

K.PADMAJA
Principal Chief Operations Manager

S. RAMESH BABU
Chief Passenger Transportation Manager

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GUNTUR DIVISION JURSIDICTION

S. No	Section	Length
1.	Krishna Canal (KCC) [excl] (Km 25.36 – Guntur (GNT) – Km 0.0	25.36 Rkms
2.	Repalle (RAL) Km 33.85 to Tenali (TEL) [excl] (Km1.75)	32.10 Rkms
3.	Tenali (TEL) [excl] (Km 1.80) – Guntur (GNT) (Km 25.47)	23.67 Rkms
4.	Guntur (GNT) Km 0.0 – Nallapadu (NLPD) KM 5.0 – Nadikudi (NDKD) KM 95.25 – Macherla (MCLA) Km 130.26	130.26 Rkms
5.	Nadikudi (NDKD) Km 152.69 – Pagidipalli (PGDP) [excl] Km 4.45	148.24 Rkms
6	Vishnupuram(VNUP) Km 88.81—Janpahad (JNPD) [incl] Km 77.40	11.41 RKms
7	Nallapadu (NLPD) Km 5 – Nandyal (NDL) [incl] Km 261.91	256.91 Rkms
8	Piduguralla new(PGRN) KM 5.15—Syavalyapuram (SYM) km 51.0	45.85 Rkms
9	Manipuram Cabin(MIX) km 0.0-New Guntur (NGNT) km 1.97	1.97 Rkms
	Total : RKMs	675.74

Maximum Permissible Speeds

Sl. No	Section	Direction	Max. Speed Kmph
1	Guntur-Krishna Canal Jn.	UP & DN	110
2	Tenali-Guntur (Incl. Bye pass line at Guntur Jn.)	UP & DN	110
3	Guntur- Nallapadu	UP & DN	110
4	Nallapadu - Diguvametta	UP & DN	110
5	Diguvametta - Nandyal (SL)	UP & DN	110
6	Nallapadu - Nadikude (SL)	UP & DN	110
7	Nadikude - Pagidipalli (SL)	UP & DN	110
8	Nadikude-Macherla (SL)	UP & DN	80
9	Tenali-Repalle (SL)	UP & DN	90
10	New PidugurallaJn-Savalyapuram (SL)	UP & DN	80
11	Janpahad - Vishnupuram - (SL)	UP & DN	75
12	Gundlakamma-Darsi (SL)	UP & DN	75

LIST OF NON DAILY TRAINS

Train No.	Frequency (DAYS)	Originating		Taking over		Handing over		Destination	Day
		Stn	Day	Stn	Day	Stn	Day		
12077	6	MAS	Except Tue	TEL	Except Tue	KCC	Except Tue	BZA	Except Tue
12078	6	BZA	Except Tue	KCC	Except Tue	TEL	Except Tue	MAS	Except Tue
12513	1	SC	Sat	PGDP	Sat	KCC	Sat	SCL	MON
12514	1	SCL	Wed	KCC	Fri	PGDP	Sat	SC	SAT
12783	1	VSKP	Sun	KCC	Mon	PGDP	Mon	SC	MON
12784	1	SC	Sat	PGDP	Sat	KCC	Sun	VSKP	SUN
16031	3	MAS	Wed Thu Sun	TEL	Wed Thu Sun	KCC	Wed Thu Sun	SVDK	Fri Sat Tue
16032	3	SVDK	Tue Fri Sat	KCC	Thu,Sun, Mon	TEL	Thu,Sun, Mon	MAS	Mon Tue,Fri
16093	2	MAS	Tue Sat	TEL	Tue Sat	KCC	Tue Sat	LJN	Wed Sun
16094	2	LJN	Mon Thu	KCC	Tue,Fri	TEL	Tue,Fri	MAS	Wed Sat
12755	1	COA	Thu	KCC	Thu	PGDP	Thu	BVC	Fri
12756	1	BVC	Sat	PGDP	Sun	KCC	Sun	COA	Sun
17211	3	MTM	Mon,Wed Fri	KCC	Mon,Wed Fri	NDL	Tue,Thu, Sat	YPR	Tue,Thu, Sat
17212	3	YPR	Tue,Thu, Sat	NDL	Tue,Thu, Sat	KCC	Wed,Fri, Sat	MTM	Wed,Fri, Sat
17221	2	COA	Wed Sat	KCC	Wed, Sat	PGDP	Wed Sat	LTT	Thu Sun
17222	2	LTT	Thu Sun	PGDP	Fri Mon	KCC	Fri Mon	COA	Fri Mon
17231	2	NS	Fri Sun	KCC	Fri Sun	PGDP	Fri Sun	NSL	Sat Mon
17232	2	NSL	Mon Sat	PGDP	Tue Sun	KCC	Tue Sun	NS	Tue Sun

LIST OF NON DAILY TRAINS

Train No.	Frequency (DAYS)	Originating		Taking over		Handing over		Destination	Day
		Stn	Day	Stn	Day	Stn	Day		
20701	6	SC	Except Tue	PGDP	Except Tue	TEL	Except Tue	TPTY	Except Tue
20702	6	TPTY	Except Tue	TEL	Except Tue	PGDP	Except Tue	SC	Except Tue
07030	1	SC	Mon	PGDP	Mon	KCC	Mon	AGTL	Thu
07029	1	AGTL	Fri	KCC	Sun	PGDP	Sun	SC	Sun
22707	3	VSKP	Mon, Thu, Sat	KCC	Tue, Fri, Sun	TEL	Tue, Fri, Sun	TPTY	Tue Fri Sun
22708	3	TPTY	Sun, Wed, Fri	TEL	Mon,Thu, Sat	KCC	Mon, Thu,Sat	VSKP	Mon, Thu, Sat
22203	3	VSKP	Tue, Thu Sun	KCC	Wed, Fri Mon	PGDP	Wed, Fri Mon	SC	Wed, Fri Mon
22204	3	SC	Mon, Wed,Sat	PGDP	Mon Wed,Sat	KCC	Tue, Thu Sun	VSKP	Tue, Thu Sun
22881	1	PUNE	Thu	PGDP	Thu	KCC	Fri	BBS	Fri
22882	1	BBS	Tue	KCC	Wed	PGDP	Wed	PUNE	Thu
18047	4	SHM	Mon,Tue Thu,Sat	KCC	Tue Wed Fri,Sun	NDL	Wed Thu Sat,Mon	VSG	Wed Thu Sat,Mon
18048	4	VSG	Tue,Thu, Fri,Sun	NDL	Tue,Thu, Fri,Sun	KCC	Wed Fri Sat,Mon	SHM	Wed Fri Sat,Mon
22831	1	HWH	Wed	KCC	Thu	NDL	Thu	YPR	Fri
22832	1	YPR	Fri	NDL	Fri	KCC	Fri	HWH	Sat
22883	1	PURI	Fri	KCC	Sat	NDL	Sat	YPR	Sat
22884	1	YPR	Sat	NDL	Sun	KCC	Sun	PURI	Mon
22701	5	VSKP	Exp Thu,Sun	KCC	Exp Thu,Sun	---	---	GNT	Exp Thu,Sun
22702	5	GNT	Exp Thu,Sun	---	---	KCC	Exp Thu,Sun	VSKP	Exp Thu,Sun

KRISHNA CANAL – GUNTUR

SECTION INFORMATION

Total Kilometres	TRACTION	AXLE LOAD
32.17	Electric	20.55 Tonnes

System of working	Critical Block Section	Details of Line Capacity
Absolute Block System	Mangalagiri-Namburu	

			Section	Charted Capacity	Effective Capacity	Utilisa-tion	% of Utilisa-tion
Number of station	**5**	Engineering Allowance	**KCC-GNT**	48	43	49.1	113.7
B Class	**4**	2 Minutes					
Including REP cabin							
D Class	**1**						

List Of Notice Stations

GNT

Section Wise Maximum Permissible Speed (In Kmph)

GNT-KCC	**110**
KCC-GNT	**110**

RULING GRADIENT

Section	Length in Kms.	Single /Double	Ruling Gradient			
			Up gradient (Raising)	Length in Kms.	Down gradient (Falling)	Length in Kms.
GNT-KCC	25.360	Double	1 in 250	3.722	1 in 250	11.075

Inter Sectional Running Time For Mail/Express and Passenger Train's
KCC-GNT

Up Direcction 110 KMPH	Stations	Dn Direcction 110 KMPH
--	Guntur Jn.	9
--	Reddipalem	-
10	Namburu	8
11	Mangalagiri	8
10	Krishna Canal Jn.	12
11	Vijayawada Jn.	--
42	**Total**	**37**

Note

VIJAYAWADA-GUNTUR (UP)

Kms. From GNT	Inter Distance in Kms	Train No.		17015	22203	12783	17244	12703	22707	22883	57201
		STATIONS		BBS SC Exp.	VSKP SC DURANTO	VSKP SC AC Exp	RGDA GNT Exp	HWH SC Exp	VSKP TPTY Double Decker	PURI YPR Exp	BZA GNT Pass
		Days of service from originating station		Daily	Tue,Thu, Sun	Sun	Daily	Daily	Mon, Thu Sat	Fri	Daily
		Days of entering in to section		Daily	Wed,Fri, Mon	Mon	Daily	Daily	Tue, Fri, Sun	Sat	Daily
32.17		**Vijayawada Jn. (B)**	**a**	**00:10**	**00.55**	**01.05**	**03.20**	**04.20**	**05.05**	**05.05**	
			d	**00:30**	**01.05**	**01.15**	**03.35**	**04.30**	**05.15**	**05.15**	**06.20**
	5.05		s	00.10	00.40	00.50	03.05	04.10	05.00	05.00	
27.12		**Krishna Canal Jn. (B)**		**T5**		**T5**					
		Krishna River & Bridge (Km. 427/36426/0)	a								06.38
			d	**00.50**	**01.20**	**01.35**	**03.50**	**04.45**	**05.30**	**05.30**	**06.40**
	6.84	**IBS at Km 25/3941**	s								06.30
20.28		**Mangalagiri (B)**	a				04.06				06.55
			d	01.03	01.33	01.48	04.07	04.57	05.42	05.42	06.56
	11.31	**IBS AT KM 14/2123**	s				03.30		.		06.39
8.67		**Namburu (B)**			**E2**						
			a								07.12
			d	01.13	01.45	01.58	04.20	05.05	05.52	05.52	07.13
	2.54		s								06.52
6.13		**Pedakakani H.**	a						**E2**		07.18
			d								07.19
	3.66		s								07.10
2.47		**New Guntur**									
		Reddipalem (B)	a						06.05		
		(Block Cabin)	d						06.06		
	2.47		s						05.40		
		Guntur Jn. (B)		**E2 T2**	**T3**	**E2**	**E2 T8**	**E2**		**E2T1**	**E2T3**
			a	**01.30**	**02.00**	**02.12**	**04.50**	**05.20**		**06.10 W**	**07.35**
			d	**01.35**	**02.05**	**02.17**	**....**	**05.25**		**06.20**	**....**
			s	**01.05**	**01.32**	**01:40**		**05.00**		**06.15**	

W Watering

NOTE : **Train no 22701 VSKPGNT Revised as 22875 W.E.F 01.03.2025

VIJAYAWADA-GUNTUR (UP)

12755	67229	22882	22831	17282	22701 22875 **	67769	17221	07029*	12706	17330	
COA BVC Exp	BZA GNT Pass	BBS PUNE Exp	HWH YPR Exp	NS GNT Exp	VSKP GNT UDAY Exp	BZA GNT Pass	COA LTT Exp	AGTL SC Spl	SC GNT Exp	BZA UBL Exp	Stn Code
Thu	Daily	Tue	Wed	Daily	Ex Thu, Sun	Daily	Wed Sat	Fri	Daily	Daily	
Thu	Daily	Wed	Thu	Daily	Ex Thu, Sun	Daily	Wed Sat	Sun	Daily	Daily	
09.05 **09.15**	**09.40**	**09.45** **10.05**	**09.45** **10.05**	**10.10** **10.25**	**11.35** **11.45**	**12.35**	**12.50** **13.00**	**11:35** **11:45**	**13.30** **13.35**	**13.45**	**BZA**
08.50		09.50	09.50	10.00	11.15		12.45	11:15	13.20		
09.30	**T5** **09.58** **10.00**	**T3** **10.23**	**T3** **10.23**	**T10** 10.53 **10.55**	**12.00**	**T2** 12.53 **12.55**	**T10** **13.25**	**13.00**	**13.50**	**T5** **14.05**	**KCC**
	09.50			10.20		12.45		**T 20**			
09.42	10.15 10.16	10.35	10.35	11.15 11.16	12.16	13.10 13.11	13.39 13.40	13.39 13.40	14.05 14.06	14.19 14.20	**MAG**
	10.06			10.32	12.10	12.55	13.10	13.10	13.34	14.08	
09.52	10.30 10.31	. 10.45	10.45	11.30	**E2** 12.35	13.26 13.27	13.50	13.50	**T2** 14.18	**E1** 14.35 14.36	**NBR**
	10.17					13.05				14.16	
	10.36 10.37					13.35 13.36					**PDKN**
	10.20					13.10					
											NGNT
E2T2 **10.10** **10.15**	**E2T2** **10.55** **....**	**E2** **11.00** **11.05**	**E2** **11.00** **11.05**	**E2 T8** **12.00** **....**	**T10** **13.00** **....**	**E2 T2** **14.00** **....**	**E2** **14.05** **14.10**	**E2** **14.05** **14.10**	**E2T1** **14.35** **....**	**E1** **14.50** **14.55**	**GNT**
09.40		**10.35**	**10.40**				**13.35**	**12:15**		**14.35**	

 # Expermantal Stoppage *These spl Trains Will Be Operated Until Further Advise

VIJAYAWADA-GUNTUR (UP)

Kms. From GNT	Inter Distance in Kms	Train No.		17231	17240	12078	67227	12795	17211	67247	18047
		STATIONS		NS NSL Exp	VSKP GNT Exp	BZA MAS Jan	BZA MCLA PASS	BZA LPI Exp	MTM YPR Exp	NS GNT Pass	SHM VSG Exp
		Days of service from originating station		Fri, Sun	Daily	Except Tue	Daily	Daily	Mon, Wed, Fri	Daily	Mon, Tue, Thu, Sat
		Days of entering in to section		Fri, Sun	Daily	Except Tue	Daily	Daily	Mon, Wed, Fri	Daily	Tue, Wed, Fri, Sun
32.17		Vijayawada Jn. (B)	a	14.10	14.25				17.35	18.20	19.10
			d	14.20	14.35	15.30	16.15	17.30	17.45	18.30	19.20
	5.05		s	14.00	14.20				17.35	18.10	18.55
27.12		Krishna Canal Jn. (B)			T5				T3		
		Krishna River & Bridge (Km. 427/36426/0)	a				16.33			18.48	
			d	14.35	14.55	15.45	16.35	17.45	18.03	18.50	19.50
	6.84	IBS at Km 25/3941	s				16.25			18.20	
20.28		Mangalagiri (B)	a	14.50	15.09		16.51	17.59		19.07	
			d	14.51	15.10	15.58	16.52	18.00	18.15	19.08	20.03
	11:31	IBS AT KM 14/2123	s	14.27	14.50		16.46	17.46		18.40	
8.67		Namburu (B)	a		15.25		17.07			19.24	
			d	15.01	15.26	16.08	17.08	18.10	18.25	19.25	20.13
	2.54		s		15.02		16.57			18.50	
6.13		Pedakakani H.	a		15.35	E2	17.14			19.30	
			d		15.36		17.15			19.31	
	3.66		s		15.07		17.02			18.54	
2.47		New Guntur									
		Reddipalem (B)	a			16.21					
			d			16.22					
	2.47	(Block Cabin)	s			16.10					
		Guntur Jn. (B)		E2T5	E2T2		E2T2	E2	E2T2	E2T7	E2T2
			a	15.25	15.55		17.35	18.24	18.45	19.55	20.35
			d	15.30	….		17.45	18.26	18.50	….	20.40
			s	15.05			17.45	18.17	18.30		20.10

W Watering

NOTE : ** Train no 22701 VSKPGNT Revised as 22875 W.E.F 01.03.2025

VIJAYAWADA-GUNTUR (UP)

18463	17225	17202	17644	17655*	16032	16094	12514	17215	17255	
BBS SBC Exp	NS UBL Exp	SC GNT Exp	COA CGL Exp	COA PDY Exp	SVDK MAS Exp	LJN MAS Exp	SCL SC Exp	MTM DMM Exp	NS LPI Exp	Stn Code
Daily	Daily	Daily	Mon,Tue, Fri, Sat	Wed,Thu Sun	Tue, Fri, Sat	Mon, Thu	Wed	Daily	Daily	
Daily	Daily	Daily	Mon,Tue, Fri, Sat	Wed,Thu Sun	Thu, Sun,Mon	Tue, Fri	Fri	Daily	Daily	
19.40 19.50	19.45 20.00	19.50 20.10	20.20 20.35	20.20 20.35	21.10 21.20	21.10 21.20	20.45 20.55	21.40 21.50	22.15 22.25	BZA
19.35	19.45	19.10	20.20	20.20	20.45	20.45	20.40	21.25	22.00	
20.05	T5 20.20	T10 20.38 20.40	T17 21.07	T17 21.07	T5 21.40	T5 21.40	21.13 22.00	T15 22.20	22.40	KCC
		19.20								
20.18	20.33	20.55 20.56	21.21 21.22	21.21 21.22	21.53	21.53	22.13	22.32	22.55 22.56	MAG
		20.10	20.53	20.53					22.33	
20.28	20.43	21.10 21.11	21.33	21.33	22.03	22.03	22.23	22.40	23.07	NBR
		20.22								
		21.16 21.17								PDKN
		20.25								
			E2 T7 21.47 21.48	E2 T7 21.47 21.48	E2T1 22.15 22.16	E2T1 22.15 22.16				NGNT
			21.10	21.10	21.45	21.45				
E2T2 20.45 20.50	E2T2 21.05 21.10	E2T3 21.35					E2T2 22.40 22.45	E2 22.55 23.00	E2T2 23.25 23.30	GNT
20.35	21.05						21.10	22.40	23.20	

Expermantal Stoppage * These spl Trains Will Be Operated Until Further Advise

GUNTUR -VIJAYAWADA (DOWN)

Kms from GNT	Inter Distance in Kms	Train No.		22204	17643	17656*	18048	22881	12784	17226	17256
		Stations		**SC VSKP Duranto Exp**	**CGL COA Exp**	**PDY COA Exp**	**VSG SHM Exp**	**PUNE BBS Exp**	**SC VSKP AC EXP**	**UBL NS Exp**	**LPI NS Exp**
		Days of service from originating station		Mon,Wed Sat	Tue,Wed Sat,Sun	Mon, Thu,Fri	Tue,Thu, Fri, Sun	Thu	Sat	Daily	Daily
		Days of entering in to section		Tue, Thu, Sun	Mon,Wed, Thu,Sun	Tue,Fri, Sat	Wed, Fri, Sat, Mon	Fri	Sun	Daily	Daily
		Guntur Jn. (B)	**a**	**00:25**			**01:40**	**02:35**	**02:35**	**02:55**	**03:15**
			d	**00:27**			**01:45**	**02:40**	**02:40**	**03:00**	**03:20**
	2.47		**s**	**23:55**			**01:30**	**01:55**	**02:15**	**02:30**	**02:40**
2.47		**Reddipalem (B)**									
		(Block Cabin)	a		**01:30**	**01:30**					
		New Guntur	d		**01:31**	**01:31**					
	3.66		s		00:45	00:45					
6.13		**Pedakakani H.**	a								
			d								
	2.54		s								
8.67		**Namburu (B)**					T2				
			a								
			d	00:40	01:44	01:44	02:00	02:53	02:53	03:15	03:33
	11:31	**IBS AT KM 14/20-22**	s								
20:28		**Mangalagiri (B)**					T2			T2	
			a		01:59	01:59					03:45
			d	00:50	02:00	02:00	02:15	03:05	03:05	03:30	03:46
	6.84	**IBS AT KM 24/10-12**	s		01:05	01:05					03:05#
27.12		**Krishna Canal Jn. (B)**		E2T1	E2T5	E2T5	E2T3	E2T3	E2T3	E2	E2T3
			a								
		Krishna River & Bridge	d	**01:05**	**02:20**	**02:20**	**02:35**	**03:25**	**03:25**	**03:45**	**04:05**
	5.05	(Km. 425/16-427/3)	s								
		Vijayawada Jn. (B)									
		.	**a**	**01:20**	**02:35**	**02:35**	**02:50**	**03:40**	**03:40**	**04:00**	**04:20**
			d	**01:30**	**02:45**	**02:45**	**03:00**	**03:50**	**03:50**	**04:15**	**04:30**
32.17			**s**	01:10	02:20	02:20	02:40	03:20	03:20	03:25	03:40

W - Watering

NOTE : **Train no 22701 VSKP-GNT Revised as 22875 W.E.F 01.03.2025

GUNTUR -VIJAYAWADA (DOWN)

22708	17212	18464	17216	17232	17201	17239	17222	67228	12796	
TPTY VSKP Double Decker	**YPR MTM Exp**	**SBC BBS Exp**	**DMM MTM Exp**	**NSL NS Exp**	**GNT SC Exp**	**GNT VSKP Exp**	**LTT COA Exp**	**MCLA BZA PASS**	**LPI BZA Exp**	**Stn Code**
Sun, Wed, Fri	Tue, Thu, Sat	Daily	Daily	Sat, Mon	Daily	Daily	Thu Sun	Daily	Daily	
Mon, Thu, Sat	Wed, Fri, Sun	Daily	Daily	Sun, Tue	Daily	Daily	Fri, Mon	Daily	Daily	
	03:50 **03:55**	**04:00** **04:05**	**05:10** **05:15**	**05:40** **05:45**	**06:00**	**08:00**	**08:45** **08:50**	**09:15** **09:25**	**09:38** **09:40**	**GNT**
	03:25	**03:55**	**04:25**	**05:10**			**07:25**	**08:35**	**09:12**	
03:49 **03:50**										
03:25										
					06:08 06:09	08:08 08:09		09:35 09:36		**PDKN**
					06:08	08:08		08:40		
04:00	04:10	**T5** 04:25	05:30	**T2** 06:00	06:18 06:19	08:18 08:19	09:05	09:47 **P 12796** 09:55	09:53	**NBR**
					06:13	08:15		08:53		
04:10	T2 04:25	04:40	05:42	06:14 06:15	06:33 06:34	08:33 08:34	09:20 09:21	10:16 10:18	10:05 10:06	**MAG**
				05:35	06:24	08:27	07:51	09:35	09:30	
E2 **04:25**	E2T2 **04:40**	E2T3 **05:00**	E2 T2 **06:00**	E2 **06:30**	E2 T2 **06:50**	E2 T2 **08:51**	E2 T2 **09:40**	E2 T3 **10:35** 10:37	E2 **10:21**	**KCC**
								09:55		
04:40 **04:50**	**04:55** **05:05**	**05:15** **05:25**	**06:15** **06:25**	**06:45** **06:55**	**07:05** **07:12**	**09:05** **09:10**	**09:55** **10:05**	T2 **10:55**	**10:35**	**BZA**
04:25	04:55	**05:00**	**05:55**	06:35	07:00	08:45	09:15			

 # Expermantal Stoppage *** These Spl Trains Will Be Operated Until Further Advise**

GUNTUR -VIJAYAWADA (DOWN)

Kms from GNT	Inter Distance in Kms	Train No.		17329	67248	12756	22884	16031	16093	12077	67770	12705
		Stations		**UBL BZA Exp**	**GNT BZA Pass**	**BVC COA Exp**	**YPR PURI Exp**	**MAS SVDK Exp**	**MAS LJN Exp**	**MAS BZA Jan**	**GNT BZA Pass**	**GNT SC Exp**
		Days of service from originating station		Daily	Daily	Sat	Sat	Wed,Thu Sun	Tue, Sat	Except Tue	Daily	Daily
		Days of service entering in to section		Daily	Daily	Sun	Sun	Wed,Thu Sun	Tue, Sat	Except Tue	Daily	Daily
		Guntur Jn. (B)	**a**	**11:10**		**12:00**	**12:15**					
							W					
			d	**11:15**	**11:35**	**12:05**	**12:25**				**14:10**	**15:30**
	2.47		**s**	10:20		11:55	11:15					
2.47		**Reddipalem (B)**										
		(Block Cabin)	a					**13:19**	**13:19**	**13:51**		
		New Guntur	d					**13:20**	**13:20**	**13:53**		
	3.66		s					12:16	12:16	**13:40**		
6.13		**Pedakakani H.**	a		11:43						14:18	
			d		11:44						14:19	
	2.54		s		11:40						14:18	
8.67		**Namburu (B)**					**T5**					T3
			a	11:30	11:52						14:25	
			d	11:31	11:53	12:20	12:45	13:30	13:30	14:06	14:26	15:46
	11:31	**IBS AT KM 14/20-22**	s	10:32	11:50						14:25	
20:28		**Mangalagiri (B)**										
			a	11:45	12:05						14:40	15:59
			d	11:46	12:06	12:35	12:58	13:42	13:42	14:17	14:41	16:00
	6.84	**IBS AT KM 24/10-12**	s	10:45	12:00						14:37	15:57
27.12		**Krishna Canal Jn. (B)**		E2 T2	E2T2	E2 T4	E2	E2 T10	E2 T10	E2 T6	E2 T3	E2
			a	**12:05**	**12:40**		**13:15**	**14:10**	**14:10**		**14:59**	
				p/s '12269			**P/s 12806**	**P/s 15227**				
			d	12:15	12:42	**13:00**	13:23	14:15	14:15	**14:39**	15:00	**16:15**
	5.05		s		12:05						14:45	
		Vijayawada Jn. (B)		T2	T2	T5	T4	T2	T2	T1		
		.	**a**	**12:35**	**13:00**	**13:20**	**13:45**	**14:35**	**14:35**	**14:55**	**15:15**	**16:30**
32.17			**d**			**13:30**	**13:55**	**14:50**	**14:50**			**16:35**
			s			12:50	13:30	13:10	13:10			16:25

W - Watering

NOTE : **Train no 22701 VSKP-GNT Revised as 22875 W.E.F 01.03.2025

GUNTUR -VIJAYAWADA (DOWN)

22702 22876**	67230	22832	17281	57202	12704	07030*	12513	17016	17243	
GNT VSKP UDAY Exp	**GNT BZA Pass**	**YPR HWH Exp**	**GNT NS Exp**	**GNT BZA Pass**	**SC HWH Exp**	**SC AGTL SPL**	**SC SCL Exp**	**SC BBS Exp**	**GNT RGDA Exp**	**Stn Code**
Except Thu,Sun	Daily	Fri	Daily	Daily	Daily	Mon	Sat	Daily	Daily	
Except Thu,Sun	Daily	Fri	Daily	Daily	Daily	Mon	Sat	Daily	Daily	
16:00	**16:25**	**17:20 17:25**	**17:45**	**20:10**	**20:30 W 20:40**	**21:25 21:30**	**21:25 21:30**	**21:50 21:55**	**23:20**	**GNT**
		17:00			20:30	21:10	21:10	21:40		
										NGNT
	16:35 16:36			20:17 20:18						**PDKN**
	16:30			20:16						
16:13	16:46 16:47	17:38	17:58	20:27 20:28	20:55	21:45	21:45	22:10	23:33	**NBR**
	16:35			20:22						
16:28	17:00 17:01	17:50	T7 18:19 18:20	20:42 20:43	21:10	T2 22:00	T2 22:00	T2 22:25	23:48 23:49	**MAG**
	16:45		18:00	20:34					23:40	
E2T2 **16:50**	E2 T3 17:23 **17:25**	E2 **18:05**	E2 18:38 **18:40**	E2 T4 21:08 **21:10**	E2 T3 **21:30**	E2 **22:15**	E2 **22:15**	E2 T3 **22:50**	E2 **00:05**	**KCC**
	17:10		18:10	20:43						
17:05 17:15	**17:40**	**18:20 18:30**	**18:55** 19:05	**21:25 -**	**21:45 21:55**	T5 **22:35 22:45**	**22:35 22:45**	**23:05 23:15**	**00:20 00:30**	**BZA**
16:55		18:00	18:20		21:20	22:00	22:00	22:45	00:10	

 # Expermantal Stoppage *** These Spl Trains Will Be Operated Until Further Advise**

GUNTUR – NANDYAL

SECTION INFORMATION

Total Kilometres		Traction	AXLE LOAD				
256.98		Electrical	20.55 Tonnes				
System Of Working		**Critical Block Section**	**Details of Line Capacity**				
Absolute Block System		Diguvumetta - Chelama	**Section**	**Charted Capacity**	**Effective Capacity**	**Utilisa-tion**	**% of Utilisa-tion**
Number Of Stations	29	**Engineering Allowance**	**GNT-NLPD**	48	43	52	120.4
B Class	28		**NLPD-NDL**	24	22	43.7	198.6
D Class	1						
Spl Class	NIL	15 minutes					

List Of Notice Stations

GNT, NLPD, SYM, MRK, NDL

Section Wise Maximum Permissible Speed (In Kmph)

GNT-NDL	**110**
NDL-GNT	**110**

RULING GRADIENT

Section	Length in Kms.	Single /Double	Ruling Gradient			
			Up gradient (Raising)	Length in Kms.	Down gradient (Falling)	Length in Kms.
GNT - DMT	215.833	Double	1 in 100	17.806	1 in 100	12.587
DMT-NDL	46.077	Single	1 in 100	7.450	1 in 100	10.650
NDL-YA	2.80	Single	1 in 150	0.246	1 in 150	0.319

PIDUGURALLA NEW - SAVALYAPURAM

SECTION INFORMATION

Total Kilometres		Traction	AXLE LOAD				
45.85		Electrical	20.55 Tonnes				
System Of Working		Critical Block Section	Details of Line Capacity				
Absolute Block System		Rompicherla - Piduguralla New	Section	Charted Capacity	Effective Capacity	Utilisa-tion	% of Utilisa-tion
Number Of Stations	6	Engineering Allowance	SYM-PGRN	12	8	7	87.5
		3 minutes					
B Class	4						
D Class	2						
Spl Class	NIL						

List Of Notice Stations	
SYM,PGRN	
Section Wise Maximum Permissible Speed (In Kmph)	
SYM-PGRN	80
PGRN-SYM	80

RULING GRADIENT

Section	Length in Kms	Single/Double	Ruling Gradient			
			Up gradient Raising	Length in Kms	Dp gradient Falling	Length in Kms
PGRN - SYM	45.85	Single	1 in 150	9.392	1 in 150	11.155

Note : New Section Trains Are Yet To Be Introduced

GUNDLAKAMMA - DARSI

SECTION INFORMATION

Total Kilometres		Traction	AXLE LOAD
27.82		Electrical	20.55 Tonnes
System Of Working		Critical Block Section	DIESEL LOCO MOTIVES
One Train Only		New section	
Number Of Stations	1	Engineering Allowance	
		2 minutes	
B Class	1		
D Class	NIL		
Spl Class	NIL		

List Of Notice Stations	
GNT, NLPD, SYM, MRK, NDL	
Section Wise Maximum Permissible Speed (In Kmph)	
GKM-DARSI	75
DARSI-GKM	75

Inter Sectional Running Time For Mail/Express and Passenger Train's GNT-NDL

Up Direcction 110 KMPH	Stations	Dn Direcction 110 KMPH
5	Nandyal	--
5	Nandipalli	6
8	Gazulapalli	5
22	Chelama	8
15	Diguvametta	22
14	Giddalur	15
10	Somidevipalle	14
8	J. Krishnapuram	10
11	Cumbum	8
10	Tarlupadu	11
14	Markapur Road	10
9	Gajjelekonda	14
4	Donakonda	7
6	Potlapadu	4
8	Kurichedu	6
5	Gundlakamma	8
5	Cheekateegala palem	5
7	Vinukonda	5
8	Savalyapuram	7
--	Vellalacheruvu H	--
6	Santamagulur	8
6	Munumaka	6
9	Narasaraopet	6
4	Satulur	9
6	Nudurupadu	4
9	Phirangipuram	6
6	Perecherla	9
10	Nallapadu	6
--	Guntur Jn.	10
230	Total	229

Note

GUNTUR-NANDYAL (UP)

Kms from Guntur	Inter distance in Kms	Train No.		67238	22883	17253	77211	77210	22831
		STATIONS		RAL MRK Pass	PURI YPR Exp	GNT AWB Exp	NDL RU Pass	NDL KRNT Pass	HWH YPR Exp
		Days of service at Originating station		Daily	Fri	Daily	Daily	Daily	Wed
		Days of entry into the section		Daily	Sat	Daily	Daily	Daily	Thu
		Guntur Jn. (B)	a	**05:30**	**06 10 W**				**11:00**
			d	**06:00**	**06:20**	**07:20**			**11:05**
	05.00		s	06:00	06:15				10:40
05.00		**Nallapadu Jn (B)**	a	06:15					
			d	06:16	06:34	07:33			11:18
	6.30		s	06:12		.			
11.03		**Perecherla (B)**	a	06:25		07:42			
			d	06:26	06:40	07:43			11:25
	9.81		s	06:20		07:36			
21.07		**Phirangipuram (B)**	a	06:38		07:54			
			d	06:39	06:48	07:55			11:35
	7.12		s	06:31		07:46			
28.19		**Nudurupadu (B)**	a	06:47					
				P 22883					
			d	06:59	06:54	08:02			11:41
	6.10		s	06:37					
34.29		**Satulur (B)**	a	07:07					
			d	07:08	06:58	08:07			11:46
	11.01		s	06:41					
21.30		**Narasaraopet (B)**	a	07:23	07:08	08:20			11:58
			d	07:24	07:09	08:21			11:59
	7.69		s	06:51	07:05	08:00			11:20
52.99		**Munumaka (B)**	a	07:33					
			d	07:34	07:16	08:28			12:06
	8.52		s	06:58					
61.51		**Santamagulur (B)**	a	07:42					
			d	07:43	07:22	08:35			12:16
	3.44	**IBS AT KM 68/25-27**	s	07:05					
64.95		**Vellalacheruvu H**	a	07:48					
			d	07:49					
	7.89		s	07:09					
72.84		**Savalyapuram (B)**	a	07:55					
			d	07:56	07:30	08:44			12:26
	9.81	**IBS AT KM 77/5-7**	s	07:14		.			
82.65		**Vinukonda (B)**	a	08:06		08:53			
			d	08:07	07:37	08:54			12:36
	6.90		s	07:22		08:30			

***17227/17228 GNT-DHNE stops for a minute at KM223/4 Bogada Tunnel between DMT-CMZ for engg Staff only.**

GUNTUR-NANDYAL (UP)

17228	17330	17261	17251	17211	18047	18463	17225	17215	
GNT DHNE Exp	BZA UBL Exp	GNT TPTY Exp	GNT KCG Exp	MTM YPR Exp	SHM VSG Exp	BBS SBC Exp	NS UBL Exp	MTM DMM Exp	Station Code
Daily	Daily	Daily	Daily	Mon, Wed, Fri	Mon, Tue, Thu, Sat	Daily	Daily	Daily	
Daily	Daily	Daily	Daily	Mon, Wed, Fri	Tue, Wed, Fri, Sun	Daily	Daily	Daily	
	14:50			18:45	20:35	20:45	21:05	22:55	GNT
13:00	14:55	16:30	17:30	18:50	20:40	20:50	21:10	23:00	
	14:35			18 30	20:10	20:35	21:05	22:40	
	15:10								NLPD
13:13	15:11	16:43	17:43	19:03	20:53	21:03	21:23	23:13	
	14:47								
13:21	15:20		17:50						PRCA
13:22	15:21	16:49	17:51	19:10	21:00	21:09	21:29	23:19	
13:18	14:55		17:48						
13:33			18:02						PPM
13:34	15:31	16:58	18:03	19:20	21:10	21:19	21:39	23:29	
13:28			17:59				.		
	15:39								NDPU
13:41	15:40	17:04	18:10	19:26	21:16	21:25	21:45	23:35	
	15:12				.				
									STUR
13:45	15:45	17:08	18:14	19:31	21:20	21:30	21:50	23:40	
13:56	15:59 T2	17:19	18:25	19:44	21:32	21:42	22:02	23:51	NRT
13:57	16:00	17:20	18:26	19:45	21:33	21:43	22:03	23:52	
13:50	15:27	17:16	18:20	19:15	20:45	21:25	21:30	23:20	
									MUK
14:05	16:07	17:27	18:33	19:52	21:40	21:50	22:10	23:58	
	16:17								SAB
14:11	16:18	17:33	18:39	19:58	21:46	21:56	22:16	00:04	
	15:41								
									VLE
	16:30								SYM
14:19	16:31	17:41	18:47	20:06	21:55	22:06	22:24	00:12	
	15:52								
14:28	16:41	17:50	18:55		22:04	22:16	22:33	00:20	VKN
14:29	16:42	17:51	18:56	20:13	22:05	22:17	22:34	00:21	
14:20	16:00	17:45	18:50		21:08	21:55	22:04	23:50	

Expermantal Stoppage ' W- Watering

GUNTUR-NANDYAL (UP)

Kms from Guntur	Inter distance in Kms	Train No.		67238	22883	17253	77211	77210	22831
		STATIONS		RAL MRK Pass	PURI YPR Exp	GNT AWB Exp	NDL RU Pass	NDL KRNT Pass	HWH YPR Exp
		Days of service at Originating station		Daily	Fri	Daily	Daily	Daily	Wed
		Days of entry into the section		Daily	Sat	Daily	Daily	Daily	Thu
89.55		Cheekateegala Palem (B)	a	08:17					
			d	08:18	07:42	09:00			12:43
	6.30		s	07:28					
95.85		Gundlakamma (B)	a	08:26					
		Gundlakamma River (Km	d	08:27	07:47	09:06			12:50
	11.28	93/9-21) IBS AT KM 101/27-29	s	07:35					
107.27		Kurichedu (B)	a	08:38		09:17			
			d	08:39	07:55	09:18			13:00
	6.58		s	07:44		08:51			
113.85		Potlapadu (B)	a	08:48					
			d	08:49	08:01	09:24			13:06
	6.23		s	07:51					
120.08		Donakonda (B)	a	08:57		09:30			
			d	08:58	08:05	09:31			13:12
	10.70	IBS AT KM 124/27-29	s	07:56		09:03			
130.78		Gajjelakonda (B)	a	09:10					
			d	09:11	08:14	09:42			13:22
	13.19	IBS AT KM 137/35-37	s	08:06					
23.16		Markapur Road (B)	a	09:35 E8	08:30	09:59			13:38
			d		08:31	10:00			13:39
	12.47	IBS AT KM 149/33-35	s		08:25	09:28			13:00
156.44		Tarlupadu (B)	a						
			d		08:45	10:11			13:50
	13.60	IBS AT KM 162/29-31	s						
170.04		Cumbum (B)	a			10:24			
			d		08:57	10:25			14:03
	6.90		s			09:52			

*17227/17228 GNT-DHNE stops for a minute at KM223/4 Bogada Tunnel between DMT-CMZ for engg Staff only.

GUNTUR-NANDYAL (UP)

17228	17330	17261	17251	17211	18047	18463	17225	17215	Station Code
GNT DHNE Exp	BZA UBL Exp	GNT TPTY Exp	GNT KCG Exp	MTM YPR Exp	SHM VSG Exp	BBS SBC Exp	NS UBL Exp	MTM DMM Exp	
Daily	Daily	Daily	Daily	Mon, Wed, Fri	Mon, Tue, Thu, Sat	Daily	Daily	Daily	
Daily	Daily	Daily	Daily	Mon, Wed, Fri	Tue, Wed, Fri, Sun	Daily	Daily	Daily	
14:35	16:48	17:58	19:03	20:18	22:11	22:23	22:39	00:26	CEM
14:40	16:54	18:03	19:11	20:23	22:16	22:28	22:44	00:31	GKM
							.		
14:50 14:51	17:05 17:06	18:11	T5 19:29 19:30	20:31	22:25	22:36	22:52	00:41	KCD
14:41	16:20		19:11						
14:58	17:13	18:17	19:37	20:37	22:31	22:42	22:59	00:47	POO
15:05 15:06	17:20 17:21	18:23 18:24	19:43 19:44	20:42	22:35	22:47	23:04	00:52	DKD
14:53	16:32	18:15	19:23						
T7 15:24	17:32	18:35	19:55 19:56	20:51	22:44	22:57	23:14	01:02	GJJ
			19:34						
15:39 15:40	17:49 17:50	18:51 18:52	20:12 20:13	21:07 21:08	23:00 23:01	23:12 23:13	23:29 23:30	01:16 01:17	MRK
15:18	16:57	18:40	19:50	20:37	22:00	22:45	23:00	00:50	
15:51	18:02 18:03	19:04	20:25 20:26	21:20	**T1** 23:12	23:25	23:41	01:28	TLU
	17:09		20:03						
16:04 16:05	18:16 18:17	19:17 19:18	20:39 20:40	21:34 21:35	23:25 23:26	23:39 23:40	23:55 23:56	01:39	CBM
15:42	17:22	19:05	20:17	21:00	22:22	23:05	23:25		

 # Expermantal Stoppage

GUNTUR-NANDYAL (UP)

Kms from Guntur	Inter distance in Kms	Train No.		67238	22883	17253	77211	77210	22831
		STATIONS		RAL MRK Pass	PURI YPR Exp	GNT AWB Exp	NDL RU Pass	NDL KRNT Pass	HWH YPR Exp
		Days of service at Originating station		Daily	Fri	Daily	Daily	Daily	Wed
		Days of entry into the section		Daily	Sat	Daily	Daily	Daily	Thu
176.94		**Jaggambhotla Krishnapuram (B)**	a						**T1**
			d		09:05	10:34			14:13
	12.00	**IBS AT KM 184/5-7**	s			.			
188.94		**Somidevipalle (B)**	a						
			d		09:15	10:45			14:25
	07.11	**IBS AT KM 196/03-05**	s						
203.80		**Giddalur (B)**	a		**E5**	11:00			14:42
			d		09:40	11:01			14:43
	11.27	**IBS AT KM 208/6-7**	s			10:27			14:10
215.04		**Diguvametta (B)**	a			11:16			**T1**
		Bogada Tunnel *	d		09:55	11:17			15:00
	16.65	Kms221/6-223/0	s			10:44			
231.70		**Chelama (B)**	a		**E5**				**T3**
		Chelama Tunnel	d		10:20	11:40			15:25
	10.73	Km 232/13-233/8	s						
242.42		**Gazulapalli (B)**	a		T15	11:49			**E15T5**
			d		10:45	11:50			15:55
	7.50		s			11:17			
249.35		**Nandipalli(B)**	a			E15			
			d		10:55	12:12			16:02
	7.63		s						
256.98		**Nandyal (B)**	**a**		**E5**	**T15**			**T5**
			d		**11:10**	**12:45**			**16:15**
			s		**11:15**	**12:50**	**06:30**	**06:15**	**16:20**
					11:00	**12:15**			**15:30**

***17227/17228 GNT-DHNE stops for a minute at KM223/4 Bogada Tunnel between DMT-CMZ for engg Staff only.**

GUNTUR-NANDYAL (UP)

17228	17330	17261	17251	17211	18047	18463	17225	17215	Station Code
GNT DHNE Exp	BZA UBL Exp	GNT TPTY Exp	GNT KCG Exp	MTM YPR Exp	SHM VSG Exp	BBS SBC Exp	NS UBL Exp	MTM DMM Exp	
Daily	Daily	Daily	Daily	Mon, Wed, Fri	Mon, Tue, Thu, Sat	Daily	Daily	Daily	
Daily	Daily	Daily	Daily	Mon, Wed, Fri	Tue, Wed, Fri, Sun	Daily	Daily	Daily	
16:14	18:27	19:28	20:49 20:50	21:44	23:34	**T2** 23:50	00:05	01:46	**JBK**
			20:27						
16:24	18:40 18:41	19:38	21:03 21:04	21:55	23:44	00:01	00:15	01:57	**SDV**
	17:42		20:39						
16:51 16:52	18:57 18:58	19:54 19:55	21:20 21:21	22:14 22:15	**T2** 00:01 00:02	00:18 00:19	**E15T5** 00:50 00:51	**E5** 02:20 02:21	**GID**
16:18	17:58	19:40	20:56	21:30	22:54	23:35	00:04	01:50	
T9 17:19 17:20	19:15 19:16	**E2** 20:14	21:36 21:37	22:30 **W** **17226** 22:40	**T1** 00:18	**E15T5** 00:55 **W** **17216** 01:05	**T15** 01:31	**E5T3** 02:43	**DMT**
16:35	18:14		21:14	.					
17:43	19:40	20:37	**T5** 22:05 **17226** 22:16	23:02	**T1** 00:40	**T2** 01:30	01:55	03:05	**CMZ**
				.					
18:06	19:50 19:51	T5 20:55 **18048** 21:02	22:26 22:27	23:10	00:48	01:38	02:03	03:13	**GZL**
	18:46		21:47						
E15T14 18:40	20:00	T10 21:20	22:37 **17212** 22:51	23:20 **18464** 23:31	00:53	01:45	02:10 02:20	03:18	**NDPL**
T15 **19:05** **19:10** **18:40**	**E15T10** **20:35** **20:40** **20:20**	**E13** **21:40** **21:45** **21:20**	**E15T15** **23:30** **23:35** **23:15**	**E15T10** **00:15** **00:20** **23:55**	**E15** **01:15** **01:20** **00:55**	**T2** **01:55** **02:00** **01:30**	**T5** **02:35** **02:40** **02:20**	**E5** **03:35** **03:40** **03:20**	**NDL**

 # Expermantal Stoppage **' W- Watering**

NANDYAL - GUNTUR- (DOWN)

Kms. From GNT	Inter distance in Kms	Train No.		17216	17262	17329	17252	22884	67239
		STATIONS		DMM MTM Exp	TPTY GNT Exp	UBL BZA Exp	KCG GNT Exp	YPR PURI Exp	MRK TEL Pass
		Days of service at Originating station		Daily	Daily	Daily	Daily	Sat	Daily
		Days of entry into the section		Daily	Daily	Daily	Daily	Sun	Daily
256.98		**Nandyal (B)**	a	**23:50**	**02:00**	**05:25**	**06:13**	**07:15**	
			d	**23:55**	**02:05**	**05:30**	**06:18**	**07:20**	
	7.63		s	23:35	01:55	05:10	06:00	07:05	
249.35		**Nandipalli (B)**	a						
			d	00:05	02:18	05:40	06:28	07:30	
	6.93		s						
242.42		**Gazulapalli (B)**	a			05:49	06:38		
		Chelama Tunnel Km	d	00:15	02:25	05:50	06:39	07:37	
	10.72	232/13-233/8	s			05:24	06:20		
231.70		**Chelama (B)**		**T8**	T10				
			a	00:35	02:45				
				18047	**17215**				
		Bogada Tunnel *	d	00:42	02:53	06:00	06:49	07:45	
	16.66	Kms221/6-223/0	s						
215.04		**Diguvametta (B)**	a			06:24	07:15	08:10	
							W	W	
			d	01:04	03:20	06:25	07:25	08:20	
	6.65	**IBS AT KM 209/0-1**	s			05:55	06:45		
203.80		**Giddalur (B)**	a	01:21	03:36	06:43	07:42		
			d	01:22	03:37	06:44	07:43	08:36	
	7.76	**IBS AT KM 195/26-24**	s	00:30	03:15	06:10	07:00		
188.94		**Somidevipalle (B)**	a			07:01	07:59		
			d	01:35	03:50	07:02	08:00	08:47	
	12.00	**IBS AT KM 184/24-22**	s	.		06:25	07:10		
176.94		**Jaggambhotla - Krishnapuram (B)**	a		T10		08:12		
			d	01:45	04:10	07:16	08:13	08:57	
	6.90		s				07:20		

***17227/17228 GNT-DHNE stops for a minute at KM223/4 Bogada Tunnel between DMT-CMZ for engg Staff only.**

NANDYAL - GUNTUR- (DOWN)

17227	22832	17254	18048	77212	17226	77209	17212	18464	
DHNE GNT Exp	YPR HWH Exp	AWB GNT Exp	VSG SHM Exp	RU NDL Pass	UBL NS Exp	KRNT NDL Pass	YPR MTM Exp	SBC BBS Exp	Station Code
Daily	Fri	Daily	Tue,Thu, Fri, Sun	Daily	Daily	Daily	Tue Thu Sat	Daily	
Daily	Fri	Daily	Tue,Thu, Fri, Sun	Daily	Daily	Daily	Tue Thu Sat	Daily	
08:30 **08:35**	**12:45** **12:50**	**15:45** **15:50**	**20:35** **20:40**	**21:35**	**21:50** **21:55**	**21:25**	**22:35** **22:40**	**23:10** **23:15**	**NDL**
08:05	12:30	15:30	20:25		21:35		22:30	23:00	
08:45	13:00	16:00 **22831** 16:05	20:52		22:02		22:50	**T4** 23:29	**NDPL**
	.								
08:55 08:56	13:06	16:15 16:16	21:00		22:07		23:00	23:35	**GZL**
08:17		15:45							
09:06	13:13	16:25	T2 21:10		22:15		23:08	23:43	**CMZ**
09:30 09:31	13:34	16:50 16:52	21:33 **17251 W** 21:43		22:39		23:30	00:05 **W 18048** 00:19	**DMT**
08:47		16:15	.						
09:48 09:49	13:47 13:48	17:09 17:10	21:59 22:00		22:55 22:56		23:47 23:48	00:35 00:36	**GID**
09:02	13:30	16:30	21:10		22:20		23:30	23:58	
10:00	14:01	17:23	22:14		23:10		00:01	00:48	**SDV**
					.				
10:13 10:14	14:12	17:33	22:24		23:20		00:10	00:58	**JBK**
09:28							.		

 # Expermantal Stoppage ' W- Watering

NANDYAL - GUNTUR- (DOWN)

Kms. From GNT	Inter distance in Kms	Train No.		17216	17262	17329	17252	22884	67239
		STATIONS		DMM MTM Exp	TPTY GNT Exp	UBL BZA Exp	KCG GNT Exp	YPR PURI Exp	MRK TEL Pass
		Days of service at Originating station		Daily	Daily	Daily	Daily	Sat	Daily
		Days of entry into the section		Daily	Daily	Daily	Daily	Sun	Daily
170.04		**Cumbum (B)**	a		04:22	07:27	08:24		
			d	01:54	04:23	07:28	08:25	09:02	
	13.60	**IBS AT KM 162/24-22**	s		03:50	06:45	07:30		
156.44		**Tarlupadu (B)**	a			07:43	08:40		
			d	02:10	04:35	07:44	08:41	09:16	
	12.47	**IBS AT KM 150/10-08**	s			06:57	07:40		
143.97		**Markapur Road (B)**	a	02:22	04:46	07:56	08:54	09:27	
			d	02:23	04:47	07:57	08:55	09:28	09:45
	13.19	**IBS AT KM 139/18-16**	s	01:25	04:15	07:10	08:00	08:55	
130.78		**Gajjelakonda (B)**	a				09:12		10:03
			d	02:39	05:02	08:13	09:13	09:42	10:04
	10.70	**IBS AT KM 125/2-4**	s				08:18	.	10:00
120.08		**Donakonda (B)**	a		05:14	08:22	09:23		10:16
			d	02:46	05:15	08:23	09:24	09:58	10:17
	6.23		s		04:40	07:35	08:26		10:08
113.85		**Potlapadu (B)**	a						10:24
			d	02:50	05:17	08:28	09:30	10:02	10:25
	6.58		s						10:13
107.27		**Kurichedu (B)**	a			08:36	09:40		10:39
			d	02:57	05:25	08:37	09:41	10:08	10:40
	11.42	**IBS AT KM 102/8-6**	s			07:50	08:38	.	10:20
95.85		**Gundlakamma (B)**	a	T2		E9			10:52
			d	03:07	05:33	08:55	09:50	10:16	10:53
	6.30	Gundlakamma River, Km 93/10-21	s						10:29
89.55		**Cheekateegala Palem (B)**	a						11:00
			d	03:13	05:38	09:00	09:55	10:21	11:01
	6.90		s						10:35
82.65		**Vinukonda (B)**	a	03:21	05:46	09:07	10:13		11:13
			d	03:22	05:47	09:08	T8 10:14	10:26	11:14
	9.81	**IBS AT KM 76/8-6**	s	02:30	05:10	08:15	08:58		10:41

***17227/17228 GNT-DHNE stops for a minute at KM223/4 Bogada Tunnel between DMT-CMZ for engg Staff only.**

NANDYAL - GUNTUR- (DOWN)

17227	22832	17254	18048	77212	17226	77209	17212	18464	Station Code
DHNE GNT Exp	YPR HWH Exp	AWB GNT Exp	VSG SHM Exp	RU NDL Pass	UBL NS Exp	KRNT NDL Pass	YPR MTM Exp	SBC BBS Exp	
Daily	Fri	Daily	Tue,Thu, Fri, Sun	Daily	Daily	Daily	Tue Thu Sat	Daily	
Daily	Fri	Daily	Tue,Thu, Fri, Sun	Daily	Daily	Daily	Tue Thu Sat	Daily	
10:24		17:43	22:34		23:30		00:20	01:09	
								E2	CBM
10:25	14:20	17:44	22:35		23:31		00:21	01:10	
09:38	.	16:43	21:50		22:50		00:05#	00:30	
10:38		17:58							
10:39	14:32	17:59	22:47		23:43		00:33	01:22	TLU
09:50		16:57							
10:51	14:44	18:11	22:59		23:56		00:45	01:34	
10:52	14:45	18:12	23:00		23:57		00:46	01:35	MRK
10:15	14:10	17:09	22:05		23:10		00:22	00:50	
								E1	
11:07	15:00	18:26	23:15		00:12		01:00	01:50	GJJ
11:15		18:36							
11:16	15:07	18:37	23:22		00:20		01:08	01:57	DKD
10:41	.	17:32							
								E1	
11:20	15:11	18:41	23:27		00:25		01:13	02:02	POO
							.		
11:32		18:52							
11:33	15:18	18:53	23:34		00:32		01:20	02:09	KCD
11:01	.	17:45	.						
T1									
11:43	15:26	19:01	23:42		00:40		01:28	02:18	GKM
	.		.						
								E5	
11:49	15:31	19:07	23:47		00:45		01:33	02:29	CEM
	.								
11:57		19:19	23:54		00:55			02:35	
11:58	15:36	19:20	23:55		00:56		01:38	02:36	VKN
11:25	.	18:05	22:55		00:05			01:40	

 # Expermantal Stoppage

NANDYAL - GUNTUR- (DOWN)

Kms. From GNT	Inter distance in Kms	Train No.		17216	17262	17329	17252	22884	67239
		STATIONS		DMM MTM Exp	TPTY GNT Exp	UBL BZA Exp	KCG GNT Exp	YPR PURI Exp	MRK TEL Pass
		Days of service at Originating station		Daily	Daily	Daily	Daily	Sat	Daily
		Days of entry into the section		Daily	Daily	Daily	Daily	Sun	Daily
20:09		**Savalyapuram (B)**	a			09:18	10:24 P/22884		11:25
			d	03:30	05:55	09:19	10:43	10:33	11:26
	21:21	**IBS AT KM 67/14-12**	s			08:25			10:49
22:48		**Vellalacheruvu H**	a						11:30
			d						11:31
	10:33		s						10:53
12:14		**Santamagulur (B)**	a			09:30			11:41
			d	03:40	06:02	09:31	10:53	10:42	11:42
	12:28		s			08:35			10:58
23:45		**Munumaka (B)**	a						11:52
			d	03:47	06:10	09:38	11:00	10:49	11:53
	16:33		s						11:05
21:30		**Narasaraopet (B)**	a	03:56	06:20	09:46	11:08	10:57	12:20 E8T9
			d	03:57	06:21	09:47	11:09	10:58	12:21
	00:14	**IBS AT KM 40/26-24**	s	03:15	05:45	08:50	09:20	10:12	11:12
06:57		**Satulur (B)**	a			**E6T7**			12:32
			d	04:10	06:31	10:10	11:20	11:09	12:33
	02:24		s						11:21
04.33		**Nudurupadu (B)**	a			10:16			12:40
			d	04:15	06:35	10:17	11:24	11:13	12:41
	02.52		s			09:05			11:26
01.40		**Phirangipuram (B)**					T4		
			a				11:36		12:49
			d	04:22	06:45	10:24	11:37	11:19	12:50
	19.26		s				09:41		11:33
07.12		**Perecherla (B)**	a			10:33	12:05 E15	T4	13:01
			d	04:32	06:55	10:34	12:06	11:32	13:02
	06.14		s			09:25	09:52		11:43
05.00		**Nallapadu Jn (B)**		E15	E15				T5
			a			10:43			13:19
			d	04:55	07:20	10:44	12:15	11:40	13:20
	05.00		s			09:35		.	11:50
		Guntur Jn. (B)				**T10**	**T5**	**E15T8 W**	**T5**
			a	05:10	07:35	11:10	**12:35**	12:15	13:40
			d	05:15		11:15		12:25	13:50
			s	04:25		10:20		11:15	13:30

***17227/17228 GNT-DHNE stops for a minute at KM223/4 Bogada Tunnel between DMT-CMZ for engg Staff only.**

NANDYAL - GUNTUR- (DOWN)

17227	22832	17254	18048	77212	17226	77209	17212	18464	Station Code
DHNE GNT Exp	YPR HWH Exp	AWB GNT Exp	VSG SHM Exp	RU NDL Pass	UBL NS Exp	KRNT NDL Pass	YPR MTM Exp	SBC BBS Exp	
Daily	Fri	Daily	Tue,Thu, Fri, Sun	Daily	Daily	Daily	Tue Thu Sat	Daily	
Daily	Fri	Daily	Tue,Thu, Fri, Sun	Daily	Daily	Daily	Tue Thu Sat	Daily	
12:07	15:43	19:28	T4 00:08		01:04		01:45	02:44	SYM
									VLE
T1 12:16	15:51	19:40	00:17		01:12		01:55	02:52	SAB
12:23	15:57	E10 20:00	T1 00:25		01:18		02:03	02:58	MUK
12:33 12:34	16:04 16:05	20:10 20:11	00:34 00:35		01:26 01:27		02:14 02:15	03:05 03:06	NRT
12:16	15:20	18:35	23:25		00:35		01:40	02:10	
12:45	16:15	20:22	00:45		01:37		02:25	E2 03:17	STUR
							.		
12:51	16:19	20:27	T1 00:50		01:42		02:30	03:21	NDPU
							.		
T2 13:00	16:25	20:34	00:56		01:50		02:36	03:27	PPM
	.		.					.	
13:10	16:34	20:45	T4 01:06		02:00		02:50	E2 03:40	PRCA
E15 13:35	17:40	E15 T15 21:30 C/S 17016 21:42	E15 01:25		E15 T8 02:38		E15 T15 03:38	03:45	NLPD
			.				.		
T10 14:00	E15T12 17:20 17:25	21:55	01:40 01:45		T5 02:55 03:00		03:50 03:55	E2 04:00 04:05	GNT
	16:35		01:30		02:30		03:25	03:55	

 # Expermantal Stoppage **' W- Watering**

PAGIDIPALLI - NADIKUDE – MACHERLA – GUNTUR SECTION INFORMATION							
Total Kilometres	**Traction**		**AXLE LOAD**				
PGDP-GNT 243.49 KMS NDKD-MCLA 35.01 KMS	Electrical		20.55 Tonnes				
SYSTEM OF WORKING	**Critical Block Section**		**Details of Line Capacity**				
Absolute Block system	Srirampuram – Chityala & Peddakurapadu – Sattenapalle		**Section**	**Charted Capacity**	**Effective Capacity**	**Utilisation**	**% of utilisation**
			GNT-NLPD	48	43	52	120.4
Number Of Stations	31	**Engineering Allowance**	NLPD-NDKD	24	21	44.8	213.3
B Class	29	PGDP-GNT 15 min	NDKD-PGDP	24	21	45.6	217.1
D Class	2	NDKD-MCLA 2 min	NDKD-MCLA	10	9	3.2	35.6
Spl Class	NIL	VNUP-JNPD 2 min	VNUP-JNPD	16	14	10	71.4
List of Notice Stations							
GNT, NLPD, PGRN, NDKD, MCLA, VNUP, MRGA							
MCLA for all originating trains up to GNT							
Section Wise Maximum Permissible Speed (In Kmph)							
GNT-PGDP			**110**				
PGDP-GNT			**110**				
RULING GRADIENT							
Section	**Length in Kms.**	**Single /Double**	**Ruling Gradient**				
			Up gradient	**Length in Kms.**	**Dn gradient**	**Length in Kms.**	
			Raising		**Falling**		
GNT-MCLA	130.26	Single	1 in 100	9.67	1 in 100	9.05	
PGDP – NDKD	148.19	Single	1 in 100	7.8	1 in 100	18.15	
VNUP -JNPD	11.41	Single	1 in 150	1.85	1 in 170	1.54	

Inter Sectional Running Time For Mail/Express and Passenger Train's GNT-PGDP

Up Direcction 110 KMPH	Stations	Dn Direcction 110 KMPH
--	Guntur Jn.	10
10	Nallapadu	7
6	Bandarupalli	6
6	Siripuram	4
4	Pedakurapadu	10
10	Sattenapalli	10
9	Reddigudem	4
4	Bellamkonda	5
5	New piduguralla	4
4	Piduguralla	8
9	Tummalacheruvu	9
10	Nadikudi Jn.	10
9	Pondugula	6
6	Vishnupuram	6
6	Kondrapol	7
7	Miryalaguda	7
7	Kukkadam	7
6	Thipparthy	5
5	Rayanagudem	6
7	Nalgonda	8
10	Srirampuram	8
11	Chityala	6
6	Ramannapet	7
7	Valigonda	6
7	Nagireddipalli	6
7	Bommayipalli	6
6	Pagidipalli	--
184	**Total**	**178**

Inter Sectional Running Time For Mail/Express and Passenger Train's NDKD-MCLA

Up Direcction 80 KMPH	Stations	Dn Direcction 80 KMPH
--	Nadikudi Jn.	15
14	Gurujala	10
11	Rentachintala H	21
25	Macherla	--
50	Total	46

PAGIDIPALLI-NADIKUDI-MACHERLA-GUNTUR (DN)

* Kms from BN	Inter distance in Kms	Train No.		17232	17222	67228	12796	20701	12806	12756
		STATIONS		NSL NS Exp	LTT COA Exp	MCLA BZA Pass	LPI BZA Exp	SC TPTY Exp	LPI VSKP Exp	BVC COA SF
		Days of service at Originating station		Mon,Sat	Thu,Sun	Daily	Daily	Exc Tue	Daily	Sat
		Days of entry into the section		Tue,Sun	Fri,Mon	Daily	Daily	Exc Tue	Daily	Sun
4.02		**Pagidipalli (B)**	a							
			d	**00:45**	**04:00**		**06:15**	**06:48**	**07:53**	**08:10**
			s							
8.4		**Bommayipalli(B)**	a							
			d	00:53	04:08		06:22	06:54	08:00	08:17
	4.38		s							
19.44		**Nagireddipalli (B)**	a							
			d	00:59	04:15		06:28	07:00	08:07	08:24
	11.04		s							
29.47		**Valigonda (B)**	a		04:24 **12733**					
			d	01:07	04:27		06:35	07:06	08:14	08:30
	10.03		s							
42.12		**Ramannapet (B)**	a		04:45 **22203 T5**				08:25	**8:45** **12703 E5**
			d	01:15	04:50		06:42	07:13	08:26	08:51
	12.65		s						08:07	
51.08		**Chityala (B)**	a		05:05 **12783 T3**				08:40 12703 **E5**	09:05 **12747 E3**
			d	01:21	05:08		06:47	07:18	08:45	09:11
	8.96		s							
66.31		**Srirampuram (B)**	a		05:20 **17015**					
			d	01:30	05:25		06:55	07:26	08:56	09:22
	15.23		s							
76.71		**Nalgonda (B)**	a	01:41	05:36		07:05	07:36	09:07	09:32
			d	01:42	05:37		07:06	07:37	09:08	09:33
	10.41		s	01:05 #	04:30		06:50	07:25	08:32	09:05
86.42		**Rayanagudem (B)**	a	01:55 **17255**						
			d	02:02	05:46		07:14	07:45	09:16	09:41
	9.53		s							
94.10		**Thipparthi (B)**	a							
			d	02:10	05:51		07:19	07:50	09:21	09:46
	7.86		s							
105.00		**Kukkadam (B)**	a	02:30 **12603** **T10**						
			d	02:37	05:57		07:25	07:56	09:27	09:52
	10.90		s							
114 .40		**Miryalaguda (B)**	a	02:48	06:09 **T2**			08:06 **E2**	09:36	10:01
			d	02:49	06:10		07:31	08:07	09:37	10:02
	9.40		s	01:30 #	05:00			07:46	08:58	09:31

*** Distance from BN**

*** These Spl Trains Will Be Operated Until Further Advise**

PAGIDIPALLI-NADIKUDI-MACHERLA-GUNTUR (DN)

67779	57206	17230	17645	57204	12704	12748	07030 *	12513	
KCG **NDKD** **Pass**	**MCLA** **NDKD** **Pass**	**SC** **TVC** **Exp**	**SC** **RAL** **Exp**	**MCLA** **GNT** **Pass**	**SC** **HWH** **Exp**	**VKB** **GNT** **Exp**	**SC** **AGTL** **Spl**	**SC** **SCL** **Exp**	**Stn Code**
Exc Sat	Daily	Daily	Daily	Daily	Daily	Daily	Mon	Sat	
Exc Sat	Daily	Daily	Daily	Daily	Daily	Daily	Mon	Sat	
10:40		**13:10**	**14:15**		**16:40**	**17:05**	**17:25**	**17:25**	**PGDP**
10:47		13:16	**14:21** **17646** 14:26		16:46	17:12	17:31	17:31	**BMMP**
10:57 **17229** 11:06		13:22	14:44 **22882 T5** 14:49		16:52	17:21 17:22	17:37	17:37	**NRDP**
10:39						16:50			
11:16 11:17		13:28	14:59		16:58	17:31	17:44	17:44	**VLG**
10:47									
11:27 11:28		13:35	15:10		17:05	17:39	17:51	17:51	**RMNP**
10:56									
11:36 11:37		13:41	**15:20** 15:21		17:11	17:47 17:48	17:58	17:58	**CTYL**
11:04			14:45#			17:11			
11:49 11:50		13:49	15:31		17:19	17:58	18:08	18:08	**SRMR**
11:14									
11:59 12:00		14:00 14:01	15:41 15:42		17:29 17:30	18:08 18:09	18:17	18:17	**NLDA**
11:27		13:53	15:05#		17:27	17:32			
12:06		14:08	15:49		17:37	18:18	18:22	18:22	**RYGA**
12:12 12:13		14:13	15:55 **12805** 16:00		17:42	18:23	18:30	18:30	**TPPI**
11:40									
12:28 **12755** **17646** 12:50		14:26	16:15 **17221** **T5** 16:20		17:48	18:29	18:38	18:38	**KADM**
13:05 **22882** 13:12		14:29 14:30	16:30 16:31		17:57 17:58	18:36 18:37	18:47	18:47	**MRGA**
11:57		14:23	15:35 #		17:55	18:01			

 # Expermantal Stoppage

PAGIDIPALLI-NADIKUDI-MACHERLA-GUNTUR (DN)

* Kms from BN	Inter distance in Kms	Train No.		17232	17222	67228	12796	20701	12806	12756
		STATIONS		NSL NS Exp	LTT COA Exp	MCLA BZA Pass	LPI BZA Exp	SC TPTY Exp	LPI VSKP Exp	BVC COA SF
		Days of service at Originating station		Mon,Sat	Thu,Sun	Daily	Daily	Exc Tue	Daily	Sat
		Days of entry into the section		Tue,Sun	Fri,Mon	Daily	Daily	Exc Tue	Daily	Sun
125 .92		**Kondrapol (B)**	a	**02:59**			07:40			
				12733			**12747**			
			d	03:04	06:19		07:46	08:15	09:46	10:10
	11.52		s							
135.97		**Vishnupuram (B)**	a						T1	
		Krishna bridge	d	03:12	06:25		07:54	08:21	09:53	10:16
	9.5	KM 138/8- 139/3	s							
143.40		**Pondugula(B)**							T1	
			a							
			d	03:20	06:31		08:00	08:27	10:00	10:22
	8.39		s							
152.69		**Nadikudi Jn. (B)**		**T2**	**T10**			E1	**T1**	**E2**
0			a	03:35	06:50				10:11	10:32
					12703					
			d	03:36	06:55		08:08	08:35	10:12	10:33
	9.34		s	02:10#	05:30				09:30	10:06
			a							
130.31		**Macherla (B)**	d			**05:30**				
			s			E2				
*115.16			a			05:53				
		Rentachintala H	d			05:54				
	8.18		s			05:50				
*106.98			a			06:06				
		Gurujala (D)	d			06:07				
	11.73		s			06:01				
*95.25		**Nadikudi Jn. (B)**				**E3**				
			a	03:35	06:50	06:24			10:11	10:32
			d	03:36	06:55	06:26	08:08	08:35	10:12	10:33
	11.93		s	02:10#	05:30	06:15			09:30	10:06
83.76		**Tummalacheruvu (B)**	a	03:50	07:05	06:40				
				17015	**12747**	**12703, P-17222**	**T2**	E1		
			d	03:57	07:10	07:20	08:17	08:43	10:22	10:43
	9.24		s	..		06:25				
74.10		**Piduguralla (B)**	a	04:07		07:32	**E2**	E1	10:30	**E2**
			d	04:08	07:19	07:33	08:25	08:50	10:31	10:51
	5.15		s	02:50#		06:34			09:50	
68.95		**Piduguralla new (B)**	a					E1		
			d	04:14	07:23	07:40	08:29	08:54	10:37	10:55
	8.53		s	…						
60.42		**Bellamkonda (B)**	a			07:47				
			d	04:19	07:28	07:48	08:34	08:58	10:42	11:00
	6.13		s	…		06:44				

*** Distance from BN**

*** These Spl Trains Will Be Operated Until Further Advise**

PAGIDIPALLI-NADIKUDI-MACHERLA-GUNTUR (DN)

67779	57206	17230	17645	57204	12704	12748	07030 *	12513	
KCG **NDKD** **Pass**	**MCLA** **NDKD** **Pass**	**SC** **TVC** **Exp**	**SC** **RAL** **Exp**	**MCLA** **GNT** **Pass**	**SC** **HWH** **Exp**	**VKB** **GNT** **Exp**	**SC** **AGTL** **Spl**	**SC** **SCL** **Exp**	**Stn Code**
Exc Sat	Daily	Daily	Daily	Daily	Daily	Daily	Mon	Sat	
Exc Sat	Daily	Daily	Daily	Daily	Daily	Daily	Mon	Sat	
13:23		14:38	16:40		18:05	18:45	18:54	18:54	**KDGL**
13:33 13:34		14:44	16:48		18:11	18:54 18:55	19:03	19:03	**VNUP**
12:14						18:15			
T10 13:57 13:58		14:50	16:55		18:17	19:04	19:10	19:10	**PDGL**
12:25									
E8T2 14:20 …		**E3T5** 15:10 **12805** 15:15	**T5** 17:15 **17231** 17:20		18:27	19:12 19:13	**E15** 19:35 **12795** 19:41	**E15** 19:35 **12795** 19:41	**NDKD**
		14:55	16:05 #			18:32			
	13:05			**16:30**					**MCLA**
	13:28 13:29			16:53 16:54					**RCA**
	13:28			16:50					
	13:41 13:42			17:06 17:07					**GZA**
	13:38			17:00					
	E2T4 **14:05** **…**	15:10 15:15	17:15 17:20	17:27 17:32	18:27	19:12 19:13	19:35 19:41	19:35 19:41	**NDKD**
		14:55	16:05 #	17:18		18:32			
		15:26 **17221** 15:30	17:30	17:44 17:45	18:37	19:29 **12795 E4** 19:33	19:51	19:51	**TMLU**
				17:25					
		15:40 15:41	17:39 17:40	17:57 17:58	18:47 18:48	19:43 19:44	19:58	19:58	**PGRL**
		15:15	16:30 #	17:37	18:45	18:52			
		15:46	17:48	18:05	18:53	19:50	20:02	20:02	**PGRN**
		15:51	17:54	18:13 18:14	18:58	19:55	20:08	20:08	**BMKD**
				17:47					

 # Expermantal Stoppage

PAGIDIPALLI-NADIKUDI-MACHERLA-GUNTUR (DN)

* Kms from BN	Inter distance in Kms	Train No.		17232	17222	67228	12796	20701	12806	12756
		STATIONS		NSL NS Exp	LTT COA Exp	MCLA BZA Pass	LPI BZA Exp	SC TPTY Exp	LPI VSKP Exp	BVC COA SF
		Days of service at Originating station		Mon,Sat	Thu,Sun	Daily	Daily	Exc Tue	Daily	Sat
		Days of entry into the section		Tue,Sun	Fri,Mon	Daily	Daily	Exc Tue	Daily	Sun
54.29		**Reddigudem (B)**	a			07:55 **17229**				
			d	04:24	07:33	08:00	08:38	09:02	10:46	11:04
	11.92		s	…		06:49				
42.37		**Sattenapalli (B)**	a	04:36	07:44 **17229**	08:14	**E1**	**E1**	10:58 **12755**	11:15
			d	04:37	07:50	08:15	08:48	09:10	10:59	11:16
	12.73		s	03:45#	06:30	07:01			10:15	10:54
29.64		**Pedakurapadu (B)**	a			08:27	**E2**	E1		
			d	04:47	08:00	08:28	08:58	09:18	11:09	11:26
	6.68		s			07:12				
22.96		**Siripuram (B)**	a	**T3**		08:35 **57203**				
			d	04:55	08:05	08:40	09:02	09:22	11:14	11:31
	9.38		s			07:17				
13.58		**Bandarupalli (B)**	a			08:49				
			d	05:01	08:11	08:50	09:08	09:28	11:20	11:37
	8.58		s			07:24				
5.00		**Nallapadu Jn (B)**	a			09:00				
			d	05:10	08:18	09:01	09:15	09:34	11:27	11:43
	5.00		s			07:32				
		GUNTUR JN	a	**E15** **05:40**	**E15** **08:45**	E3 **09:15**	E10 **09:38**	E1 **09:45** **W**	**E10T2** **11:50**	**E3T2** **12:00**
			d	**05:45**	**08:50**	**09:25**	**09:40**	**09:50**	**12:00**	**12:05**
			s	05:10	07:25	08:35	09:12	09:40	11:40	11:55

*** Distance from BN**

*** These Spl Trains Will Be Operated Until Further Advise**

PAGIDIPALLI-NADIKUDI-MACHERLA-GUNTUR (DN)

67779	57206	17230	17645	57204	12704	12748	07030 *	12513	
KCG	**MCLA**	**SC**	**SC**	**MCLA**	**SC**	**VKB**	**SC**	**SC**	
NDKD	**NDKD**	**TVC**	**RAL**	**GNT**	**HWH**	**GNT**	**AGTL**	**SCL**	**Stn Code**
Pass	**Pass**	**Exp**	**Exp**	**Pass**	**Exp**	**Exp**	**Spl**	**Exp**	
Exc Sat	Daily	Daily	Daily	Daily	Daily	Daily	Mon	Sat	
Exc Sat	Daily	Daily	Daily	Daily	Daily	Daily	Mon	Sat	
				18:22	**19:05**				
					12795				
		15:55	18:00	18:23	19:11	19:59	20:14	20:14	**REM**
				17:52					
		16:07	18:12	18:36		20:09	20:35	20:35	
							20702 T10	**20702 T10**	
		16:08	18:13	18:37	19:21	20:10	20:42	20:42	**SAP**
		15:41	17:10 #	18:04		19:20			
				18:51		20:30			
				12795		**20702 E9**			
		16:18	18:24	18:56	19:31	20:34	20:52	20:52	**PKPU**
				18:15					
			18:34	19:05					
		16:22	18:35	19:06	19:35	20:40	20:56	20:56	**SRPM**
			17:30 #	18:20					
				19:16					
		16:29	18:43	19:17	19:42	20:46	21:03	21:03	**BDPL**
				18:27					
		E12		19:27		**E1**			
		16:48	18:50	19:28	19:50	20:53	21:10	21:10	**NLPD**
				18:35					
		T8	**E15**	T7E8	E15T10	E1			
		17:10	**19:20**	**20:00**	**20:30**	**21:05**	**21:25**	**21:25**	
		W			**W**				**GNT**
		17:20	**19:25**	**…**	**20:40**	**…**	**21:30**	**21:30**	
		17:00	18:35		20:30		21:10	21:10	

 # Expermantal Stoppage **'W- Watering**

PAGIDIPALLI-NADIKUDI-MACHERLA-GUNTUR (DN)

* Kms from BN	Inter distance in Kms	Train No.		17016	12604	12734	22204
		STATIONS		SC BBS Exp	HYB MAS Exp	LPI TPTY Exp	SC VSKP Duranto Exp
		Days of service at Originating station		Daily	Daily	Daily	Mon,Wed,Sat
		Days of entry into the section		Daily	Daily	Daily	Mon,Wed,Sat
4.02		**Pagidipalli (B)**	a				
			d	**17:40**	**18:10**	**19:05**	**21:00**
			s				
8.4		**Bommayipalli(B)**	a				**E2**
			d	17:47	18:18	19:12	21:08
	4.38		s				
19.44		**Nagireddipalli (B)**	a				**E3** 21:18 **12795**
			d	17:53	18:24	19:18	21:23
	11.04		s				
29.47		**Valigonda (B)**	a				
			d	18:00	18:30	19:24	21:30
	10.03		s				
42.12		**Ramannapet (B)**	a				
	12.65		d	18:08	18:38	19:32	21:37
			s				
51.08		**Chityala (B)**	a				
	8.96		d	18:14	18:44	19:37	21:43
			s				
66.31		**Srirampuram (B)**	a				
			d	18:23	18:52	19:45	21:51
	15.23		s				
76.71		**Nalgonda (B)**	a	18:33	19:02	19:55	**E6** 22:05 **20702**
			d	18:34	19:03	19:56	22:10
	10.41		s	18:18	18:49	19:38	
86.42		**Rayanagudem (B)**	a				
			d	18:42	19:12	20:04	22:17
	9.53		s				
94.10		**Thipparthi (B)**	a			**T3** 20:15 **12795**	
			d	18:47	19:17	20:22	22:22
	7.68		s				
105.0		**Kukkadam (B)**	a				
	10.90		d	18:53	19:23	20:31	22:29
			s				
114 .40		**Miryalaguda (B)**	a	19:01	19:31	20:39	
			d	19:02	19:32	20:40	22:36
	9.40		s	18:45	19:15	20:05	

*** Distance from BN**

*** These Spl Trains Will Be Operated Until Further Advise**

PAGIDIPALLI-NADIKUDI-MACHERLA-GUNTUR (DN)

67775	67777	22881	12784	17256	17625	
KCG **MRGA** **Pass**	**MRGA** **NDKD** **Pass**	**PUNE** **BBS** **Exp**	**SC** **VSKP** **AC Exp**	**LPI** **NS** **Exp**	**KCG** **RAL** **Exp**	**Stn Code**
Daily	Daily	Thu	Sat	Daily	Daily	
Daily	Daily	Thu	Sat	Daily	Daily	
21:10		**22:25**	**22:25**	**22:45**	**23:58**	**PGDP**
21:20 **12795** 21:30		22:32	22:32	22:54 **20702** 22:59	00:06	**BMMP**
21:40 21:41		**E5** 22:45 **20702** 22:52	**E5** 22:45 **20702** 22:52	**E2** 23:10	00:12	**NRDP**
21:26						
21:50 21:51		23:01	23:02	**E1** 23:18	00:19	**VLG**
21:35						
22:00 22:01		23:08	23:10	23:26	00:27	**RMNP**
21:46						
22:20 **20702 E8** 22:31		23:15	23:16	**E2** 23:34	00:35	**CTYL**
21:55						
22:41 22:42		23:22	23:24	23:42	00:44	**SRMR**
22:06						
22:51 22:50		23:31 23:32	23:32	23:53 23:54	**T1** 00:53	**NLDA**
22:17		21:50		23:23		
22:57		23:38	23:38	00:02	01:00	**RYGA**
23:07 23:08		23:44	23:44	00:07	T1 01:06	**TPPI**
22:28						
23:18		E1 23:52	E1 23:52	00:13	01:16 **12514** 01:22	**KADM**
23:40 …	**23:45**	00:01	00:01	00:20	01:33 **17256** 01:42	**MRGA**
…	…					

 # Expermantal Stoppage

PAGIDIPALLI-NADIKUDI-MACHERLA-GUNTUR (DN)

* Kms from BN	Inter distance in Kms	Train No.		17016	12604	12734	22204
		STATIONS		SC BBS Exp	HYB MAS Exp	LPI TPTY Exp	SC VSKP Duranto Exp
		Days of service at Originating station		Daily	Daily	Daily	Mon,Wed,Sat
		Days of entry into the section		Daily	Daily	Daily	Mon,Wed,Sat
125 .92		**Kondrapol (B)**	a				
			d	19:10	19:41	20:49	22:43
	11.52		s				
134.97		**Vishnupuram (B)**	a		19:50 **12795**		
		Krishna bridge	d	19:16	19:56	20:55	22:49
	9.05	KM 138/8- 139/3	s				
143.40		**Pondugula(B)**	a	E15T3 19:45 **12795**			**E1**
			d	19:51	20:04	21:01	22:56
	8.39		s				
152.690		**Nadikudi Jn. (B)**	a	**T2** 20:03	**T3** 20:16	21:12 **20702**	**E1**
			d	20:04	20:17	21:15	23:06
	9.34		s	19:15	19:45	20:35	
130.31		**Macherla (B)**	a d				
	15.10		s				
115.16		**Rentachintala H**	a d				
	8.18		s				
106.98		**Gurujala (D)**	a d				
	11.73		s				
95.25		**Nadikudi Jn. (B)**					
			a	20:03	20:16	21:12	
			d	20:04	20:17	21:15	23:06
	11.93		s	19:15	19:45	20:35	
83.76		**Tummalacheruvu (B)**	a				E1
			d	20:14	20:27	21:25	23:15
	9.24		s				
74.10		**Piduguralla (B)**	a	20:24	20:37	21:35	**E1**
			d	20:25	20:38	21:36	23:21
	5.15		s	19:34	20:04	20:55	
68.95		**Piduguralla new (B)**	a		20:55 **20702** **E5T3**		
			d	20:31	21:00	21:43	23:25
	8.53		s				
60.42		**Bellamkonda**	a				
			d	20:36	21:08	21:48	23:30
	6.13		s				

*** Distance from BN**

*** These Spl Trains Will Be Operated Until Further Advise**

PAGIDIPALLI-NADIKUDI-MACHERLA-GUNTUR (DN)

67775	67777	22881	12784	17256	17625	
KCG MRGA Pass	MRGA NDKD Pass	PUNE BBS Exp	SC VSKP AC Exp	LPI NS Exp	KCG RAL Exp	Stn Code
Daily	Daily	Thu	Sat	Daily	Daily	
Daily	Daily	Thu	Sat	Daily	Daily	
	23:58	**E1** 00:10	**E1** 00:10	00:27	01:52	**KDGL**
	….					
	00:08 00:09	**E3** 00:20	E3 00:20	**E3** 00:36	02:02 **12603** 02:08	**VNUP**
	23:58					
	00:19	**T3** 00:30	**T3** 00:30	00:46 **12514** 00:51	02:20 **17626** 02:25	**PGDL**
	E3T15 **00:55**	**T1** 00:40	**T1** 00:40	**E2** 01:05 **12756** 01:10	**T4** 02:38	**NDKD**
						MCLA
						RCA
						GZA
		00:40	00:40	01:05 01:10	02:38	**NDKD**
		00:52 **17255** 00:58	00:52 **17255** 00:58	01:20	E2 02:50	**TMLU**
		T2 01:10	T2 01:10	**E1** 01:30	03:00 **22203** 03:08	**PGRL**
		T1 01:16	T1 01:16	01:35	03:18 **17015 ,12783** 03:30	**PGRN**
		01:24	01:24	01:40	03:38	**BMKD**

 # Expermantal Stoppage

PAGIDIPALLI-NADIKUDI-MACHERLA-GUNTUR (DN)

* Kms from BN	Inter distance in Kms	Train No.		17016	12604	12734	22204
		STATIONS		SC BBS Exp	HYB MAS Exp	LPI TPTY Exp	SC VSKP Duranto Exp
		Days of service at Originating station		Daily	Daily	Daily	Mon,Wed,Sat
		Days of entry into the section		Daily	Daily	Daily	Mon,Wed,Sat
54.29		**Reddigudem (B)**	a	20:45 **20702 T3**			
			d	20:50	21:12	21:52	23:34
	11.92		s				
42.37		**Sattenapalli (B)**	a	21:01	21:23	22:02	
			d	21:02	21:24	22:03	23:44
	12.73		s	19:58	20:30	21:23	
29.64		**Pedakurapadu (B)**	a				
			d	21:12	21:35	22:14	23:54
	6.68		s				
22.96		**Siripuram (B)**	a	T3		**T1**	
			d	21:20	21:39	22:20	23:58
	9.38		s				
13.58		**Bandarupalli (B)**	a				
			d	21:27	21:46	22:27	00:04
	8.58		s				
5.00		**Nallapadu Jn (B)**	a				
			d	21:34	21:54	22:34	00:11
	5.00		s				
		GUNTUR JN		**T5**	**E10 T4**	**E15**	**E6**
			a	**21:50**	**22:20** **W**	**23:00** **W**	**00:25**
			d	**21:55**	**22:30**	**23:10**	**00:27**
			s	**21:40**	**22:10**	**22:55**	**23:55**

*** Distance from BN**

*** These Spl Trains Will Be Operated Until Further Advise**

PAGIDIPALLI-NADIKUDI-MACHERLA-GUNTUR (DN)

67775	67777	22881	12784	17256	17625	
KCG **MRGA** **Pass**	**MRGA** **NDKD** **Pass**	**PUNE** **BBS** **Exp**	**SC** **VSKP** **AC Exp**	**LPI** **NS** **Exp**	**KCG** **RAL** **Exp**	**Stn Code**
Daily	Daily	Thu	Sat	Daily	Daily	
Daily	Daily	Thu	Sat	Daily	Daily	
		01:28	01:28	01:50 **12733** 01:57	03:42	**REM**
		01:38 **12733** 01:46	01:38 **12733** 01:46	02:07	E2 03:52	**SAP**
		T1 01:56	T1 01:56	02:17	E2 04:02	**PKPU**
		02:02	T1 02:02	02:23 **22203** 02:32	E1 04:08	**SRPM**
		02:09	02:09	02:40	04:15	**BDPL**
		02:17	02:17	02:48	04:22	**NLPD**
		E5 **02:35** **02:40**	**E5** **02:35** **02:40**	**E4T12** **03:15** **03:20**	**E8** **04:40** **04:45**	**GNT**
		01:55	**02:15**	**02:40**	**04:10**	

 # Expermantal Stoppage **'W- Watering**

GUNTUR-MACHERLA-NADIKUDI-PAGIDIPALLI (UP)

Kms from BN	Inter distance in Kms	Train No.		12603	12733	22203	17626	12783
		STATIONS		MAS HYB Exp	TPTY LPI Exp	VSKP SC Duranto Exp	RAL VKB Exp	VSKP SC AC Exp
		Days of service at originating station		Daily	Daily	Tue,Thu, Sun	Daily	Sun
		Days of entry into the section		Daily	Daily	Mon,Wed,Fri	Daily	Mon
		Guntur Jn. (B)	**a**	**23:55 W**	**00:50 W**	**02:00**	**00:20**	**02:12**
			d	**00:05**	**01:00**	**02:05**	**00:25**	**02:17**
			s	**23:35**	**00:30**	**01:32**	**00:10**	**01:40**
5.0		**Nallapadu Jn (B)**	**a**					
			d	00:20	01:15	02:17	00:40	02:30
	5.0		**S**					
13.58		**Bandarupalli (B)**	**a**					02:37 **12756**
			d	00:26	01:21	02:24	00:46	02:42
	8.58		**s**					
22.96		**Siripuram (B)**	**a**					
			d	00:32	01:28	02:30	00:52	02:49
	9.38		**s**					
29.64		**Pedakurapadu (B)**	**a**					**T6**
			d	00:37	01:32	02:35	00:57	03:00
	6.68		**s**					
42.37		**Sattenapalli (B)**	**a**	00:49	01:44			
			d	00:50	01:45	02:44	01:06	03:10
	12.73		**s**	00:14 #	01:10			
54.29		**Reddigudem (B)**	**a**					
	11.92		**d**	01:01	01:55	02:53	01:15	03:19
			s					
60.42		**Bellamkonda (B)**	**a**		**T1**		01:22 **22881 12784**	
	6.13		**d**	01:06	02:00	02:57	01:25	03:23
			s					
68.95		**Piduguralla NEW (B)**	**a**	01:13 **22881 12784**			01:35 **12756**	
	8.53		**d**	01:17	02:05	03:02	01:40	03:28
			s					
74.10		**Piduguralla (B)**	**a**	01:29 **T6**	02:12			
	5.15		**d**	01:30	02:13	03:06	01:48	03:35
			s	00:40 #	01:45 #			

*** Distance from BN**

*** These Spl Trains Will Be Operated Until Further Advise**

GUNTUR-MACHERLA-NADIKUDI-PAGIDIPALLI (UP)

17015	67778	67776	12703	12747	17229	57203	
BBS **SC** **Exp**	**NDKD** **MRGA** **Pass**	**MRGA** **KCG** **Pass**	**HWH** **SC** **Exp**	**GNT** **VKB** **Exp**	**TVC** **SC** **Exp**	**GNT** **MCLA** **Pass**	**Stn Code**
Daily	Daily	Daily	Daily	Daily	Daily	Daily	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	
01:30 **01:35**			**05:20** **05:25**	**05:45**	**06:55** **W** **07:05**	**08:00**	**GNT**
01:05			**05:00**		**06:30**		
01:48			05:38	06:00	07:18	08:15 **17222** 08:20	**NLPD**
						08:11	
T5 02:05 **22881** 02:10			05:45	06:06	07:25	08:30 08:31	**BDPL**
						08:18	
02:30 **P-22203** **12756** 02:36			05:52	06:12	07:31	08:41 08:42	**SRPM**
						08:25	
T2 02:44			05:56	06:17	07:35	08:55 **12796** **E3** **'20701** 09:19	**PKPU**
						08:31	
02:56 02:57			06:06	06:28 06:29	07:47 07:48	09:32 09:33	**SAP**
02:05 #				06:24	07:11	08:43	
03:08			06:16	06:40	07:58	09:46 09:47	**REM**
						08:52	
T1 03:13			06:20	06:44	08:03	09:55 09:56	**BMKD**
						08:57	
T2 03:20			06:25	06:49	08:08	10:02	**PGRN**
03:26 **P-12783** 03:45			06:34 06:35	06:56 06:57	08:22 **12796** 08:26	10:09 10:10	**PGRL**
'02:30 #	…		06:01	06:49	07:41	09:08	

 # Expermantal Stoppage **'W- Watering**

GUNTUR-MACHERLA-NADIKUDI-PAGIDIPALLI (UP)

Kms from BN	Inter distance in Kms	Train No.		12603	12733	22203	17626	12783
		STATIONS		MAS HYB Exp	TPTY LPI Exp	VSKP SC Duranto Exp	RAL VKB Exp	VSKP SC AC Exp
		Days of service at originating station		Daily	Daily	Tue,Thu, Sun	Daily	Sun
		Days of entry into the section		Daily	Daily	Mon,Wed,Fri	Daily	Mon
83.34		**Tummalacheruvu (B)**	a					**T1**
			d	01:40	02:23	03:15	01:58	03:45
	9.24		s					
95.27		**Nadikudi Jn. (B)**	a	01:50	02:34			
					17625			
			d	01:51	02:39	03:25	02:10	03:55
	11.93		*s*	01:05 #	02:05 #			
106.98		**Gurujala (D)**	a					
			d					
	11.73		*s*					
115.16		**Rentachintala H**	a					
			d					
	8.18		*s*					
130.31		**Macherla (B)**	a					
			d					
			s					
152.74		**Nadikudi Jn. (B)**	a	01:50	02:34			
0			d	01:51	02:39	03:25	02:10	03:55
	9.34		s	01:05 #	02:05 #			
143.4		**Pondugula (B)**	a				**T5**	
		KRISHNA BRIDGE	*d*	02:01	02:49	03:34	02:25	04:04
	8.39	KM 139/3-138/8	*s*					
134.97		**VISHNUPURAM (B)**	a					
			d	02:08	02:55	03:40	02:32	04:10
	9.05		s					
125.92		**Kondrapol (B)**	a		**T1**		02:52	
							P-12733	
			d	02:15	03:02	03:46	03:12	04:16
	11.52		s					
114.4		**Miryalaguda (B)**						
			a	02:25	03:12			
			d	02:26	03:13	03:53	03:22	04:23
	9.40		s	01:40 #	02:45 #			
105.00		**Kukkadam (B)**	a	**T2**				
			d	02:36	03:21	04:00	03:29	04:30
	10.90		s					
94.10		**Thipparthi (B)**	a					
			d	02:42	03:27	04:06	03:36	04:36
	7.86		s					

*** Distance from BN**

*** These Spl Trains Will Be Operated Until Further Advise**

GUNTUR-MACHERLA-NADIKUDI-PAGIDIPALLI (UP)

17015	67778	67776	12703	12747	17229	57203	
BBS **SC** **Exp**	**NDKD** **MRGA** **Pass**	**MRGA** **KCG** **Pass**	**HWH** **SC** **Exp**	**GNT** **VKB** **Exp**	**TVC** **SC** **Exp**	**GNT** **MCLA** **Pass**	**Stn Code**
Daily	Daily	Daily	Daily	Daily	Daily	Daily	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	
03:55			06:45	07:07	**08:38** **20701** 08:44	**10:20** **12806** **12756** 10:44	**TMLU**
						09:18	
04:09 **T1** 04:10			06:55	07:17 07:18	08:56 08:57	10:58 11:03	**NDKD**
03:00 #				07:10	08:08	09:35	
						11:20 11:21	**GZA**
						09:48	
						11:35 11:36	**RCA**
						09:58	
						E2T5 **12:10** …	**MCLA**
04:09 04:10	04:45		06:55	07:17 07:18	08:56 08:57		**NDKD**
03:00 #				07:10	08:08		
T1 04:20	04:55 04:56		07:05	07:27	09:07		**PDGL**
	04:55						
04:26	05:04 05:05		07:11	07:36 07:37	09:14		**VNUP**
	05:04			07:27			
04:33	05:13		07:17	07:45	09:20		**KDGL**
04:41 04:42	**E2T3** 05:30 …	05:35	07:25 **12796** 07:32	**E6** 08:03 **20701** 08:08	**T2** 09:30 **12806** 09:38		**MRGA**
03:30 #			06:52	07:41	08:33		
04:50		05:43	07:53 **20701** **T10** 07:58	08:18	09:48 **12756** 09:53		**KADM**
04:56		05:50 **17222** 05:55	08:05	08:24	**T9** 10:09		**TPPI**
		05:50					

 # Expermantal Stoppage

GUNTUR-MACHERLA-NADIKUDI-PAGIDIPALLI (UP)

Kms from BN	Inter distance in Kms	Train No.		12603	12733	22203	17626	12783
		STATIONS		MAS HYB Exp	TPTY LPI Exp	VSKP SC Duranto Exp	RAL VKB Exp	VSKP SC AC Exp
		Days of service at originating station		Daily	Daily	Tue,Thu, Sun	Daily	Sun
		Days of entry into the section		Daily	Daily	Mon,Wed,Fri	Daily	Mon
86.24		**Rayanagudem (B)**	a		**T1**			
			d	02:47	03:34	04:11	03:43	04:41
	9.53		s					
76.71		**Nalgonda (B)**		**T2**	**T1**		**T3**	
			a	02:59	03:45			
			d	03:00	03:46	04:18	03:56	04:48
	10.41		s	02:05 #	03:05			
66.31		**Srirampuram (B)**	a		**T1**		T2	
			d	03:12	03:58	04:28	04:08	04:55
	15.23		s					
51.08		**Chityala (B)**	a	**T2**	**T4**	**T1**	T2	
			d	03:24	04:12	04:40	04:20	05:03
	8.96		s					
42.12		**Ramannapet (B)**	a		**T2**		**04:35 P-22203 T5 17222**	**T10**
			d	03:32	04:20	04:47	04:55	05:20
	12.65		s					
29.47		**Valigonda (B)**	a	**E5T3**	**E5**			
			d	03:48	04:32	04:54	05:05	05:27
	10.03		s					
19:44		**Nagireddipalli (B)**	a		**T1**			**T1**
			d	03:55	04:40	05:01	05:12	05:35
	11.04		s					
8.4		**Bommayipalli (B)**	a					
			d	04:02	04:47	05:10	05:20	05:42
	4.38		s					
4.02*		**Pagidipalli (B)**		**E10**	**E10**	**T5 E15**	**E15T5**	**E15**
			a					
			d	**04:20**	**05:05**	**05:30**	**05:50**	**06:05**
			s					

*** Distance from BN**

*** These Spl Trains Will Be Operated Until Further Advise**

GUNTUR-MACHERLA-NADIKUDI-PAGIDIPALLI (UP)

17015	67778	67776	12703	12747	17229	57203	
BBS **SC** **Exp**	**NDKD** **MRGA** **Pass**	**MRGA** **KCG** **Pass**	**HWH** **SC** **Exp**	**GNT** **VKB** **Exp**	**TVC** **SC** **Exp**	**GNT** **MCLA** **Pass**	**Stn Code**
Daily	Daily	Daily	Daily	Daily	Daily	Daily	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	
05:01		06:01	08:11	08:29	10:14		**RYGA**
05:10 05:11		06:11 06:12	08:20 08:21	08:38 08:39	10:23 10:24		**NLDA**
03:55 #		06:05	07:21	08:14	09:07		
05:23		06:24 06:25	08:32	08:53 12806 08:57	10:34		**SRMR**
		06:17					
05:35		06:38 **12796** 06:41	08:44	09:10 09:11	10:45		**CTYL**
		06:30		08:36			
05:42		06:51 06:52	08:50	09:20	10:51		**RMNP**
		06:38					
05:50		07:04 **20701** 07:10	08:57	09:27	10:58		**VLG**
		06:48					
05:57		07:20 07:21	09:04	09:37 09:38	11:05		**NRDP**
		06:58		09:00			
06:17 **12796** **E13** 06:22		07:33 **12806** 08:01	09:10	09:48	11:12		**BMMP**
E2 **06:35**		**08:25**	**E15T5** **09:40**	**E9** **10:05**	**E15** **11:35**		**PGDP**

 # Expermantal Stoppage

GUNTUR-MACHERLA-NADIKUDI-PAGIDIPALLI (UP)

Kms from BN	Inter distance in Kms	Train No.		17646	12755	57205	22882	12805
		STATIONS		RAL SC Exp	COA BVC Exp	NDKD MCLA Pass	BBS PUNE Exp	VSKP LPI Exp
		Days of service at originating station		**Daily**	**Thu**	**Daily**	**Tue**	**Daily**
		Days of entry into the section		**Daily**	**Thu**	**Daily**	**Wed**	**Daily**
		Guntur Jn. (B)	a	**09:15**	**10:10**		**11:00**	**13:40**
			d	**09:20**	**10:15**		**11:05**	**13:45**
			s	08:50	09:40		10:35	13:15
5.00		**Nallapadu Jn (B)**	a	**T8**			11:25 **12806** **T5**	
			d	09:48	10:28		11:30	14:00
	5.00		S					
13.58		**Bandarupalli (B)**	a					
			d	09:55	10:35		11:38	14:06
	8.58		s					
22.96		**Siripuram (B)**	a	10:04				
			d	10:05	10:41		11:44	14:12
	9.38		s	#09:30				
29.64		**Pedakurapadu (B)**	a					
			d	10:11	10:45		11:49	14:16
	6.68		s					
42.37		**Sattenapalli (B)**	a	10:24	10:57 **12806**			14:26
			d	10:25	11:00		11:59	14:27
	12.73		s	09:49	10:20			13:55
54.29		**Reddigudem (B)**	a	10:40 **12806**				
			d	10:47	11:11		12:09	14:37
	11.92		s					
60.42		**Bellamkonda (B)**	a	10:55 **12756**				
			d	11:05	11:16		12:13	14:41
	6.13		s	10:03				
68.95		**Piduguralla NEW (B)**	a	11:12 **P 12755**				
			d	11:27	11:21		12:18	14:46
	8.53		s					
74.10		**Piduguralla (B)**	a	11:34				14:52
			d	11:35	11:26		12:22	14:53
	5.15		s	10:15				14:20

*** Distance from BN**

*** These Spl Trains Will Be Operated Until Further Advise**

GUNTUR-MACHERLA-NADIKUDI-PAGIDIPALLI (UP)

17221	07029*	17231	67227	67780	12795	20702	12514	17255	Stn Code
COA LTT Exp	AGTI SC SPL	NS NSL Exp	BZA MCLA Pass	NDKD KCG Pass	BZA LPI Exp	TPTY SC VB Exp	SCL SC Exp	NS LPI Exp	
Wed,Sat	**Fri**	**Fri,Sun**	**Daily**	**Exc Sat**	**Daily**	**EX Tue**	**Wed**	**Daily**	
Wed,Sat	**Sun**	**Fri,Sun**	**Daily**	**Exc Sat**	**Daily**	**EX Tue**	**Fri**	**Daily**	
14:05 **14:10**	**14:05** **14:10**	**15:25** **15:30**	**17:35** **17:45**		**18:24** **18:26**	**20:00** **W** **20:05**	**22:40** **22:45**	**23:25** **23:30**	**GNT**
13:35	12:15	15:05	17:45		18:17	19:45	21:10	23:20	
14:23	14:23	15:43	18:00 18:01		18:39	20:17	22:58	23:43	**NLPD**
			17:56						
14:30	14:30	15:50	18:14 18:15		18:45	20:22	23:08	23:55 **22204** 00:04	**BDPL**
			18:03						
14:36	14:36	15:57	T5 18:30 **17645** 18:35		18:51	20:28	23:18	00:11	**SRPM**
			18:12						
14:40	14:40	16:07 **17230** **T3** 16:12	18:45 **P-12795 T5** 19:04		18:55	20:33	23:25	00:15	**PKPU**
			18:20						
14:52 14:53	14:53	16:25 16:26	19:18 **12704** 19:22		19:03	20:41	23:40	00:25	**SAP**
14:16		15:45	18:33						
15:02	15:02	16:36	19:34 19:35		19:10	20:48	**T10** 00:02	00:34	**REM**
			18:44						
15:06	15:06	16:40	19:50 **12748** **12513** 20:10		19:14	20:52	00:07	00:39	**BMKD**
			18:51						
15:11	15:11	16:45	20:16		19:18	20:57	00:12	00:44	**PGRN**
15:15	15:16	16:53 16:54	20:22 **17016** **12604** 20:40		19:24	21:00	00:17	00:50	**PGRL**
		16:10	19:04						

 # Expermantal Stoppage **'W- Watering**

GUNTUR-MACHERLA-NADIKUDI-PAGIDIPALLI (UP)

Kms from BN	Inter distance in Kms	Train No.		17646	12755	57205	22882	12805
		STATIONS		RAL SC Exp	COA BVC Exp	NDKD MCLA Pass	BBS PUNE Exp	VSKP LPI Exp
		Days of service at originating station		**Daily**	**Thu**	**Daily**	**Tue**	**Daily**
		Days of entry into the section		**Daily**	**Thu**	**Daily**	**Wed**	**Daily**
83.76		**Tummalacheruvu (B)**	a					
			d	11:47	11:36		12:32	15:02
	9.24		s					
95.25		**Nadikudi Jn. (B)**	a	12:00	11:48			15:13
			d	12:01	11:49	**15:00**	12:42	15:14
	11.93		*s*	10:36	11:03	…		14:41
106.98		**Gurujala (D)**	a			15:16		
			d			15:17		
	11.73		*s*			15:16		
115.16		**Rentachintala H**	a			15:29		
			d			15:30		
	8.18		*s*			15:29		
130.31		**Macherla (B)**	a			**E2** **16:00**		
			d			…		
			s					
152.740		**Nadikudi Jn. (B)**	a	12:00	11:48			15:13
			d	12:01	11:49		12:42	15:14
	9.34		s	10:36	11:03			14:41
143.41		**Pondugula (B)**	a					
		KRISHNA BRIDGE	*d*	12:11	11:59		12:52	15:22
	8.39	KM 139/3-138/8	*s*					
134.97		**VISHNUPURAM (B)**	a		**T1**			
			d	12:18	12:06		12:58	15:28
	9.05		s					
125.92		**Kondrapol (B)**	a					
			d	12:25	12:13		13:04	15:34
	11.52		s					
114.4		**Miryalaguda (B)**	a	12:36	12:23 **T1**			15:42
			d	12:37	12:24		13:11	15:43
	9.40		s	11:06	11:33			15:11
105.00		**Kukkadam (B)**	a	**T2**				E1
			d	12:47	12:31		13:18	15:52
	10.90		s					
94.10		**Thipparthi (B)**	a					
			d	12:54	12:37		13:24	15:58
	7.68		s					

*** Distance from BN**

*** These Spl Trains Will Be Operated Until Further Advise**

GUNTUR-MACHERLA-NADIKUDI-PAGIDIPALLI (UP)

17221	07029*	17231	67227	67780	12795	20702	12514	17255	Stn Code
COA LTT Exp	AGTI SC Spl	NS NSL Exp	BZA MCLA Pass	NDKD KCG Pass	BZA LPI Exp	TPTY SC VB Exp	SCL SC Exp	NS LPI Exp	
Wed,Sat	**Fri**	**Fri,Sun**	**Daily**	**Exc Sat**	**Daily**	**EX Tue**	**Wed**	**Daily**	
Wed,Sat	**Sun**	**Fri,Sun**	**Daily**	**Exc Sat**	**Daily**	**EX Tue**	**Fri**	**Daily**	
15:28	15:26	17:04	20:51 20:52		19:32	21:06	00:27	00:58	**TMLU**
			19:13						
15:40 15:41	15:39	17:16 17:17	21:05 21:06		19:40	21:14	00:40	01:08	**NDKD**
15:01		16:30	19:25						
			21:24 21:25						**GZA**
			19:41						
			21:39 21:40						**RCA**
			19:55						
			E2T3 **22:10**						**MCLA**
15:40 15:41	15:39	17:16 17:17		**16:10**	19:40	21:14	00:40	01:08	**NDKD**
15:01		16:30		…					
15:51	15:49	17:27		16:20 16:21	19:49	21:20	00:50	01:18	**PDGL**
				16:20					
15:57	15:56	17:33		16:30 **17645** 16:35	19:55	21:26	00:57	01:25	**VNUP**
				16:28					
16:04	16:04	17:40		16:43 **07132** 16:47	20:01	21:32	01:05	01:32	**KDGL**
16:14 16:15	16:15	17:55 **12704** 18:00		16:58 17:00	20:08	21:40 21:41	01:13	01:40	**MRGA**
15:30		17:00		16:52		21:17			
16:23	16:23	18:08		17:09	20:15	21:48	01:21	01:47	**KADM**
16:28	16:28	18:20 **12748** 18:26		17:17 17:18	20:21	21:54	01:29	01:53	**TPPI**
				17:09					

 # Expermantal Stoppage

GUNTUR-MACHERLA-NADIKUDI-PAGIDIPALLI (UP)

Kms from BN	Inter distance in Kms	Train No.		17646	12755	57205	22882	12805
		STATIONS		RAL SC Exp	COA BVC Exp	NDKD MCLA Pass	BBS PUNE Exp	VSKP LPI Exp
		Days of service at originating station		Daily	Thu	Daily	Tue	Daily
		Days of entry into the section		Daily	Thu	Daily	Wed	Daily
86.42		Rayanagudem (B)	a					E1
			d	13:00	12:43		13:29	16:04
	9.53		s					
76.71		Nalgonda (B)	a	13:10	12:53		13:35 17230 T15	16:12
			d	13:11	12:54		14:02	16:13
	10.41		s	11:33	12:01		12:50	15:39
66.31		Srirampuram (B)	a					E1
			d	13:26	13:05		14:14	16:25
	15.23		s					
51.08		Chityala (B)	a	13:39 17230	E1			
			d	13:44	13:17		14:26	16:36
	8.96		s	#12:04				
42.12		Ramannapet (B)	a	13:54	13:30 17230 E6			16:44
			d	13:55	13:36		14:32	16:45
	12.65		s	#12:14				16:08
29.47		Valigonda (B)	a	T5				16:54 12704
			d	14:08	13:43		14:40	16:59
	10.03		s					
19.44		Nagireddipalli (B)	a					17:17 12748 E7
			d		13:50		14:48	17:21
	11.04		s					
8.4		Bommayipalli (B)	a					17:30 12513, 17016
	4.38		d	14:23	13:56		14:55	17:47
			s					
	4.58	Pagidipalli (B)		E15	E8		E15	E5
4.02*			a					
			d	14:45	14:10		15:20	18:00
			s					

GUNTUR-MACHERLA-NADIKUDI-PAGIDIPALLI (UP)

17221	07029*	17231	67227	67780	12795	20702	12514	17255	Stn Code
COA LTT Exp	AGTI SC Spl	NS NSL Exp	BZA MCLA Pass	NDKD KCG Pass	BZA LPI Exp	TPTY SC VB Exp	SCL SC Exp	NS LPI Exp	
Wed, Sat	**Fri**	**Fri,Sun**	**Daily**	**Exc Sat**	**Daily**	**EX Tue**	**Wed**	**Daily**	
Wed, Sat	**Sun**	**Fri,Sun**	**Daily**	**Exc Sat**	**Daily**	**EX Tue**	**Fri**	**Daily**	
16:34	16:34	18:34 **17016** 18:40		17:30 **12704** 17:38	20:26	21:58	01:36	02:00	**RYGA**
16:44 16:45	16:45	18:55 **12604** **T3** 19:04		17:50 **P/12748, 12513, 17016** 18:30	20:36 20:37	22:08 22:09	01:45	02:15 02:16	**NLDA**
16:00		18:00		17:25	**20:10**	**21:50**		01:45 #	
16:56	16:56	19:14		18:42 **12604** 18:50	20:49	22:19	01:58	02:28	**SRMR**
				17:36					
17:09 **12704** 17:14	17:09 **12704** 17:14	19:30 **12734 E5** 19:37		19:03 19:04	21:00	E3 22:31	02:12	02:40	**CYTL**
				17:50					
17:32 **12748, 12513, 17016** 18:14	17:32 **12748, 12513, 17016** 18:14	19:47		19:11 19:12	**T1** 21:08	E3 22:40	02:21	02:46	**RMNP**
				18:00					
18:25 **12604** 18:30	18:25 **12604** 18:30	19:54		19:19 **12734** 19:24	21:15	22:47	02:29	02:54	**VLG**
				18:09					
18:40	18:40	20:02		19:33 19:34	21:22	22:52	02:37	03:02	**NRDP**
				18:19					
19:05 **12734** **E15 T3** 19:12	19:05 **12734** **E15T3** 19:12	20:10		19:42	21:29	22:59	02:45	03:10	**BMMP**
T15 **19:35**	**T15** **19:35**	**E10** **20:30**		**E7** **19:55**	**E15** **21:50**	**23:06**	**E15T10** **03:20**	**E15T15** **03:50**	**PGDP**

GUNTUR-TENALI-REPALLE

SECTION INFORMATION

Total Kilometres	Traction	AXLE LOAD
GNT-TEL 25.47 KMS TEL-RAL 34.00 KMS	Electrical	20.55 Tonnes

SYSTEM OF WORKING	Critical Block Section		Details of Line Capacity				
Absolute Block system	Vejendla-Guntur		**Section**	**Charted Capacity**	**Effective Capacity**	**Utilisation**	**% of utilisation**
			TEL-RAL	12	11	7	64.8
Number Of Stations	11	**Engineering Allowance**	**GNT-TEL**	24	18	20	111.1
B Class	6	GNT-TEL 2 min					
D Class	5	TEL-RAL 2 min					
Spl Class	NIL						

List of Notice Stations	
GNT,RAL	
RAL for originating trains	
Section Wise Maximum Permissible Speed (In Kmph)	
TEL-RAL	90
RAL-TEL	90
GNT-TEL	110
TEL-GNT	110

RULING GRADIENT

Section	Length in Kms.	Single /Double	Ruling Gradient			
			Up gradient	Length in Kms.	Dn gradient	Length in Kms.
			Raising		Falling	
GNT-TEL	25.47	Double	1 in 130	0.805	1 in 140	0.469
TEL-RAL	33.81	Single	1 in 150	0.35	1 in 100	0.4

Inter Sectional Running Time For Mail/Express and Passenger Train's RAL-TEL

Up Direcction 90 KMPH	Stations	Dn Direcction 90 KMPH
5	Repalle	---
5	Pallikona	5
3	Bhattiprolu	5
5	Penumarru H	3
4	Vemuru	6
6	Zampani H	4
3	Chinnaravuru	6
--	Tenali Jn.	5
31	**Total**	**34**

Inter Sectional Running Time For Mail/Express and Passenger Train's GNT-TEL

UP Direcction 110 KMPH	STATIONS	Dn Direcction 110 KMPH
12	Tenali Jn.	--
6	Sangamjagarlamudi	12
10	Vejendla	6
--	Guntur Jn.	13
28	**Total**	**31**

GUNTUR-REPALLE (UP)

*Kms from Tenali	Inter distance in Kms	Train No.		17625	22707	67249	20701	67223	12806	67239	67231	12078
		STATIONS		KCG RAL Exp	VSKP TPTY Double Decker	GNT-RAL Pass	SC TPTY VB Exp	GNT-RAL Pass	LPI VSKP Exp	MRK TEL Pass	TEL RAL Pass	BZA MAS Jan
		Days of service at originating station		Daily	Mon, Thu, Sat	Daily	Ex Tue	Daily	Daily	Daily	Daily	Exc Tue
		Days of entry into section		Daily	Tue, Fri, Sun	Daily	Ex Tue	Daily	Daily	Daily	Daily	Exc Tue
25.43		**Guntur Jn. (B)**	a	**04:40**			**09:45**		**11:50**	**13:40**		
							W					
			d	**04:45**		**07:45**	**09:50**	**11:20**	**12:00**	**13:50**		
	1.69		s	**04:10**			**09:40**	**...**	**11:40**	**13:30**		
23.74		**Manipuram (C) Block cabin**										
	23.74											
24.00		**New Guntur (B) (Reddipalem)**	a		06:05							16:21
			d		06:06							16:22
			s		05:40							16:10
14.00		**Vejendla (B)**			E1							
			a	04:59		08:00		11:34		14:04		
			d	05:00	06:18	08:01	10:02	11:35	12:15	14:05		16:34
	5.73		s	04:25		07:55		11:31		13:42		
8.27		**Sangamjagarlamudi (B)**			**E1**							
			a			08:11		11:43		14:12		
			d	05:07	06:25	08:12	10:06	11:44	12:26	14:13		16:40
	4.45		s			08:02		11:36		13:47		
		Tenali Jn. (B)						**E2**	**E2T2**	**E2T8**		**E2T8**
			a	**05:20**	**06:38**	**08:25**	**10:17**	**12:00**	**12:45**	**14:45**		**16:56**
*			d	**05:25**	**06:40**	**08:26**		**12:02**	**12:55**		**14:20**	**16:58**
	6.73		s	**04:45**	**06:15**	**08:10**		**11:47**	**12:40**		**...**	**16:35**
2.91		**Chinnaravuru (D)**	a	05:32		08:34		12:09			14:27	
			d	05:33		08:35		12:10			14:28	
	6.89		s	04:53		08:15		11:51			14:24	
9.80		**Zampani H**	a			08:41		12:17			14:37	
			d			08:42		12:18			14:38	
	3.87		s			08:20		11:58			14:31	
13.67		**Vemuru (B)**	a	05:44		08:48		12:25			14:45	
			d	05:45		08:49		12:26			14:46	
	6.29		s	05:05		08:25		12:03			14:36	
19.96		**Penumarru H**	a			08:57		12:33			14:53	
			d			08:58		12:34			14:54	
	3.15		s			08:32		12:09			14:41	
23.11		**Bhattiprolu (D)**	a	05:54		09:04		12:38			14:59	
			d	05:55		09:05		12:39			15:00	
	5.23		s	05:15		08:37		12:13			14:46	
28.34		**Pallikona (D)**	a	06:04		09:11		12:46			15:07	
			d	06:05		09:12		12:45			15:08	
	5.66		s	05:25		08:43		12:19			14:52	
				E4		**E4**		**E2T4**			**E2T5**	
34.00		**Repalle (B)**	**a**	**06:15**		**09:25**		**13:00**			**15:20**	
			s			**...**		**...**			**...**	

*** Distance from TEL 'W- Watering**

GUNTUR-REPALLE (UP)

67233	17230	17645	67235	17644	17655	16032	16094	12604	67237	12734	
TEL RAL Pass	**SC TVC Exp**	**SC RAL Exp**	**GNT-TEL Pass**	**COA-CGL Exp**	**COA-PDY Exp**	**SVDK MAS Exp**	**LJN MAS Exp**	**HYB-MAS Exp**	**TEL-RAL Pass**	**LPI TPTY Exp**	**Stn. Code**
Daily	Daily	Daily	Daily	Mon,Tue, Fri,Sat	Wed,Thu Sun	Tue, Fri, Sat	Mon, Thu	Daily	Daily	Daily	
Daily	Daily	Daily	Daily	Mon,Tue, Fri,Sat	Wed,Thu Sun	Thu,Sun, Mon	Tue, Fri	Daily	Daily	Daily	
	17:10 W 17:20	**19:20 19:25**	**21:10**					**22:20 W 22:30**		**23:00 W 23:10**	**GNT**
	17:00	**18:35**	**...**					**22:10**		**22:55**	
											MIX
				21:47 21:48	21:47 21:48	22:15 22:16	22:15 22:16				**NGNT**
				21:10	21:10	21:45	21:45				
	17:33	19:39 19:40	21:24 21:25	21:55	21:55	22:26	22:26	22:45		23:25	**VJA**
		18:45	21:24								
	17:47	19:50 19:51	21:33 21:34	21:59	21:59	22:36	22:36	22:55		23:35	**SJL**
		18:55	21:28								
16:40	**E2T3 18:05 18:07**	**20:05 20:10**	**E2T4 21:55**	**E2T5 22:27 22:29**	**E2T5 22:27 22:29**	**E2T1 22:53 22:55**	**E2 22:53 22:55**	**E2T5 23:20 23:22**	**22:40**	**E2T15 00:05 00:07**	**TEL**
...	**17:45**	**19:10**		**21:45**	**21:45**	**22:20**	**22:20**	**23:00**	**...**	**23:40**	
16:47 16:48		20:20 20:21							22:46 22:47		**CIV**
16:45		19:20							22:44		
16:57 16:58									**... ....**		**ZPI**
16:52									**....**		
17:05 17:06		20:32 20:33							22:59 **17626** 23:08		**VMU**
16:56		19:35#							23:02		
17:13 17:14									23:16 23:17		**PUMU**
17:03									23:08		
17:19 17:20		20:43 20:44							23:23 23:24		**BQU**
17:07		19:40							23:14		
17:27 17:28		20:53 20:54							23:31 23:32		**POA**
17:13		19:50#							23:22		
E2T5 17:40		**E4 21:05**							**E2T1 23:40**		**RAL**
...		**...**							**...**		

 # Experimental Stoppage **** These Trains Spl Will Be Operated Until Further Advise**

REPALLE -GUNTUR (DN)

*Kms from Tenali	Inter distance in Kms	Train No.		12733	17643	17656*	22708	67238	17229	17646	67250
		Stations		TPTY-LPI Exp	CGL COA Exp	PDY COA Exp	TPTY VSKP Double Decker	RAL-MRK Pass	TVC SC Exp	RAL-SC Exp	RAL-GNT Pass
		Days of service at originating station		Daily	Tue,Wed Sat,Sun	Mon,Thu Fri	Sun,Wed, Fri	Daily	Daily	Daily	Daily
		Days of entry into the section		Daily	Mon,Wed, Thu,Sun,	Tue,Fri, Sat	Mon,Thu, Sat	Daily	Daily	Daily	Daily
34.00		**Repalle (B)**	d					**04:00**		**07:10**	**09:35**
	5.66		s					…		…	…
28.34		**Pallikona (D)**	a					04:07		07:19	09:43
	5.23		d					04:08		07:20	09:44
			s					04:06		07:16	09:42
23.11		**Bhattiprolu (D)**	a					04:14		07:27	09:51
			d					04:15		07:28	09:52
	3.15		s					04:12		07:22	09:48
19.96		**Penumarru H**	a					…			09:58
			d								09:59
	6.29		s					**…**			09:52
		Vemuru (B)									
13.67			a					04:26		07:39	10:08
	3.87		d					04:27		07:40	10:09
			s					04:23		07:33	10:00
9.80		**Zampani H**	a					…			10:15
	6.89		d					**E2**			10:16
			s					**….**			10:05
2.91		**Chinnaravuru (D)**	a					04:36		07:52	10:24
	2.91		d					04:37		07:53	10:25
			s					04:35		07:43	10:12
											E2T3
*		**Tenali Jn. (B)**	a	**00:15**	**00:55**	**00:55**	**03:15**	**04:43**	**06:18**	**08:10**	**10:35**
	3.82		d	**00:17**	**00:57**	**00:57**	**03:17**	**04:45**	**06:20**	**08:15**	**10:40**
			s	**23:50**	**00:25**	**00:25**	**02:55**	**04:45**	**05:55**	**08:05**	**10:20**
8.27		**Sangamjagarlamudi (B)**	a					05:00		08:30	10:55
			d	00:29	01:09	01:09	03:29	05:01	06:33	08:31	10:56
	4.45		s					04:53		08:16	10:32
14.0		**Vejendla (B)**	a					05:11	**T1**	08:44	11:06
			d	00:35	01:13	01:13	03:35	05:12	06:40	08:45	11:07
	5.73		s					05:00		08:22	10:39
23.74	23.74	**Manipuram (C) Block cabin**									
		Reddipalem			**E2T2**	**E2T2**	**E2**				
		New Guntur (B)	a		01:30	01:30	03:49				
			d		01:31	01:31	03:50				
24.00			s		00:45	00:45	03:25				
				E2				**E2T2**	**E2**	**E2T8**	**E2 T3**
	1.69	**Guntur Jn. (B)**	a	**00:50**				05:30	**06:55**	**09:15**	**11:25**
				W					**W**		
25.43			d	**01:00**				06:00	**07:05**	**09:20**	**…**
			s	**00:30**				06:00	**06:30**	08:50	

*** Distance from TEL 'W- Watering**

REPALLE -GUNTUR (DN)

16031	16093	12805	12077	67224	67236	67232	67234	20702	12603	17626	Station Code
MAS SVDK Exp	**MAS LJN Exp**	**VSKP LPI Exp**	**MAS BZA Jan Shatabdi**	**RAL-TEL Pass**	**TEL-GNT Pass**	**RAL-TEL Pass**	**RAL-GNT Pass**	**TPTY SC VB Exp**	**MAS-HYB Exp**	**RAL VKB Exp**	
Wed, Thu, Sun	Tue,Sat	Daily	Exc Tue	Daily	Daily	Daily	Daily	EX Tue	Daily	Daily	
Wed, Thu, Sun	Tue,Sat	Daily	Exc Tue	Daily	Daily	Daily	Daily	EX Tue	Daily	Daily	
				13:10		**15:30**	**18:00**			**22:40**	**RAL**
				…		…	…			…	
				13:18 13:19		15:39 15:40	18:09 18:10			22:47 22:48	**POA**
				13:17		15:37	18:07			22:47	
				13:26 13:27		15:47 15:48	18:17 18:18			22:55 22:56	**BQU**
				13:25		15:43	18:15			22:54	
				13:32 13:33		15:54 15:55	18:24 18:25				**PUMU**
				13:31		15:47	18:19				
				13:41 13:42		16:03 16:04	**E2T15** 18:48 18:49			23:07 23:08	**VMU**
				13:40		15:53	18:30			23:05	
				13:49 13:51		16:09 16:10	18:56 18:57				**ZPI**
				13:45		15:57	18:35				
				13:57 13:58		16:16 16:17	19:05 19:06			23:20 23:21	**CIV**
				13:53		16:06	18:46			23:17	
12:30 **12:32**	**12:30** **12:32**	**12:55** **13:05**	**13:23** **13:25**	**E2T2** **14:10** …	**15:15**	**E2T4** **16:30** …	**19:13** **19:15**	… **19:35**	**23:18** **23:20**	**E2T2** **23:35** **23:40**	**TEL**
11:20	**11:20**	**12:55**	**13:10**				**18:53**		**22:55**	**23:30**	
12:45	12:45	13:20	13:35		15:32 15:33		19:30 19:31	19:45	23:33	23:53	**SJL**
					15:26		19:07				
13:06	13:06	13:25	13:39		15:41 15:42		19:37 19:38	19:49	23:37	00:01 00:02	**VJA**
					15:32		19:14			23:45	
											MIX
E2 T15 13:19 13:20	**E2 T15** 13:19 13:20		**E2** 13:51 13:53								**NGNT**
12:16	12:16		13:40								
		E2 **13:40** **13:45**			**E2T10** **16:10** **….**		**E2 T3** **19:55** …	**E2** **20:00** **W** **20:05**	**E2T2** **23:55** **W** **00:05**	**E2** **00:20** **00:25**	**GNT**
		13:15						**19:45**	**23:35**	**00:10**	

 # Experimental Stoppage * These Spl Trains Will Be Operated Until Further Advise

INTEGRATED BLOCK

Block For Integrated Maintains By All Department In The Day Prior To Commencement Of Block And Lifting The Same, Controllers Should Be Informed And PN Exchange

Section	Up/ Dn	Between Trains		From	To	Duration	Remarks
GNT-KCC (EXCEPT-SUN)							
GNT-KCC	D/L	12796	16093	09:50	12:50	03.00	1. Regulation of T.no 17329 UBL-BZA 95 min at GNT-BZA 2. Train no 67248 GNT-BZA Diverted via GNT-TEL-BZA
KCC-GNT							
KCC-GNT	U/L	57201	12755	7.35	10.35	03.00	1. T.no 12755 COA-BVC to be regulated for 25 min at KCC
TEL-RAL							
TEL-RAL	S/L	67237	67238	01:00	04:00	03:00	NIL
GNT-TEL							
TEL-GNT	D/L	12077	67234	14:00	17:00	03:00	1. Cancellation of T.no 67236 TEL-GNT Pass.
GNT-TEL	U/L	12806	12078	12.40	15.40	03:00	1. Partially Cancellation T.no 67239 GNT-TEL pass.
NDL-NLPD							
NDL-DMT	S/L	22832	17254	13.35	16.35	03:00	1. Regulation of T no. 17254 AWB-GNT for 45 mines at NDL.
DN TRAINS							
DMT-JBK	D/L	17227	22832	10:10	13:10	03:00	NIL
JBK-TLU	D/L	17227	22832	11:00	14:00	03:00	NIL
TLU-DKD	D/L	17227	22832	11:20	14:20	03:00	NIL
DKD-VKN	D/L	17227	22832	12:00	15:00	03:00	NIL
VKN-SAB	D/L	17227	22832	12:20	15:20	03:00	NIL
SAB-NRT	D/L	17227	22832	12:40	15:40	03:00	NIL
NRT-PPM	D/L	17227	22832	13:10	16:10	03:00	NIL
PPM-NLPD	D/L	17227	22832	13:40	16:40	03:00	NIL
UP TRAINS							
SDV-DMT	U/L	17253	22831	11:00	14:00	03:00	1. Regulation of T no.22831 HWH-SSPN for 10 mines at SDV on THU.
CBM-SDV	U/L	17253	22831	10:30	13:30	03:00	NIL
MRK-CBM	U/L	17253	22831	10:10	13:10	03:00	NIL
DKD-MRK	U/L	17253	22831	09:40	12:40	03:00	NIL
KCD-DKD	U/L	17253	22831	09:20	12:20	03:00	NIL
VKN-KCD	U/L	17253	22831	09:05	12:05	03:00	NIL
SAB-VKN	U/L	17253	22831	08:45	11:45	03:00	NIL
STUR-SAB	U/L	17253	22831	08:30	11:30	03:00	NIL
PPM-STUR	U/L	17253	22831	08:00	11:00	03:00	NIL
NLPD-PPM	U/L	17253	22831	07:45	10:45	03:00	NIL

PGDP-GNT EXCEPT (THU)							
SECTION	UP/DN	BETWEEN TRAINS		FROM	TO	DURA TION	REMARKS
PGDP-RMNP	S/L	17229	17230	11.34	14.35	03:00	1. Cancellation of T.no 67779 KCG-NDKD pass. 2. Rescheduling of T no. 17230 SC-TVC by 75 mts at SC. 3. Regulation of Tno. 17645 SC-RAL by 20 mts at BN.
NLDA-RMNP	S/L	17229	17230	11.00	14.00	03:00	1. Cancellation of T.no 67779 KCG-NDKD pass. 2. Rescheduling of Tno. 17230 SC-TVC by 75 mts at SC. 3. Regulation of T no. 17645 SC-RAL by 20 mts at BN.
MRGA-NLDA	S/L	17229	22882	10.40	13.40	03:00	1. Regulation of T no. 17646 RAL-SC by 100 mts at PDGL. 2. Regulation of T no. 12755 COA-BVC by 70 mts at NDKD.
PDGL-MRGA	S/L	17229	22882	10.20	13.20	03:00	1. Regulation of T no. 17646 RAL-SC by 100 mts at PDGL. 2. Regulation of T no. 12755 COA-BVC by 70 mts at NDKD.
TMLU-PDGL	S/L	22832	17230	12:55	15:55	03:00	1. Cancellation of T.no 67779 KCG-NDKD pass. 2. Rescheduling of T no. 17230 SC-TVC by 65 mts at SC.
BMKD-TMLU	S/L	22832	17231	12:25	15:25	03:00	1. Regulation of T no 12805 VSKP-LPI for 60 mts at NLPD. 2.Regulation of T no17221 COA-LTT for 55 mts at GNT on Wed,
SAP-BMKD	S/L	22832	17231	12:15	15:15	03:00	1. Regulation of T no12805 VSKP-LPI for 60 mts at NLPD. 2. Regulation of T no17221 COA-LTT for 55 mts at GNT on Wed,Sat .
NLPD-SAP	S/L	22832	17231	12.40	15.40	03:00	1. Regulation of T no 12805 VSKP-LPI for 60 mts at NLPD. 2. Regulation of T no 17221 COA-LTT for 55 mts at GNT on Wed, Sat .
NLPD-GNT	D/L	17227	17230	14:00	17.00	03:00	1. Regulation of T no17230 SC-TVC for 10 mts at NLPD.
GNT-NLPD	U/L	12783	12703	02:30	05:30	03:00	2. Regulation of Tno 12703 HWH-SC for 10mts at GNT.
NDKD-MCLA							
NDKD-MCLA	S/L	67228	57203	06:30	09:30	03:00	NIL
VNUP-JNPD							
VNUP-JNPD	S/L	---	---	10:00	13:00	03:00	NIL
PGRN-SYM							
PGRN-SYM	S/L	---	---	10:00	13:00	03:00	NIL

PERMANENT SPEED RESTRICTIONS

KCC-GNT UP Direction:

S No	Between stations	Kilometer	SR	Brief Reasons
1	KCC Yard	423/4-25/61	10	Negotiates turnouts
2	KCC - MAG	25/61 - 24/3	50	Due to 4.5 degree sharp curve
3	KCC-MAG	22/25-13	95	Due to 3 degree sharp curve
4	NBR Yard	7/29-21	90	Point taking off from 2 degree sharp curve
5	NBR-GNT	5/21-1	95	Due to 3 degree sharp curve
6	GNT Yard	1/3-0/0	15	Sharp curves.
7	GNT Yard	0/0 - 32	15	Sharp curves
KCC-GNT DN Direction:				
8	GNT-NBR	5/0-20	100	Due to 2.53 degree sharp curve
9	NBR Yard	7/18 - 34	90	Points taking off from 2 degree curve.
10	MAG - KCC	22/14-26	100	Due to 2.75 degree sharp curve
11	MAG - KCC	24/14 - 25/12	50	Due to series of 4.19 degree curves
12	MAG - KCC	25/12 - 25/46	30	Points in Transition portion
13	KCC Yard	25/46-423/4	10	Negotiates turnout on sharp curve for Rd.5,6,7&8 of KCC Yard
RAL-TEL-GNT DN Direction:				
14	VMU - TEL	2/28-1/27	70	Due to 4° Reverse Curves
15	VMU - TEL	1/9 - 0/9A	50	Due to 4° Curve
16	VMU - TEL	0/9A - 0/0	15	Negotiate turnouts in TEL Yard
17	TEL Yard	0/2-4	15	Negotiate turnouts in TEL Yard
18	TEL - SJL	0/4-6	30	Insufficient transition of Curve
19	TEL - SJL	0/6-1/3	50	Sharp curve on proximity of Yard
20	TEL-SJL	6/4-46	100	Insufficient transition length
21	VJA - GNT	24/18-36	70	Due to 3° Curve
22	GNT Yard	24/36 - 0/0	15	Sharp Curves.
GNT – TEL- RAL UP Direction:				
23	GNT Yard	0/0 - 24/51	15	Sharp Curves
24	GNT - VJA	24/51-15	70	Due to 3° Curve
25	SJL-TEL	7/35-21	100	2.1° Reverse curves
26	SJL-TEL	1/3-0/6	50	Sharp curve on proximity of Yard
27	SJL-TEL	0/6-4	30	Insufficient transition on Curve
28	TEL Yard	0/4-2	15	Negotiate turnouts in TEL Yard
29	TEL - VMU	0/0 - 9A	15	Negotiate turnouts in TEL Yard
30	TEL - VMU	0/9A -1/9	50	Due to 4° Curve
31	TEL - VMU	1/27-2/28	70	Due to 4° Reverse Curves
32	RAL Yard	32/28-33/28	15	Terminal Yard
GNT – NDKD- PGDP UP Direction:				
33	GNT Yard	0/0 - 1/0	15	Negotiating turnouts.
34	GNT – NLPD (UP)	4/9 - 4/20	15	Negotiating turnouts from GNT-NLPD line to NLPD-NDKD line cross over.
35	NLPD YARD (Rd.3)	4/13-4/29	50	Inadequate transition between 3° curve
36	NLPD-BDPL	6/5A-6/23	90	Point laid on 2° curve as contra flexure

S No	Between stations	Kilometer	SR	Brief Reasons
37	BDPL-SRPM	14/19 - 15/2	90	3° curve
38	BDPL-SRPM	19/22 - 20/4	90	3° curve
39	SRPM-PKPU	28/21 - 29/8A	90	3° Curve
40	PKPU - SAP	30/9A-25	90	3° Curve
41	SAP Yard	41/23-26	90	In adequate cant-points taking off from 2° Curve.
42	SAP - REM	42/29-43/08	90	3° Curve
43	SAP - REM	45/15-27	90	3° Curve
44	BMKD Yard	60/28A-61/2	100	Point taking off in curve
45	PGRN-PGRL	72/15-26	100	Due to 2.75 degree sharp curve
46	PGRL-TMLU	75/6-16	100	3° Curve
47	TMLU-NDKD	86/8-19	100	3° Curve
48	TMLU-NDKD	90/16 - 91/6	100	3° Curve
49	TMLU-NDKD	94/9-25	90	3° Curve
50	NDKD-MCLA	115/6-14	65	5° Curve
51	NDKD-MCLA	128/6-19	50	Standard I interlocking
52	MCLA Yard	129/8-130/11	15	Terminal Yard
53	NDKD-PDGL57	145/17 -144/8	75	Yielding formation
54	RMNP-VLG	30/11-29/11	100	Point taking off from 1.5 degree curve
55	NRDP-BMMP	19/15-18/19	100	Points taking off from 1.5° curve
PGDP – NDKD- GNT DN Direction:				
56	BMMP-NRDP	18/19-19/15	100	Points taking off from 1.5° curve
57	RMNP-VLG	29/11-30/11	100	Point taking off from 1.5 degree curve
58	PDGL-NDKD	144/8-145/17	75	Yielding formation
59	MCLA Yard	130/11-129/8	15	Terminal Yard
60	MCLA-NDKD	128/19-6	50	Standard I interlocking
61	MCLA-NDKD	115/14 - 6	65	5° curve & Standard I inter-locking.
62	MCLA-NDKD	107/16-15	Observe	Stop board at LC 90
63	MCLA-NDKD	105/22-21	Observe	Stop board at LC 89
64	MCLA-NDKD	101/3-2	Observe	Stop board at LC 85
65	NDKD-TMLU	94/25-9	90	3° Curve
66	NDKD-TMLU	91/6-90/16	100	3° Curve
67	NDKD-TMLU	86/19 - 8	100	3° Curve
68	TMLU-PGRL	75/16-6	100	3° Curve
69	PGRL-PGRN	72/26 - 15	100	Due to 2.75° sharp curve
70	BMKD Yard	61/2 - 60/28A	100	Point taking off in curve
71	REM - SAP	45/27-15	90	3° Curve
72	REM - SAP	43/8-42/29	90	3° Curve
73	SAP Yard	41/26 - 23	90	Point taking off from 2° curve
74	SAP - PKPU	30/25-9A	90	3° Curve
75	PKPU - SRPM	29/8A-28/21	90	3° Curve
76	SRPM - BDPL	20/4-19/22	90	3° Curve
77	SRPM - BDPL	15/2-14/19	90	3° Curve
78	NLPD-BDPL	6/23-6/5A	90	Point laid on 2° curve as contra flexure
79	NLPD - GNT	4/26 - 4/22	30	Inadequate transition Curve.

S No	Between stations	Kilometer	SR	Brief Reasons
80	GNT Yard	1/0-0/0	15	Negotiating turnouts
GNT – NDL UP Direction:				
81	GNT yard	0/0 - 1/0	15	Negotiating turnouts
82	GNT - NLPD	4/9 - 4/20	15	Negotiating turnouts
83	NLPD YARD (Rd.3)	4/13 - 4/29	50	Inadequate transition between 3 degree curve
84	STUR - NRT	44/15-44/43	95	3 degree curve
85	GKM - KCD	106/7-25	100	3 degree curve
86	KCD - POO	108/29-31	50	For WDG - 4MU only, on Br No 413/A
87	GJJ - MRK	132/29-136/11	70	Due to series of sharp curves of 4.5 Degree.
88	GJJ - MRK	136/11-137/15	50	Due to series of sharp curves of 5 Degree.
89	GJJ - MRK	141/21-143/17	80	Due to sharp curves of 4 degree.
90	TLU Yard	156/1 -157/1	95	In adequate cant - points taking off from 2° curve
91	TLU - CBM	157/31-158/21	80	Due to 3.8° Sharp Curve
92	TLU-CBM	168/33-169/23	100	Due to 2.7° Sharp Curve
93	CBM - JBK	171/14 -172/6	50	Sharp curve of 5.7°
94	CBM-JBK	173/31-174/13	100	Due to 2.75° Sharp Curve
95	DMT Yard	215/11-216/1	105	Girder Bridge No.311 on 2° curve
96	DMT - CMZ	217/7 - 218/1	50	Due to Sharp Curves of 5.7°
97	DMT - CMZ	218/2-15	100	Due to 2.75° Sharp Curve
98	DMT - CMZ	221/9 - 223/1	75	Bogada Tunnel
99	DMT - CMZ	223/18-229/7	100	Due to series of 2.75° Sharp Curves
100	CMZ Yard	230/14 -231/11	90	Point taking off 3 degree curve
101	CMZ-GZL	232/7-234/7	100	Due to series of 2.75° Sharp Curves
NDL- GNT – TEL- RAL DN Direction:				
102	GZL-CMZ	234/7-232/7	100	Due to series of 2.75° Sharp Curves
103	CMZ Yard	231/11-230/14	90	In adequate cant - points taking off from 2 °curve
104	CMZ-DMT	229/7-223/18	100	Due to series of 2.75° Sharp Curves
105	CMZ - DMT	223/1-221/9	75	Bogada Tonnel
106	CMZ-DMT	218/15-2	100	Due to 2.75° Sharp Curve
107	CMZ - DMT	218/1-217/7	50	Due to Sharp Curves of 5.7°
108	DMT Yard	216/1-215/11	105	Girder Bridge No.311 on 2° curve
109	DMT-GID	214/24-8	100	Due to 2.75° Sharp Curve
110	GID Yard	203/25-17	100	Due to 3° Sharp Curve
111	SDV - JBK	182/1-181/9	100	Due to 2.75° Sharp Curve
112	SDV - JBK	180/28 -179/24	80	Due to 3.8° Sharp Curve
113	JBK - CBM	174/14-173/30	100	Due to 2.75° Sharp Curve
114	JBK - CBM	172/8-171/16	100	Sharp curve of 2.79°
115	CBM - TLU	169/24-168/36	100	Due to 3° Sharp Curve
116	CBM - TLU	158/22-157/32	85	Due to 3.85° Sharp Curve
117	TLU Yard	157/2-156/2	95	In adequate cant - points taking off from 2 °curve
118	MRK - GJJ	143/18-2	95	Due to 3° Sharp Curve
119	MRK - GJJ	137/16-2	105	Due to 2.5 degree curve
120	MRK - GJJ	136/34-12	70	Due to Series of Sharp Curves of 5°
121	MRK - GJJ	135/50-24	80	Due to Series of Sharp Curves of 4.5°
122	MRK - GJJ	135/22-134/6	95	Due to Series of Curves 3°

S No	Between stations	Kilometer	SR	Brief Reasons
123	NRT - STUR	44/20A-8	100	3° Curve
124	PPM - PRCA	20/2-19/20	100	3° Curve
125	PPM - PRCA	17/4-16/18	100	3° Curve
126	PPM - PRCA	15/32-12	100	3° Curve
127	NLPD-GNT	4/26-22	30	Inadequate transition between 3 degree curve
128	GNT Yard	1/0 - 0/0	15	Negotiating Turnouts.

Standard of Interlocking /Block Instrument

Div - SIGNAL INFORMATION - Std of Interlocking, Type of Signals, Type of Block Working, Data Logger availability

Sl. No	Name of Station	Station Code	Section (between major junctions with code)	Type of Signaling (MACLS)	Std. of Inter locking (Old-I,II,II. New Revised IR,IIR,IIIR, Latest- I,II,III,IV	Type of Block Instrument	Data logger (Y/N)
1	BOMMAIPALLI	BMMP	PGDP-NDKD	MACL	II	DIADO / UFSBI	Y
2	NAGIREDDIPALLI	NRDP	PGDP-NDKD	MACL	II	UFSBI	Y
3	VALIGONDA	VLG	PGDP- NDKD	MACL	II	UFSBI	Y
4	RAMANNAPET	RMNP	PGDP- NDKD	MACL	II	UFSBI	Y
5	CHITYALA	CTYL	PGDP-NDKD	MACL	II	UFSBI	Y
6	SHRIRAMPURAM	SRMR	PGDP-NDKD	MACL	II	UFSBI	Y
7	NALGONDA	NLDA	PGDP-NDKD	MACL	II	UFSBI	Y
8	RAYANAGUDEM	RYGA	PGDP-NDKD	MACL	II	UFSBI	Y
9	TIPPARTHI	TPPI	PGDP- NDKD	MACL	II	UFSBI	Y
10	KUKKADAM	KADM	PGDP-NDKD	MACL	II	UFSBI	Y
11	MIRYALAGUDA	MRGA	PGDP-NDKD	MACL	II	UFSBI	Y
12	KONDRAPOL	KDGL	PGDP-NDKD	MACL	II	UFSBI	Y
13	VISHNUPURAM JN.	VNUP	PGDP-NDKD	MACL	II	DIADO / UFSBI	Y
14	JANPAHAD	JNPD	VNUP- MTMI	MACL	II	DIADO	Y
15	PONDUGULA	PDGL	PGDP-NDKD	MACL	II	UFSBI	Y
16	NADIKUDE JN	NDKD	PGDP-NDKD	MACL	II	UFSBI	Y
17	MACHERLA	MCLA	NDKD-MCLA	MACL	I (R)	UFSBI	Y
18	TUMMALACHERUVU	TMLU	NDKD-NLPD	MACL	II	UFSBI	Y
19	PIDUGURALLA	PGRL	NDKD- NLPD	MACL	II	UFSBI	Y
20	PIDUGURALLA NEW	PGRN	NDKD-NLPD	MACL	II	UFSBI	Y
21	BELLAMKONDA	BMKD	NDKD-NLPD	MACL	II	UFSBI	Y
22	REDDIGUDEM	REM	NDKD- NLPD	MACL	II	UFSBI	Y
23	SATTENAPALLI	SAP	NDKD-NLPD	MACL	II	UFSBI	Y
24	PEDAKURAPADU	PKPU	NDKD-NLPD	MACL	II	UFSBI	Y
25	SIRIPURAM	SRPM	NDKD-NLPD	MACL	II	UFSBI	Y

Sl. No	Name of Station	Station Code	Section (between major junctions with code)	Type of Signaling (MACLS)	Std. of Inter locking (Old-I,II,II. New Revised IR,IIR,IIIR, Latest- I,II,III,IV	Type of Block Instrument	Data logger (Y/N)
26	BADARUPALLI	BDPL	NDKD-NLPD	MACL	II	UFSBI	Y
27	NALLAPADU JN.	NLPD	NDKD- NLPD	MACL	II	UFSBI/SGE	Y
28	GUNTUR JN	GNT	NLPD-GNT	MACL	I (R)	SGE/CTC	Y
29	MANIPURAM CABIN	MIX	GNT-RAL	MACL	II	C.T.C/ SSBPAC(D)	Y
30	VEJANDLA	VJA	GNT-RAL	MACL	II	SSBPAC(D)	Y
31	SANGAMJAGARLAMUDI	SJL	GNT-RAL	MACL	II	SSBPAC(D)	Y
32	VEMURU	VMU	GNT-RAL	MACL	II	DIADO	Y
33	REPALLE	RAL	GNT-RAL	MACL	I (R)	DIADO	Y
34	MANGALAGIRI	MAG	GNT-KCC	MACL	II	SGE	Y
35	NAMBUR	NBR	GNT-KCC	MACL	II	SGE	Y
36	REDDIPALEM	REP	GNT-KCC	MACL	II	SGE	Y
37	PERECHERLA	PRCA	NLPD- NDL	MACL	III	UFSBI	Y
38	PHIRANGIPURAM	PPM	NLPD-NDL	MACL	III	UFSBI	Y
39	NUDURUPADU	NDPU	NLPD-NDL	MACL	III	UFSBI	Y
40	SATULUR	STUR	NLPD-NDL	MACL	III	UFSBI	Y
41	NARASARAOPET	NRT	NLPD-NDL	MACL	III	UFSBI	Y
42	MUNUMAKA	MUK	NLPD- NDL	MACL	III	UFSBI	Y
43	SANTAMAGULUR	SAB	NLPD-NDL	MACL	III	UFSBI	Y
44	SAVALYAPURAM	SYM	NLPD-NDL	MACL	III	UFSBI	Y
45	VINUKONDA	VKN	NLPD-NDL	MACL	III	UFSBI	Y
46	CHIKATEEGALAPALEM	CEM	NLPD-NDL	MACL	III	UFSBI	Y
47	GUNDLAKAMMA	GKM	NLPD-NDL	MACL	III	UFSBI	Y
48	KURICHEDU	KCD	NLPD-NDL	MACL	III	UFSBI	Y
49	POTLAPADU	POO	NLPD- NDL	MACL	III	UFSBI	Y
50	DONAKONDA	DKD	NLPD-NDL	MACL	III	UFSBI	Y
51	GAJJELAKONDA	GJJ	NLPD-NDL	MACL	III	UFSBI	Y
52	MARKAPURROAD	MRK	NLPD-NDL	MACL	III	UFSBI	Y
53	TARLUPADU	TLU	NLPD-NDL	MACL	III	UFSBI	Y
54	CUBUM	CBM	NLPD- NDL	MACL	III	UFSBI	Y
55	JAGGAMBHOTLA KRISHNAPURAM	JBK	NLPD-NDL	MACL	III	UFSBI	Y
56	SOMIDEVIPALLI	SDV	NLPD-NDL	MACL	III	UFSBI	Y
57	GIDDALUR	GID	NLPD-NDL	MACL	III	UFSBI	Y
58	GDIGUVAMETTA	DMT	NLPD-NDL	MACL	II	UFSBI	Y
59	CHELMA	CMZ	NLPD- NDL	MACL	II (R)	UFSBI	Y
60	GAZULAPALLI	GZL	NLPD- NDL	MACL	II (R)	UFSBI	Y
61	NADIPALLI	NDPL	NLPD-NDL	MACL	II (R)	UFSBI	Y
62	NANDYAL	NDL	NLPD-NDL	MACL	II (R)	UFSBI	Y
63	NEMALIPURI	NLPI	PGRN-SYM	MACL	II	UFSBI	Y
64	ROMPICHERLA	RPCA	PGRN-SYM	MACL	II	UFSBI	Y

GNT-PGDP UP RH SIDE SIGNALS

S.No	Station Name	Section (between Major Junctions	Block section with codes	Single/Double/Triple/Quadruple Line	Direction (UP / DN)	Signal Number	Signal Description	Km. of that direction
1	GUNTUR	GNT-PGDP	GNT-NLPD	Double	UP	S36	Road-4 Starter	5C
2	GUNTUR	GNT-PGDP	GNT-NLPD	Double	UP	S31	Road-7 Starter	30B
3	PEDAKURAPADU	GNT-PGDP	PKPU-SAP	Single	UP	S15	Adv.Starter	30/13-14
4	PEDAKURAPADU	GNT-PGDP	PKPU-SAP	Single	UP	S20	Home Siganl	28/26-27
5	SATTENAPALLI	GNT-PGDP	SAP-REM	Single	UP	S3	Main Line Starter	42/21A-22
6	BELLAMKONDA	GNT-PGDP	BMKD-PGRN	Single	UP	S6	UP LSS	61/7-8
7	BELLAMKONDA	GNT-PGDP	BMKD-PGRN	Single	UP	S5	Road-3 Starter	60/27-28
8	BELLAMKONDA	GNT-PGDP	BMKD-PGRN	Single	UP	S3	Main Line Starter	60/25-26
9	PIDUGURALLA	GNT-PGDP	PGRL-TMLU	Single	UP	S17	Road-1 Starter	74/10-11
10	KONDRAPOL	GNT-PGDP	KDGL-MRGA	Single	UP	S20D	Distant	127/8-9
PGDP-GNT DN RH SIDE SIGNALS								
11	NAGIREDDYPALLI	GNT-PGDP	BMMP-NRDP	Single	DN	S1D	Distant	17/04/2005
12	NAGIREDDYPALLI	GNT-PGDP	BMMP-NRDP	Single	DN	S1	Home Signal	18/07/2008
13	MIRYALAGUDA	GNT-PGDP	MRGA-KDGL	Single	DN	S7	Road-4 starter	114/12 - 114/13
14	SATTENAPALLI	GNT-PGDP	SAP-PKPU	Single	DN	S15	Advance Starter	41/21 - 41/20
15	GUNTUR	GNT-PGDP	NLPD-GNT	Single	DN	S1	Home Signal	01/7
NLPD-NDL UP RH SIDE SIGNALS								
16	DONAKONDA	NLPD-NDL	DKD-GJJ	Double	UP	S3	Main Line Starter	120/19-21
17	GAJJALAKONDA	NLPD-NDL	GJJ-MRK	Double	UP	SH31	Main Line Shunt Signal	131/3-4
NDL-NLPD DN RH SIDE SIGNALS								
18	GAJJALAKONDA	NDL-NLPD	GJJ-DKD	Double	DN	SH 10	Main line Shunt signal	129/7-8
19	CHALAMA	NDL-NLPD	GZL-CMZ	Single	DN	S19	Routing Home	232/4-5
GNT-RAL UP RH SIDE SIGNALS								
20	REPALLE	GNT-RAL	RAL	RAL	UP	Loop Stop signal/ Sh8	S6/SH8	33/24

GUNTUR DIVISION-PLATFORM LENGTHS

Sl. No.	Section	Station Name	Station Code	Km	Category	Platform No	Height(c ms)	Length (m)	Breadth (m)
1	BN-NDKD	NAGIREDDIPALLI	NRDP	19.44	NSG6	1	84	560	8.5
2	BN-NDKD	NAGIREDDIPALLI	NRDP	19.44	NSG6	2	0	320	6
3	BN-NDKD	VALIGONDA	VLG	29.47	NSG6	1	84	540	8
4	BN-NDKD	RAMANNAPET	RMNP	42.12	NSG6	1	84	560	9
5	BN-NDKD	CHITYALA	CTYL	51.8	NSG6	1	84	560	8
6	BN-NDKD	SRIRAMPURAM	SRMR	66.31	NSG6	1	84	560	8
7	BN-NDKD	SRIRAMPURAM	SRMR	66.31	NSG6	2	0	310	5.6
8	BN-NDKD	NALGONDA	NLDA	76.71	NSG4	1	84	560	9.5
9	BN-NDKD	NALGONDA	NLDA	76.71	NSG4	2	84	560	9
10	BN-NDKD	TIPPARTHI	TPPI	94.10	NSG6	1	84	560	6
11	BN-NDKD	TIPPARTHI	TPPI	94.10	NSG6	2	0	420	5.5
12	BN-NDKD	MIRYALAGUDA	MRGA	114.40	NSG5	1	84	580	9
13	BN-NDKD	MIRYALAGUDA	MRGA	114.40	NSG5	2&3	84	580	9
14	BN-NDKD	VISHNUPURAM	VNUP	134.34	NSG6	1	84	542	5.6
15	BN-NDKD	VISHNUPURAM	VNUP	134.34	NSG6	2	54	100	5.6
16	BN-NDKD	PONDUGULA	PDGL	143.40	NSG6	1	84	260	7
17	GNT-KCC	PEDAKAKANI	PDKN	6.93	NSG6	1&2	84	435	9.75
18	GNT-KCC	NAMBURU	NBR	8.97	NSG6	1	84	495	7
19	GNT-KCC	NAMBURU	NBR	8.97	NSG6	2&3	0	428	9
20	GNT-KCC	NAMBURU	NBR	8.97	NSG6	4	84	534	7
21	GNT-KCC	MANGALAGIRI	MAG	20.28	NSG4	1	84	524	6.6
22	GNT-KCC	MANGALAGIRI	MAG	20.28	NSG4	2&3	0	473	9.5
23	GNT-KCC	MANGALAGIRI	MAG	20.28	NSG4	4	84	480	6.5
24	GNT-NDKD	BANDARUPALLI	BDPL	13.58	NSG6	1	0	428	6.6
25	GNT-NDKD	SIRIPURAM	SRPM	22.96	NSG6	1	84	410	5
26	GNT-NDKD	SIRIPURAM	SRPM	22.96	NSG6	2	0	184	5
27	GNT-NDKD	PEDAKURAPADU	PKPU	29.64	NSG6	1	84	410	5.5
28	GNT-NDKD	PEDAKURAPADU	PKPU	29.64	NSG6	2	0	410	5.5
29	GNT-NDKD	SATTENAPALLI	SAP	42.37	NSG4	1	84	558	8
30	GNT-NDKD	SATTENAPALLI	SAP	42.37	NSG4	2	84	578	11
31	GNT-NDKD	REDDIGUDEM	REM	54.29	NSG6	1	84	445	6
32	GNT-NDKD	REDDIGUDEM	REM	54.29	NSG6	2	0	262	5
33	GNT-NDKD	BELLAMKONDA	BMKD	60.42	NSG6	1	84	456	8.4
34	GNT-NDKD	BELLAMKONDA	BMKD	60.42	NSG6	2	0	469	3
35	GNT-NDKD	PIDUGURALLA	PGRL	73.79	NSG5	1	84	577	5.5
36	GNT-NDKD	PIDUGURALLA	PGRL	73.79	NSG5	2	84	577	5.5
37	GNT-NDKD	TUMMALACHE3RUVU	TMLU	83.34	NSG6	1	84	260	5
38	GNT-NDKD	TUMMALACHERUVU	TMLU	83.34	NSG6	2	0	260	5
39	GNT-NDKD	NADIKUDI	NDKD	95.27	NSG5	1	84	580	5.6
40	GNT-NDKD	NADIKUDI	NDKD	95.27	NSG5	2&3	84	580	11
41	GNT-NDL	GUNTUR	GNT	0.00	NSG3	1	84	603	13
42	GNT-NDL	GUNTUR	GNT	0.00	NSG3	2	84	550	6

Sl. No.	Section	Station Name	Station Code	Km	Category	Platform No	Height(c ms)	Length (m)	Breadth (m)
43	GNT-NDL	GUNTUR	GNT	0.00	NSG3	3	84	412	6
44	GNT-NDL	GUNTUR	GNT	0.00	NSG3	4	84	552	8.4
45	GNT-NDL	GUNTUR	GNT	0.00	NSG3	5	84	376	8.4
46	GNT-NDL	GUNTUR	GNT	0.00	NSG3	6	84	460	5
47	GNT-NDL	GUNTUR	GNT	0.00	NSG3	7	84	420	5.5
48	GNT-NDL	NALLAPADU	NLPD	5.00	NSG6	1	84	560	10
49	GNT-NDL	NALLAPADU	NLPD	5.00	NSG6	2&3	84	560	10.2
50	GNT-NDL	PERECHERLA	PRCA	11.30	NSG6	1	84	405	12
51	GNT-NDL	PERECHERLA	PRCA	11.30	NSG6	2&3	84	550	11
52	GNT-NDL	PHIRANGIPURAM	PPM	21.07	NSG6	1	84	550	10
53	GNT-NDL	PHIRANGIPURAM	PPM	21.07	NSG6	2	84	215	7
54	GNT-NDL	NUDURUPADU	NDPU	28.19	NSG6	1	84	550	10
55	GNT-NDL	NUDURUPADU	NDPU	28.19	NSG6	2&3	84	550	10.6
56	GNT-NDL	SATULUR	STUR	34.29	NSG6	1	84	306	7.5
57	GNT-NDL	SATULUR	STUR	34.29	NSG6	2&3	84	480	11
58	GNT-NDL	NARASARAOPET	NRT	45.30	NSG5	1	84	540	10.9
59	GNT-NDL	NARASARAOPET	NRT	45.30	NSG5	2	84	540	11.3
60	GNT-NDL	MUNAMAKA	MUK	52.99	NSG6	1	84	420	10
61	GNT-NDL	MUNAMAKA	MUK	52.99	NSG6	2&3	84	420	6
62	GNT-NDL	SANTAMAGULUR	SAB	61.51	NSG6	1	84	420	11
63	GNT-NDL	SANTAMAGULUR	SAB	61.51	NSG6	2	84	420	10
64	GNT-NDL	VELLALACHERUVU	VLCA	64.95	HG3	1	84	350	6
65	GNT-NDL	VELLALACHERUVU	VLCA	64.95	HG3	2	84	350	6
66	GNT-NDL	SAVALYAPURAM	SYM	72.84	NSG6	1	84	560	9.75
67	GNT-NDL	SAVALYAPURAM	SYM	72.84	NSG6	2&3	84	560	11
68	GNT-NDL	VINUKONDA	VKN	82.65	NSG5	1	84	550	10
69	GNT-NDL	VINUKONDA	VKN	82.65	NSG5	2&3	84	625	11
70	GNT-NDL	CHEEKATEEGALA PALEM	CEM	89.55	NSG6	1	84	402	10
71	GNT-NDL	CHEEKATEEGALA PALEM	CEM	89.55	NSG6	2	84	420	12
72	GNT-NDL	GUNDLAKAMMA	GKM	95.85	NSG6	1	84	540	10
73	GNT-NDL	GUNDLAKAMMA	GKM	95.85	NSG6	2&3	84	540	11
74	GNT-NDL	KURICHEDU	KCD	107.13	NSG6	1	84	550	7.8
75	GNT-NDL	KURICHEDU	KCD	107.13	NSG6	2	84	550	11
76	GNT-NDL	POTLAPADU	POO	113.85	NSG6	1	84	560	8.5
77	GNT-NDL	POTLAPADU	POO	113.85	NSG6	2&3	84	560	11
78	GNT-NDL	DONAKONDA	DKD	120.08	NSG5	1	84	550	9.5
79	GNT-NDL	DONAKONDA	DKD	120.08	NSG5	2&3	84	635	9.2
80	GNT-NDL	GAJJELAKONDA	GJJ	130.78	NSG6	1	84	550	9
81	GNT-NDL	GAJJELAKONDA	GJJ	130.78	NSG6	2&3	84	550	10.6
82	GNT-NDL	MARKAPUR ROAD	MRK	143.97	NSG4	1	84	540	11
83	GNT-NDL	MARKAPUR ROAD	MRK	143.97	NSG4	2	84	540	11
84	GNT-NDL	TARLUPADU	TLU	156.44	NSG6	1	84	550	8
85	GNT-NDL	TARLUPADU	TLU	156.44	NSG6	2	0	550	7.5
86	GNT-NDL	CUMBUM	CBM	170.04	NSG5	1	84	540	7.5
87	GNT-NDL	CUMBUM	CBM	170.04	NSG5	2&3	84	540	10.5
88	GNT-NDL	JAGGAMBHOTLA	JBK	176.94	NSG6	1	84	550	8

Sl. No.	Section	Station Name	Station Code	Km	Category	Platform No	Height(c ms)	Length (m)	Breadth (m)
		KRISHNAPURAM							
89	GNT-NDL	JAGGAMBHOTLA KRISHNAPURAM	JBK	176.94	NSG6	2	84	550	8
90	GNT-NDL	SOMIDEVIPALLI	SDV	188.94	NSG6	1	84	550	9
91	GNT-NDL	SOMIDEVIPALLI	SDV	188.94	NSG6	2&3	0	550	10.6
92	GNT-NDL	GIDDALUR	GID	203.78	NSG5	1	84	585	9.5
93	GNT-NDL	GIDDALUR	GID	203.78	NSG5	2&3	84	585	10.6
94	GNT-NDL	KISTAMSETTIPALLI	KSTE	208.39	HG3	1	0	340	6
95	GNT-NDL	DIGUVAMETTA	DMT	215.05	NSG6	1	84	330	7.5
96	GNT-NDL	CHELAMA	CMZ	231.70	NSG6	1	0	145	6.3
97	GNT-NDL	GAJULAPALLI	GZL	242.43	NSG6	1	50	325	7
98	GNT-NDL	NANDYAL	NDL	256.98	NSG4	1	84	540	9.7
99	GNT-NDL	NANDYAL	NDL	256.98	NSG4	2&3	84	540	9.75
100	GNT-TEL	New Guntur	NGNT	2.47	NSG5	1	84	556	6.4
101	GNT-TEL	SANGAMJAGARLAMUDI	SJL	8.27	NSG6	1	84	420	10
102	GNT-TEL	SANGAMJAGARLAMUDI	SJL	8.27	NSG6	2	84	420	9
103	GNT-TEL	VEJENDLA	VJA	14.00	NSG6	1	84	480	10
104	GNT-TEL	VEJENDLA	VJA	14.00	NSG6	2	84	480	10
105	NDKD-MCLA	GURAJALA halt	GZA	105.50	HG1	1	84	254	4.5
106	NDKD-MCLA	RENTACHINTALA	RCA	115.16	HG2	1	84	260	6
107	NDKD-MCLA	MACHERLA	MCLA	130.26	NSG5	1	84	366	10
108	TEL-RAL	CHINARAVURU	CIV	2.91	NSG6	1	84	420	5.5
109	TEL-RAL	ZAMPANI	ZPI	9.80	HG3	1	84	430	5.5
110	TEL-RAL	VEMURU	VMU	13.77	NSG6	1	84	455	6.4
111	TEL-RAL	VEMURU	VMU	13.77	NSG6	2	84	410	13
112	TEL-RAL	PENUMARRU	PUMU	19.98	HG3	1	0	360	4
113	TEL-RAL	BHATTIPROLU	BQU	27.11	HG1	1	84	422	6.5
114	TEL-RAL	PALLIKONA	POA	28.34	HG2	1	84	455	7
115	TEL-RAL	REPALLE	RAL	33.85	NSG5	1	84	500	8.8
116	TEL-RAL	REPALLE	RAL	33.85	NSG5	2	84	480	11

GUNTUR Division - CSR lengths

Sl. No	Name of the station	Line	Line/ Road No	CSR in Meters
GNT-NDL SECTION				
			Road-1	697.54
			Road-2	705.82
			Road-3	402.8
			Engine Line	394.97
			Road-4	565.59
			Road-5	384.29
			Road-6	766.05

Sl. No	Name of the station	Line	Line/ Road No	CSR in Meters
1	GUNTUR JN.		Road-7	801.59
			Pit Line 1	572.86
			Pit Line 2	572.86
			Stabling Line 1	419.16
			stabling Line 2	372.9
			Stabling Line 3	370
			Stabling Line 4	420
			IOH Line 1	360.07
			IOH Line 2	360.07
			Saloon Siding	90
			ART Siding	166.5
			MRV Siding	75
2	NALLAPADU	Common Loop 1	Road-1	718
		Common Loop 2	Road-2	718
		NDL UP Main Line	Road-3	1032
		NDL DN Main Line	Road-4	992
		NDKD Main Line	Road-5	737
			Road-6	737
			Road-7	737
			Road-8	715
			Road-9	715
		Freight Examination Line	Road-10	733
		Pit Line	Road-11	284
		Pit Line	Road-12	250
		Sick Axle Line	Road-13	120
		StabLine Line	Road-14	720
		Pit Line	Road-15	720
		Escape Engine Line	Road-16	150
			Sleeper factory Siding 1	440
			sleeper factory Siding 2	260
			Ballast Siding	682
			Shunting Neck NDKD End	547.95
			Shunting Neck 1	693
			Shunting Neck 2	530
3	PERECHERLA	Common Loop	Road-1	775
		DN Main Line	Road-2	775
		UP Main Line	Road-3	728
		UP Loop Line	Road-4	720
4	PHIRANGIPURAM	Common Loop	Road-1	720
		UP Main Line	Road-2	720
		DN Main Line	Road-3	782.8
		DN Loop Line	Road-4	732
			TM Siding	90
5	NUDURUPADU	Common Loop	Road-1	750
		UP Main Line	Road-2	750
		DN Main Line	Road-3	780
		DN Loop Line	Road-4	780

Sl. No	Name of the station	Line	Line/ Road No	CSR in Meters
6	SATULUR	DN Loop Line	Road-1	771.45
		DN Main Line	Road-2	771.45
		UP Main Line	Road-3	1955.522
		Common Longer Loop	Road-4 (Portion-I)	835
			Road-4 (Portion-II)	785.544
		Common Longer Loop	Road-5 (Portion-I)	780
			Road-5 (Portion-II)	768.544
			TM Siding	324
7	NARASARAO PET	DN Loop Line	Road-1	798
		DN Main Line	Road-2	798
		UP Main Line	Road-3	798
		Common Loop	Road-4	798
8	MUNUMAKA	DN Loop Line	Road-1	798
		DN Main Line	Road-2	798
		UP Main Line	Road-3	1030
		Common Loop	Road-4	798
		Goods Common Loop	Road-5	798
			TM Siding	314
			Hot Axle Siding	130
9	SANTAMAGULUR	Common Loop	Road-1	787.002
		UP Main Line	Road-2	787.002
		DN Main Line	Road-3	798
		DN Loop Line	Road-4	798
			TM Siding	307
10	VELLALACHERUVU (H)		-	-
11	SAVALYAPURAM	Common Loop 1	Road-1	718.174
		DN Main Line	Road-2	718.174
		UP Main Line	Road-3	1045.56
		Common Loop 2	Road-4	734.523
		Common Loop 3	Road-5	734.523
			Hot Axle Siding	130
12	VINUKONDA	Common Loop	Road-1	750
		DN Main Line	Road-2	750
		UP Main Line	Road-3	849.16
		UP Loop Line	Road-4	849.16
13	CHEEKATEEGALA PALEM	Common Loop 1	Road-1	840.1

Sl. No	Name of the station	Line	Line/ Road No	CSR in Meters
		UP Main Line	Road-2	840.1
		DN Main Line	Road-3	981.447
		Common Loop 2	Road-4	794.267
		Common Loop 3	Road-5	794.267
			Hot Axle Siding	130
			TM Siding	310
14	GUNDLAKAMMA	Common Loop 1	Road-1	792.1
		UP Main Line	Road-2	792.1
		DN Main Line	Road-3	841.59
		Common Loop 2	Rd4	735.549
		Common Loop 3	Rd5	735.549
			TM Siding	300
			Hot Axle Siding	130
15	KURICHEDU	UP Loop Line	Road-1	765.1
		UP Main Line	Road-2	765.1
		DN Main Line	Road-3	760
		Common Loop	Road-4	766
			Material Siding	150
16	POTLAPADU	Common Loop	Road-1	800.875
		UP Main Line	Road-2	800.875
		DN Main Line	Road-3	750
		Down Loop Line	Road-4	750
			TM Siding	300
17	DONAKONDA	UP Loop Line	Road-1	760.24
		UP Main Line	Road-2	759.59
		DN Main Line	Road-3	841.36
		Common Loop	Road-4	724.26
			PQRS Line	539.42
			PQRS 1	530.9
			PQRS 2	493.5
			PQRS 3	493.5
			Engg Siding	300
18	GAJJALAKONDA	Common Loop	Road-1	817.35
		UP Main Line	Road-2	817.35
		DN Main Line	Road-3	750
		Common Loop 1	Road-4	750
		Common Loop 2	Road-5	753.4
			TM Siding	300
		Common Loop	Road-1	819.15

Sl. No	Name of the station	Line	Line/ Road No	CSR in Meters
19	MARKAPUR ROAD			
		UP Main Line	Road-2	819.15
		DN Main Line	Road-3	809.95
		DN Loop	Road-4	801.2
			TM Siding	324
			TW Siding	121.45
20	TARLUPADU	UP Loop Line	Road-1	798
		UP Main Line	Road-2	798
		DN Main Line	Road-3	798
		Common Loop	Road-4	798
21	CUMBUM	Common Loop 1	Road-1	791.14
		UP Main Line	Road-2	791.14
		DN Main Line	Road-3	793.4
		Common Loop 2	Road-4	793.4
			RGM Siding	324
22	JAGGAMBHOTLA KRISHNAPURAM	UP Loop Line	Road-1	1045.937
		UP Main Line	Road-2	1045.937
		DN Main Line	Road-3	1017.915
		Common Loop	Road-4	1017.915
			TM Siding	307
23	SOMIDEVIPALLI	DN Loop Line	Road-1	812.5
		DN Main Line	Road-2	812.5
		UP Main Line	Road-3	783.5
		UP Loop Line	Road-4	808
			TM Siding	324
24	GUDIMETTA (H)			
25	YADAVALLI	DN Main Line	Road-1	-
		UP Main Line	Road-2	-
26	GIDDALUR	UP Loop Line	Road-1	790.58
		UP Main Line	Road-2	790.58
		DN Main Line	Road-3	786.806
		DN Loop Line	Road-4	786.806
			TM Siding	250
			Tower Car Siding	177.705
27	KISTAMSETTI PALLI (H)			
28	DIGUVAMETTA	Loop Line 1	Road-1	731
		Main Line	Road-2	686
		Loop Line 2	Road-3	731
			Through Siding	195
29	CHELAMA	Loop Line 1	Road-1	769
		Main Line	Road-2	700

Sl. No	Name of the station	Line	Line/ Road No	CSR in Meters
		Loop Line 2	Road-3	741
			Through Siding	50
30	GAZULAPALLI	Main Line	Road-1	772
		Loop Line	Road-2	720
			Ballast Siding	553
31	NANDIPALLI	Loop Line	Road-1	715
		Main Line	Road-2	715
			TM Siding	100
32	NANDYAL	Loop Line 1	Road-1	764
		Main Line	Road-2	764
		Loop Line 2	Road-3	871
		Loop Line 3	Road-4	788.9
		Goods Loop	Road-5	732.88
		Jumbo rake Siding	Road-6	732
			Shunting Neck	800
			Tower Car Siding	63
			Engg Siding	266
	GNT-MCLA SECTION			
		Loop Line 2	Road-3	753
			Track Machine Siding	300
34	MANDAPADU(H)			
35	SIRIPURAM	Loop Line 1	Road-1	686
		Main Line	Road-2	686
		Loop Line 2	Road-3	716
36	LINGAMGUNTLA (H)			
37	PEDAKURAPADU	Loop Line 1	Road-1	750.3
		Main Line	Road-2	710.4
		Loop Line 2	Road-3	691
			Hot Axle Siding	45
38	GUDIPUDI (H)			
39	SATTENAPALLE	Loop Line 1	Road-1	690.3
		Main Line	Road-2	620.4
		Loop Line 2	Road-3	689
40	REDDIGUDEM	Loop Line 1	Road-1	736.7
		Main Line	Road-2	698
		Loop Line 2	Road-3	733.6
			Hot Axle Siding	198
41	BELLAMKONDA	Loop Line 1	Road-1	758
		Main Line	Road-2	703.8
		Loop Line 2	Road-3	770
			Hot Axle Siding	200
42	PIDUGURALLA NEW	Loop Line 1	Road-1	750
		Main Line	Road-2	750

Sl. No	Name of the station	Line	Line/ Road No	CSR in Meters
		Loop Line 2	Road-3	750
43	PIDUGURALLA	Loop Line 1	Road-1	769.7
		Main Line	Road-2	716.1
		Loop Line 2	Road-3	770.2
			Hot Axle Siding	48
44	TUMMALACHERUVU	Loop Line 1	Road-1	710
		Main Line	Road-2	686
		Loop Line 2	Road-3	711.6
			Hot Axle Siding	54.56
45	NADIKUDI	Loop Line	Road-1	699.2
		BN Main Line	Road-2	739.7
		MCLA Main Line	Road-3	792.9
		Goods Loop 1	Road-4	722
		Goods Loop 2	Road-5	715
46	GURAJALA (H)			
47	RENTACHINTALA (H)			
48	MACHERLA	Main Line	Road-1	450
		Loop Line	Road-2	450
			Shunting Line	100
			Track Machine Siding	300
		PGDP - NDKD SECTION		
49	BOMMAIPALLI	Loop Line 1	Road-1	715
		Main Line	Road-2	715
		Loop Line 2	Road-3	715
50	NAGIREDDIPALLI	Loop Line 1	Road-1	716
		Main Line	Road-2	686
		Loop Line 2	Road-3	716
			TM Siding	300
51	VALIGONDA	Loop Line 1	Road-1	705
		Main Line	Road-2	686
		Loop Line 2	Road-3	716
52	RAMANNAPET	Loop Line 1	Road-1	715
		Main Line	Road-2	715
		Loop Line 2	Road-3	715
			RGM Siding	300
53	CHITYALA	Loop Line 1	Road-1	721.5
		Main Line	Road-2	686
		Loop Line 2	Road-3	716
			Tower Car Siding	56.25
			Engg Siding	126
			TM Siding	280

Sl. No	Name of the station	Line	Line/ Road No	CSR in Meters
54	SRIRAMPURAM	Loop Line 1	Road-1	728.15
		Main Line	Road-2	689.15
		Loop Line 2	Road-3	731.96
		Through Siding	Road-4	535
55	NALGONDA	Loop Line 1	Road-1	752.7
		Main Line	Road-2	702
		Loop Line 2	Road-3	700
		Goods Loop	Road-4	644.7
			Saloon Siding	87
56	RAYANAGUDEM	Loop Line 1	Road-1	715
		Main Line	Road-2	715
		Loop Line 2	Road-3	715
			TM Siding	300
57	THIPPARTHI	Loop Line 1	Road-1	730
		Main Line	Road-2	686
		Loop Line 2	Road-3	705
			TM Siding	100
58	KUKKADAM	Loop Line 1	Road-1	715
		Main Line	Road-2	715
		Loop Line 2	Road-3	715
59	MIRYALAGUDA	Loop Line 1	Road-1	746
		Main Line	Road-2	727
		Loop Line 2	Road-3	705
		Goods Loop	Road-4	704
			TM Siding	300
			Shunting Neck	710
			Tower Car Siding	123.4
			Ballast Siding	602.5
60	KONDRAPOL	Loop Line 1	Road-1	744
		Main Line	Road-2	689
		Loop Line 2	Road-3	706.6
61	VISHNUPURAM	Loop Line	Road-1	815
		Main Line	Road-2	815
		Goods Loop 1	Road-3	715
		Goods Loop 2	Road-4	715
		Goods Loop 3	Road-5	715
			Hot Axle Siding	84
62	PONDUGULA	Loop Line 1	Road-1	728.5
		Main Line	Road-2	709

Sl. No	Name of the station	Line	Line/ Road No	CSR in Meters
		Loop Line 2	Road-3	730
			Hot Axle Siding	369
VNUP-JNPD SECTION				
63	JANPAHAD	Loop Line 1	Road-1	715
		Main Line	Road-2	715
		Loop Line 2	Road-3	715
GNT-TEL SECTION				
64	ANGALAKUDURU (H)			
65	VEJENDLA	DN Loop Line	Road-1	731
		dn Main Line	Road-2	731
		UP Main Line	Road-3	720
		UP Loop Line	Road-4	720
			Ballast Siding	290.75
			TM Siding	309.31
66	SANGAM JAGARLAMUDI	DN Loop Line	Road-1	781.25
		DN Main Line	Road-2	781.25
		UP Main Line	Road-3	731
		UP Loop Line	Road-4	731
			Engg Siding	80
TEL-RAL SECTION				
67	CHINNARAVURU (H)			
68	ZAMPANI (H)			
69	VEMURU	Main Line	Road-1	719
		Loop Line	Road-2	720
70	PENUMARRU (H)			
71	BHATTIPROLU (H)			
72	PALLIKONA (H)			
73	REPALLE	Demo Siding	Road-1	350
		Main Line	Road-2	715
		Loop Line	Road-3	715
			Track Machine Siding	330
74	NEW GUNTUR	Loop Line 1	Road-1	696
		Main Line	Road-2	696
		Loop Line 2	Road-3	814.56
		RE Siding	Road-4	696
		Goods Loop	Road-5	790.59
GNT-KCC SECTION				
75	PEDAKAKANI (H)			
76	NAMBURU	Common Loop	Road-1	727
		UP Loop Line	Road-2	727
		UP Main Line	Road-3	799
		DN Main Line	Road-4	775
		DN Loop Line	Road-5	742
			Track Machine Siding	250

Sl. No	Name of the station	Line	Line/ Road No	CSR in Meters
			Through Siding	90
77	MANGALAGIRI	Common Loop	Road-1	753
		UP Main Line	Road-2	686
		DN Main Line	Road-3	686
		DN Loop Line	Road-4	686
PGRN-SYM SECTION				
78	NEMALIPURI	Loop Line 1	Road-1	750
		Main Line	Road-2	750
		Loop Line 2	Road-3	750
			TM Siding	300
79	KUNKALAGUNTLA (H)			0
80	ROMPICHERLA	Loop Line 1	Road-1	750
		Main Line	Road-2	750
		Loop Line 2	Road-3	750
			TM Siding	300

TELEPHONE NUMBERS – STATIONS

Sl No	Name of the Station	Major Section	BSNL Landline	BSNL FCT	Airtel/Jio CUG FCT	Railway Phone Number
1	NANDYAL	NLPD - NDL			7702772080	38904
2	NANDIPALLI				7093998647	38057
3	GAZULAPALLI				7093998648	38960
4	CHALAMA		08514242537		9281025911(Jio)	38961
5	DIGUVAMETTA				07093998650(Jio)	38962
6	GIDDALUR			9440498275	7093998651	38963
7	SOMIDEVIPALLI				7093998653	38965
8	JB KRISHNAPURAM				7093998654	38966
9	CUMBUM			9440498274	7093998655	38967
10	TARLAPADU				7093998656	38968
11	MARKAPURAM ROAD				7093998657	38969
12	GAJJALAKONDA				9281025912(Jio)	38080
13	DONAKONDA			7901677208	7093998659	37701
14	POTLAPADU				7093998660	38972
15	KURICHEDU				7093998661	32992
16	GUNDLAKAMMA				7093998662	38971
17	CHIKATIGALAPALEM				7093998663	32989
18	VINUKONDA			7901094637	7093998664	37700
19	SAVALYAPURAM				7093998665	37201
20	ROMPICHARLA	PGRN - SYM			7093998711	32157
21	NEMALIPURI				7993457672	32158
22	SANTAMAGULURU	NLPD - NDL			7093998667	32987
23	MUNUMAKA				7093998668	32986
24	NARSARAOPET				7093998669	32985
25	SATULR				7093998670	37300
26	NUDURUPADU				7093998671	32983
27	PHIRANGIPURAM				7093998672	32982
28	PERECHERLA				7093998673	32993
29	NALLAPADU				7093998674	32935/32936

Sl No	Name of the Station	Major Section	BSNL Landline	BSNL FCT	Airtel/Jio CUG FCT	Railway Phone Number
30	GUNTUR NORTH CABIN	GNT - KCC			7093998677	33910
31	GUNTUR				7093998678	33908
32	GUNTUR SOUTH CABIN				7093998681	33909
33	REDDIPALEM				7093998683	33911
34	NAMBUR				7093998684	33912
35	MANGALAGIRI			7901094615	7093998685	33913
36	MANIPURAM	GNT - RAL			7093998688	33914
37	VEJENDLA				7093998689	33915
38	SANGAMJAGARLAMUDI				7093998690	33916
39	CHINNARAVURU				7093998694	
40	VEMURU		08644246933		7093998695	32755
41	REPALLE		08648222255		7093998699	32152
42	BANDARUPALLI	NLPD - PGDP			7093998700	32266
43	SIRIPURAM				7093998701	32367
44	PEDAKURAPADU				7093998702	32368
45	SATTENAPALLI			7901094618	7093998703	32363
46	REDDIGUDEM				7093998704	32371
47	BELLAMKONDA				7093998705	32377
48	NEW PIDUGURALLA				7093998708	32373
49	PIDUGURALLA				7093998706	32365
50	TUMMALACHERUVU				7093998707	32370
51	NADIKUDE				7093998709	36809
52	PONDUGULA				7093998712	32375
53	VISHNUPURAM				7093998713	32362
54	KONDRAPOL				7093998714	36810
55	MIRYALGUDA				7093998715	32369
56	KUKKADAM				7093998679	36009
57	TIPPARTHI			7901094613	7093998716	36906
58	RAYANAGUDEM				7093998687	36953
59	NALGONDA				7093998717	36900
60	SRIRAMPURAM				7093998718	36907
61	CHITYALA			7382403513	7093998719	36908
62	RAMANNAPET				7093998720	36909
63	VALIGONDA				7093998721	36910
64	NAGIREDDIPALLI			7382403549	7093998722	36911
65	BOMMAILPALLI				7093998723	36912
66	MACHERLA	NDKD - MCLA	08642222255		7093998725	32429
67	JANPAHAD	VNUP - JNPD			7093998726	32150

TELEPHONE NUMBERS - CREW LOBBIES				
SL No	Name of the Lobby	BSNL	AIRTEL/JIO CUG	Railway Number
1	GUNTUR	NIL	9281496245	33400
2	NALLAPADU	NIL	7702772079	32419
3	NANDYAL	08514222008	7702772083	38400
4	NADIKUDE	NIL	9701343499	36808
5	BOMMAIPALLI	NIL	NIL	36807
6	DONAKONDA	NIL	9951410572	38971

TELEPHONE NUMBERS - CONTROL OFFICE				
SL No	CONTROL	BSNL Number	AIRTEL/JIO CUG	Railway Number
1	Operating Control			
	Chief Controller		9701379915	32928, 32920
	Dy. Goods	08632216435	9701379901	32921, 32922
	Dy. Coaching	08632216435	6305801558	32977
	TNC		9701379074(COIS)	32923(COIS)
			8008105544(FOIS)	32925(FOIS)
2	Commercial Control	08632254161	9701379981	32999
		08632266138		
3	Power Control		9701379413	32422(Coaching)
			7702772081	32433(Goods)
4	C&W Control		9701379474	32444
5	Security Control	08632330761	9701379714	32722
6	Electrical Control		9701379333	32322
7	Engineering Control		9701379293	32222
8	S&T Control			
	Signal	08632222902	9701379869	32822
	Telecom		9701379091	
9	Traction Power Control		9701344537	32318
				32319

TELEPHONE NUMBERS - SECTION TIs - JURISDICTION

SL No	Station/Hqs	Name	Jurisdiction	No of Stations	Phone Number	Mail id
1	TI/GNT	M.SARAT BABU	RAL - GNT - MAG, BDPL,NLPD - PRCA	10	9701379913	mande.saratbabu@gov.in
2	TI/NDKD	VARA KRUPAKAR RAO	SRPM - PDGL,NDKD - MCLA,NLPI	12	9701379916	vara.krupakar1608@gov.in
3	TI/NLDA	SUDHAKAR BABU	VNUP - BMMP,JNPD	14	9676904392	sudhakarbabupulipati428@gmail.com
4	TI/GID	PREM KUMAR	GJJ - NDL	12	9701379910	premkumar.asm@gmail.com
5	TI/NRT	A.PADMA REDDY	PPM - DKD,RPCA	14	9676904389	asodi.padmareddy@gov.in
6	TI/General	M.S.L.NANCHARAIAH	HQRS	-	8008099899	msl.nancharaiah@gov.in
7	TI/Staff	CH.VIJAY KUMAR	HQRS	-	9701379911	chiruguri.vkumar18@gov.in
8	TI/Planning	J.RAJA SEKHAR REDDY	HQRS	-	6301305167	jrsreddy2001@gmail.com
9	TI/SWR	DASARADHA RAMACHARYULU	HQRS	-	9676904395	tiswrgntscr@gmail.com
10	TI/Coaching	CH.RAMANA MURTHY	HQRS	-	8008104422	ramana19266@gmail.com
11	TI/Caution Order	A.SARABHA LINGAM	HQRS	-	9676904394	ticoguntur@gmail.com
12	TI/Safety	M.SAIRAM	HQRS	-	9701379912	sairamsms@gmail.com

TELEPHONE NUMBERS - RAILWAY OFFICERS

Designation	Office		MOBILE
	Railway	BSNL Phone	
DRM	32000		9701379000
ADRM	32014		9701379001
CPM/GS	32008		9701379105
PS TO DRM	32005		9701379005
Sr DMM & EA TO DRM	32018		9701379009
RBA	32020		9701379004
ADMM	32113		9701370784
Sr DFM	32100		9701379100
ADFM-I	32160		9701379101
ADFM-II	32102		9701379102
DCM/CO-ORD	32998		9701379950
DCM & PO	32954		9701379952
ACM	32952		9701379951
SR DEN/CO	32200		9701379200
DEN/N	32202		9701379201
DEN/W	32204		9701379202
ADEN/N	33206		9701379206
ADEN/W	33205		9701379205
ADEN/Br			9701379221
ADEN/TM	32208		9701379207
ADEN/NLDA	36200		9701379209
ADEN/NDL	38202		9701379208
SR DEE/TR	32399		9701379300
ADEE/TRD/MRGA			9701379311
ADEE/TRD/MRK			9701379309
SR DEE/M	32301		9701379301
ADEE/M	32304		7032664480
SR DME	32400		9701379400
ADME/P & ENHM	32402		9701379401
ADME/C&W	32462		9701379462
CMS	33500		9701379500
Sr.DMO	33501		9701379502
DMO			9949869427
ADMO	33501		9701379511
ADMO	33504		9701379508
DMO/NDL	38500		9701379506
Sr.DMO/NDKD	35500		9701379504
DMO/DKD	37200		9701379505
SR DOM	32900		9701379900
AOM/GOODS	32904		9676904388
AOM/CHG	32970		9701379902
SMR(GAZ)	33900		9701379905
SR DPO	32699		9701379600
APO	32602		9701379601
Sr. DSC	33470		9701373700
ASC	32702		9701379701

Designation	Office		MOBILE
	Railway	BSNL Phone	
SR DSO	32750		9701379750
SR DSTE	32800		9701379800
DSTE/GNT	32801		9701379801
ADSTE/GNT	32804		9701379804
ADSTE/NDL			9701379810
SR DAO	32130		9701379150
DY CE/GS	32044		6281087620
AEN/GS			9063348873

DISTRICT CIVIL AUTHORITIES

District Name	Designation	Office Phone	Email Id
GUNTUR	Collector & District Magistrate	0863-2234200 0863-2234458 9849904002	collector_gntr[at]ap[dot]gov[dot]in
	Joint Collector & Additional District Magistrate	0863-2241475. 9849904003	jcgntr[at]ap[dot]gov[dot]in
	Superintendent of Police	0863 - 2234828 0863-2233222 8688831300	sp[at]gtr[dot]appolice[dot]gov[dot]in
BAPATLA	Collector & District Magistrate	8712655900	collector-bapatla[at]ap[dot]gov[dot]in
	Joint Collector & Additional District Magistrate	9807885652	jc-bapatla[at]ap[dot]gov[dot]in
	Superintendent of Police	9121102200	spbapatla[at]gmail[dot]com
PALANADU	Collector & District Magistrate	9154959301	collector-palnadu[at]ap[dot]gov[dot]in
	Joint Collector & Additional District Magistrate	9154959302	jc-palnadu[at]ap[dot]gov[dot]in
	Superintendent of Police	9440796200	sp[at]pld[dot]appolice[dot]gov[dot]in
PRAKASAM	Collector & District Magistrate	8886616001 08592-231222	collector_pkm@ap.gov.in
	Joint Collector & Additional District Magistrate	08592-232815 8886616002	jc_pkm[at]ap[dot]gov[dot]in
	Superintendent of Police	08592-232701 , 9121102100	sp[at]pkm[dot]appolice[dot]gov[dot]in
NANDYAL	Collector & District Magistrate	9849904003	collector-nandyal[at]ap[dot]gov[dot]in
	Joint Collector & Additional District Magistrate	8522030888	jc-nandyal[at]ap[dot]gov[dot]in

District Name	Designation	Office Phone	Email Id
	Superintendent of Police	9121101110	spnandyal[dot]official[at]gmail[dot]com
NALGONDA	Collector & District Magistrate	9985915000	COLLECTOR_NLGD[at] TELANGANA[dot]GOV[dot]IN
	Joint Collector & Additional District Magistrate	08682-232339	JC_NLGD[at] TELANGANA[dot]GOV[dot]IN
	Superintendent of Police	9440795600	sp[at]nlg[dot]tspolice [dot]gov[dot]in
SURYAPETA	Collector & District Magistrate	08684-222666	collector-srpt[at]telangana[dot]gov[dot]in
	Joint Collector & Additional District Magistrate	08684-222666 9493731234	jc-srpt[at]telangana[dot]gov[dot]in
	Superintendent of Police	08684-299999	sp[at]spt[dot] tspolice[dot]gov[dot]in
YADADRI BHUVANAGIRI	Collector & District Magistrate	8331997171	collector-ydr[at]telangana[dot]gov[dot]in
	Joint Collector & Additional District Magistrate	8331997002	jc-ydr[at]Telangana [dot]gov[dot]in
	Deputy Commissioner of Police	8712662005	dcpbhongir[at]gmail[dot]com dcp_bngr_rck@tspolice.gov.in

DISASTER MANAGEMENT-QUICK RESPONSE TEAM (QRT)

The disaster management team will proceed to the accident spot by the first available means (Taxi/Car) with POMKA. Dr. D SREENIVAS SATYANARAYANA, ACHD/CH/LGD shall be overall in-charge of Disaster Management (CUG Mobile No.9701370554).

DOCTORS ON DISASTER MANAGEMENT TEAM (QRT)

SL.NO.	NAME OF THE DOCTOR	DESIGNATION	MOBILE NO.
1	DR.D SREENIVAS SATYANARAYANA	ACHD ORTHOPEDIC SURGEON/CH/LGD	9701370554
2	DR. B VAMSI KRISHNA	Sr. DMO(Pediatrics & Anesthesia)/CH/LGD	9701370517
3	DR. Anurag Mishra	DMO(Anesthesia)/CH/LGD	9701370545

PARA MEDICAL STAFF ON DISASTER MANAGEMENT QUICK RESPONSE TEAM

SL.NO.	NAME OF THE STAFF	DESIGNATION	MOBILE NO.
	RAJ KUMAR	SENIOR MALE NURSING SUPDT.	9908636863
	SREENATH SASIDHAR	SENIOR MALE NURSING SUPDT.	8639968813
	JINCE RAJAN	MALE NURSING SUPDT.	9496325214
	ARUN M.K.	MALE NURSING SUPDT.	8301834184
	NIRANJAN KUMAR S	DRESSER	9652638080
	A.DOMNIC MARIO	DRESSER	9908839090
	G MADHU	DRESSER	8121356062

	RAJASEKAR	DRESSER	8074103951
	T RAJU	HOSPITAL ATTENDANT	8317561018
	PRAKASH LAXMAN PARATE	HOSPITAL ATTENDANT	7995417088
	GAURAV	HOSPITAL ATTENDANT	7396551701
	B S SHIV KUMAR	HOSPITAL ATTENDANT	8639126114, 9700378406

Two staff nurses, two hospital attendants and two dressers from the Disaster Management team will proceed to the accident spot along with the doctors of Disaster Management Team (QRT).

The POMKA boxes kept in casualty should not be taken to ARME.

MD/CH/LGD or Senior Doctor available will decide whether QRT will move by the first available means (Taxi/Car) or team will move by ARME.

In addition to QRT team, additional teams (TEAM- A OR TEAM - B OR TEAM - C) will proceed to accident site by MRV and the following procedure will be adopted in organizing the relief operation as per schedule.

DISASTER MANAGEMENT ACTION PLAN FOR MEDICAL DEPARTMENT, CENTRAL HOSPITAL, LALLAGUDA IMMEDIATELY AFTER SIREN CALL (3 LONG AND 1 SHORT OR 4 LONG AND 1 SHORT)

ARME NOMINATED TEAMS

TEAM A FOR PROCEEDING WITH MRV FROM 1ST TO 10TH OF THE MONTH:

Sl. No.	NAME OF THE DOCTOR	DESIGNATION	TELEPHONE NUMBERS			
			OFFICE		RESIDENCE	
			MOBILE	RLY	MOBILE/BSNL	RLY
1	DR. N. KRISHNAVENI	ACHD(PATHOLOGY)	9701370547	--	27820124	89316
2	DR. J. SHANMUGA PRIYA	Sr. DMO(ENT)	9701370533	--	27225999	--
3	DR. G MADHUSMITHA	Sr. DMO (GYNAEC)	9701370539	--	--	--
4	DR. B HARISH	DMO (OPHTHAL)	9701370520	--	--	--
5	DR. V SARAIAH	DMO(SURGEON)	9701370530			
6	DR. S SUNIL KUMAR	DMO(PULMONOLOGY)	9866797922	--	--	--
7	DR. K MEGHANA	ADMO (GEN MED)	9494949467	--	--	--
8	DR. Y SUSHMA	ADMO (GEN MED)	9176797998	--	--	--
9	DR. R. NARASIMHA RAO	CH CONSULTANT	9701370525	--	--	--
10	SMT K SHIVS KUMARI	ANO	9701370559	--	--	--

TEAM B FOR PROCEEDING WITH MRV FROM 11TH TO 20TH OF THE MONTH:

Sl. No.	NAME OF THE DOCTOR	DESIGNATION	TELEPHONE NUMBERS			
			OFFICE		RESIDENCE	
			MOBILE	RLY	MOBILE/BSNL	RLY
1	DR. SUVARNA JYOTHI	ACHD(PATHOLOGY)	9701370548	--	--	--
2	DR. P O VANDANA	ACHD (GYNAEC)	9701370542			--

3	DR. CHETAN PANDURANG.M	Sr. DMO(RADIOLOGY)	9701370524	--	--	--
4	DR. G VEDARANYA	DMO (PULMANOLOGY)	9701370523	--	--	--
5	DR. S DIVYA YAMINI	DMO	9701370558			
6	DR. BALAGARI RATNAMAIAH	DMO	9701370532			
7	DR. M PREMA JYOTHI	DMO(OPHTHAL)	9701370534	--	--	--
8	DR. P RAGAMAHITA	ADMO (GEN MED)	9701370529			
9	DR. N RAMESH	CH CONSULTANT (DERM)	9701370514	--	--	--
10	Sri K V RAMA SUBRAMANIYAN	APHO	9032371314	--	--	--

TEAM C FOR PROCEEDING WITH MRV FROM 21TH TO 30TH /31ST OF THE MONTH:

Sl. No.	NAME OF THE DOCTOR	DESIGNATION	TELEPHONE NUMBERS			
			OFFICE		RESIDENCE	
			MOBILE	RLY	MOBILE/BSNL	RLY
1	DR. V SARADA	ACHD)/(ENT)	9701370531	--	--	--
2	DR. P V PADMA PRIYA	ACHD/PEAD	9701370527	--	--	--
3	DR. M MEHER LATHA	ACHD (GYNAEC)	9701370537	--	--	--
4	DR. M MOAZUL HAQUE	ACHD (ORTHO)	9701370551	--	--	--
5	DR. B AJETA	DMO	9701370519	--	--	--
6	DR. K ANIL KUMAR	DMO	9701370513	--	--	--
7	DR JYOTSNA CH	DMO (PHYSICIAN)	9701370522	--	--	--
8	DR. K KAMALA RANI	ADMO (PEDIATRICS)	8008754732	--	--	--
9	DR. A K MAHATA	CH CONSULTANT (OPTHLMOLOGY)	9701370521	--	--	--
10	SRI K M ENOCH ELUMALAI	APhy O	9701370556	--	--	--

DISASTER MANAGEMENT ACTION PLAN FOR MEDICAL DEPARTMENT, CENTRAL HOSPITAL, LALLAGUDA IMMEDIATELY AFTER SIREN CALL (3 LONG AND 1 SHORT OR 4 LONG AND 1 SHORT

I	ON DUTY DOCTOR-PHONE NOS. RLY: 89177, 89151, P&T: 040-27789151
a)	On duty Doctor/Duty Pharmacist will coordinate in forming ARME team and QRT and also receive the control message and note down the following: -
1	PLACE OF OCCURRENCE
2	TRAINS INVOLVED
3	GRAVITY OF THE ACCIDENT (IE) NO. OF. INJURED/DEAD
4	TIME OF THE ACCIDENT
5	NAME OF THE PERSON WHO IS GIVING THE MESSAGE SHOULD BE NOTED DOWN
6	THE TIME OF RECEIVING THE MESSAGE FROM THE CONTROL AND REPEAT THE TIME TO THE PERSON WHO IS GIVING THE MESSAGE.
b)	The duty doctor will inform PCMD; CHD; MD/CH/LGD; CSS/CH/LGD; ACHD (ADMIN)/CH/LGD and Medical Officer In-charge of ARME & QRT. He will instruct the on-duty pharmacist and ICCU sister on duty to convey the message to all concerned as per the list.

II	ON DUTY PHARMACIST-PHONE NOS. RLY: 89122, P&T: 040-27789122

a)	On duty Pharmacist will receive the control message and note down the following: -
1	MESSAGE NUMBER ALONG WITH THE DETAILS OF THE ACCIDENT.
2	PLACE OF OCCURRENCE
3	TRAINS INVOLVED
4	GRAVITY OF THE ACCIDENT (IE) NO. OF. INJURED/DEAD
5	TIME OF THE ACCIDENT
6	NAME OF THE PERSON WHO IS GIVING THE MESSAGE SHOULD BE NOTED DOWN
7	THE TIME OF RECEIVING THE MESSAGE FROM THE CONTROL AND REPEAT THE TIME TO THE PERSON WHO IS GIVING THE MESSAGE.
b)	The duty doctor will inform PCMD; CHD; MD/CH/LGD; CSS/CH/LGD; ACHD (ADMIN)/CH/LGD and Medical Officer In-charge of ARME & QRT. He will instruct the on-duty pharmacist and ICCU sister on duty to convey the message to all concerned as per the list.
c)	TEAM A doctors will attend the station and be proceeding with MRV if any casualty happens during 1st to 10th of the month. The team B & team C doctors will be attending hospital and make necessary arrangements to receive the casualties.
d)	TEAM B doctors will attend the station and be proceeding with MRV if any casualty happens during 11th to 20th of the month. The team A & team C doctors will be attending hospital and make necessary arrangements to receive the casualties
e)	TEAM C doctors will attend the station and be proceeding with MRV if any casualty happens during 21st to 30th / 31st of the month. The team A & team B doctors will be attending hospital and make necessary arrangements to receive the casualties
f)	The on-duty pharmacist will inform the doctors as per the list notified above with a simple message "MRV ORDERED, REACH SECUNDERABAD STATION, MRV PLACED AT _____ (IF LOCATION KNOWN) without wasting time by giving details about the accident.
g)	At the same time the duty pharmacist will also press the siren button provided in the dispensary.
h)	The duty pharmacist should also instruct the on-duty ambulance driver, on duty dresser in the casualty to pool up the Para-medical staff. The duty pharmacist will assist in sending the medical team to the ARME quickly without any delay.

III	SISTER ON DUTY AT EMERGENCY WARD-PHONE NOS. RLY:89151, P&T: 040-27789151	
a)	The on-duty sister at emergency ward will inform the Sister In-charge, ANO. Chief Matron, CHI and other nominated staff over phone and should mobilize the staff from nominated wards as per the list below: -	
	Nurses	Ward 3 and Ward 7
	Dressers	Casualty
	Hospital Attendants	Ward 2 and Ward 10
b)	The on-duty sister at emergency ward should arrange POMKA and keep it ready for the team moving by ROAD.	

<u>POMKA BOXES KEPT IN THE CASUALTY SHOULD NOT BE TAKEN TO ARME. THE QUICK RESPONSE TEAM (QRT) WILL CARRY THE POMKA.</u>

The doctors who are at CH/LGD and those who could not move by MRV or by Road rescue team will man the casualty. They will oversee the arrangements at the hospital and prepare for all the eventualities. They will make necessary arrangements for emergency beds, organizing radiology and laboratory services, keeping ready stock of all lifesaving drugs, sufficient stock of linen and also making arrangements for refreshments for victims. MOT matron should arrange for the emergency surgeries.

The senior doctors will also alert the other Government/Private Hospitals and advise them to be in readiness if required. PS (GAZ) to MD and Ch. OS/MD/O/CH/LGD should at the Office for preparing various reports.

The doctors in the MRV will work under the guidance of CMS/ACMS of the division in which the accident has occurred. They will update about the happenings at the accident site and progress of the relief work from time to time to MD/CSS-1/CSS-2/ACHD (ADMIN).

The following Medical Officers & ANO should be available at CH/LGD and will coordinate during the accident.

S. NO.	NAME OF THE DOCTOR	DESIGNATION	TELEPHONE NUMBERS			
			OFFICE		RESIDENCE	
			MOBILE/BSNL	RLY	MOBILE/BSNL	RLY
1	DR. N V B K SAI	CSS-I	9701370516	--	27018645	89687
2	DR. CH PADMA	ACHD (Admn)	9701370546	--	27000824	--
3	DR. J HANUMANTHA REDDY	DMO(ANAES)	9701370536	--	--	--
4	DR. ALLUR JYOTHI	DMO (BIO CHEMISTRY)	9701370544	--	--	--
5	ANJANI BAI	ANO	9701370557	--	--	--

A register should be maintained separately in the dispensary and all the activities related to the accidents/disasters should be recorded in the register by the on-duty pharmacist. DR. D SREENIVAS SATYANARAYANA, ACHD/CH/LGD, In-charge of Disaster Management Team will periodically check the register and analyze the short comings. He should coordinate will all medical staff and give guidelines and inform them about any changes.
Important CUG numbers to be contacted in the case of accidents: -

PCMD/SC	9701370500
MD/CH/LGD	9701370510
CHD/SC	9701370501
CSS-I/CH/LGD	9701370516
ACHD(ADMIN)/CH/LGD	9701370546
ADDL.CMD/T & A	9701370503
AMBULANCE	9701370563

MEDICAL FACILITIES IN GNT DIVISION

Divisions	Hospitals	Health Units
Guntur	DRH/GNT	Nandyal, Donakonda, Nadikudi

HEALTH EMERGENCY NUMBERS
DIVISIONAL RAILWAY HOSPITAL GUNTUR EMERGENCY No -08632320440.
HU/DKD: 37200 HU/NDKD: 35500, HU/NDL: 38056

S.No.	DRH/Health Units	Name of the Doctors / Design.	CUG Nos.
1	DRH/GNT	Dr.CH SRINIVASU / CMS	9701379500
3	DRH/GNT	Dr.A.PRIYANKA/Sr DMO	9701379502

4.	DRH/GNT	Dr.V.SINDHU/ADMO	9701379508
5.	DRH/GNT	Dr.P.MOUNIKA/ADMO	9701379511
6.	HU/DKD	Dr. V. BHASWANTH MAHARSHY/DMO	9701379505
7.	HU/NDKD	Dr .M.PRAKASH/Sr DMO	9701379504
8.	HU/NDL	Dr. S.JYOSHNA PRIYADARSHINI/DMO	9701379506

LIST of ARMEs/MRVs

Div	Sl.No.	Location	Type of ARME Scale-I	Make of HRE	Year of HRE	Make HRD	Year
GNT	11	GNT	HS SPARMV	--	--	Holmatro	2017

Division	UNITS	ARME Scale-I/ ARME Scale-II	Location
Guntur	DRH/GNT	Scale-I	C & W Depot/ Guntur
	HU/NDKD	Scale-II	NDKD Station
	HU/DKD	Scale-II	DKD Station
	HU/NDL	Scale-II	NDL Station

LOCK-UP DISPENSARIES

Health Units	Lock-up Dispensaries	Days of Operation
NDKD	MIRYALAGUDA,NALGONDA	MONTHLY ONES

DISASTER MANAGEMENT TEAM

S.No.	DRH/Health Units	Name of the Doctors / Design.	CUG Nos.
1	DRH/GNT	Dr.A.PRIYANKA/Sr DMO	9701379502
2	HU/DKD	Dr. V. BHASWANTH MAHARSHY/DMO	9701379505
3	HU/NDKD	Dr .M.PRAKASH/Sr DMO	9701379504
4	HU/NDL	Dr. S.JYOSHNA PRIYADARSHINI/DMO	9701379506

WAY SIDE MEDICAL FACILITIES:

Sl. No	Empaneled Hospital name and location	Agreement period		Specialties
		From	To	
1	Sankalpa Multi& Super Specialty Hospital Nalgonda	17.03.2024	16.03.2026	General Medicine, General Surgery, Laparoscopic Gynecology, Gastroenterology, Orthopedic, Urology, Neurology, Critical Care Services
2	Udayananda Hospital/ Nandyal	30.04.2023	29.04.2025	Cardiology, Neurology, Neurosurgery, Orthopedics, Gastroenterology (Medical And Surgical), Urology, Anesthesia, Pediatric Surgery, ENT, Pulmonology, Nephrology ,Plastic Surgery, Ophthalmology, Obstetrics And Gynecology, Pediatrics, General Medicine, General Surgery, Laparoscopic Surgeries, Radiology, EmergencyServices. and diagnostic facilities

LIST OF TRAIN ESCORTED BY RPF/GRP

Sl No	Tr.No.	Name of the Train	Escorted by RPF		Escorted by GRP	
			From	To	From	To
01	12704	Falaknuma Exp	GNT	BZA	--	--
02	17255	Narasapur Exp	BZA	SC	--	--
03	17256	Narasapur Exp	SC	BZA	--	--
04	12703	Falaknuma Exp	BZA	GNT	--	--
05	12795	Intercity Exp	GNT	NLDA	--	--
06	07609	Tirupati Spl Weekly	NLDA	TEL	--	--
07	07165	Cuttack Festival SPL	NLDA	BZA	--	--
08	07695	Ramanathapuram SPL(Weekly)	NLDA	TEL	--	--
09	08580	VSKP SC SPL(Weekly)	NLDA	BZA	--	--
10	07189	Erode SPL(Weekly)	NLDA	TEL	--	--
11	07446	Kakinada Town SPL(Weekly)	NLDA	BZA	--	--
12	17232	NarasapurWeekly Exp	NLDA	BZA	--	--
13	17244	Rayagada Exp	BZA	TEL	--	--
14	17229	Sabari Exp	TEL	GNT	--	--
15	17016	Visakha Exp	--	--	GNT	BZA
16	17015	Visakha Exp	--	--	BZA	GNT
17	12604	Chennai Exp	--	--	GNT	TEL
18	17626	Delta Exp	GNT	SC	TEL	GNT
19	17625	Delta Exp	KCG	TEL	GNT	TEL
20	17229	Sabari Exp	--	--	TEL	GNT
21	17261	GNT-TPTY Exp	NRT	NDL	---	---
22	17262	TPTY-GNT Exp	NDL	NRT	NDL	MRK
23	18463	Prashanti Exp	--	--	MRK	`NDL
24	17226	HUB-BZA Exp	NDL	MRK	--	--
25	17215	DMM Exp	MRK	NDL	---	--
26	18048	Amaravati Exp	NDL	MRK	---	--
27	12734	Narayanadri Exp	NLDA	SAP	--	--
28	12603	Hyderabad Exp	SAP	SC	--	--
29	12796	Intercity Exp	SC	NLDA	--	--
30	12604	MGR Chennai Exp	NLDA	TEL	--	--
31	12733	Narayanadri Exp	TEL	NLDA	--	--

FIRE BRIGADES' DETAILS:

Sl. No.	RPF POST/OP	List of Fire Brigades in the Post/OP Jurisdiction	Fire Brigade Number	District/State
1	Guntur	Fire Station GNT Main Road	86322222930	Guntur/Andhra Pradesh
2		Mangalagiri	8645232999	Guntur/Andhra Pradesh
3		Sattenapalle	8641232101	Guntur/Andhra Pradesh
4		Fire Station Old Guntur	9949991062	Guntur/Andhra Pradesh
5	Repalle	Fire Station RAL Main Road	8646222101	Guntur/Andhra Pradesh
6	Narasaraopet	District Disaster/Fire Officer	9949991067	Palnadu/Andhra Pradesh
7	DKD & MRK	District Disaster/Fire Officer	994991064	Palnadu/Andhra Pradesh
8	Nandyal	Station Fire Officer, Nandyal	9963738412	Nandyal/Andhra Pradesh
9	Giddalur	Station Fire Officer, Giddalur	7893054087	Prakasam/Andhra Pradesh
10		Station Fire Officer,Cumbum	9963733466	Prakasam/Andhra Pradesh
11	Nalgonda	Station Fire Officer,Nalgonda	8712699318	Nalgonda/Telangana
12		Station Fire Officer,Ramannapet	8712699344	Yadadri/Telangana
13		Station Fire Officer, Bommaipalli	8712699336	Yadadri/Telangana
14	Miryalaguda	Station Fire Officer,Miryalaguda	8712699320	Nalgonda/Telangana
15	Piduguralla	Station Fire Officer,Piduguralla	9963732896	Palnadu/Andhra Pradesh
16		Station Fire Officer, Macherla	9963732751	Palnadu/Andhra Pradesh

DETAILS OF LEVEL CROSSING GATES

S.No.	LC No.	Location at km	Between Stations	District	Class of Gate	Manned/ Unmanned	LC Width (in metres)	Engineering/ Traffic	Interlock	Position	TVU	Census	RVU	Lifting	Road Type	Phone	ADEN
GNT-NDL SECTION																	
1	312	3/11-13	GNT-NLPD	Guntur	Spl	M	9	E	Y	O	885680	24.03.23	12015	LB	MR	Y	WEST
2	311/1	4/31-4/31A	GNT-NLPD	Guntur	Spl	M	5.5	T	Y	O	260627	20.03.23	2292	LB	VR	Y	WEST
3	310/2	6/5-9	NLPD-PRCA	Guntur	Spl	M	5.5	T	Y	O	50894	20.03.23	557	LB	VR	Y	WEST
4	307	10/12-14	NLPD-PRCA	Guntur	Spl	M	5.5	T	Y	O	54981	07.03.23	1292	LB	SH	Y	WEST
5	304	UP: 12/43-13/1 DN:12/44-13/2	PRCA-PPM	Guntur	Spl	M	5.5	E	Y	O	70548	07.03.23	1685	LB	VR	Y	WEST
6	298	UP: 20/21-23 DN:20/22-24	PRCA-PPM	Guntur	Spl	M	5.5	T	Y	O	76937	23.03.23	2129	LB	MDR	Y	WEST
7	297	UP: 22/27-31 DN:22/28-30	PPM-NDPU	Guntur	C	M	6	E	N	O	2334	19.03.23	62	LB	VR	Y	WEST
8	294	UP: 30/17-19 DN:30/16-18	NDPU-STUR	Guntur	C	M	5.5	E	N	O	18731	19.03.23	522	LB	BT	Y	West
9	291	UP: 35/13-15 DN: 35/14-12	STUR-NRT	Palnadu	Spl	M	5.5	T	Y	O	58664	23.03.23	1604	LB	MDR	Y	WEST
10	290	UP: 36/1-3 DN: 36/4-2	STUR-NRT	Palnadu	C	M	5.3	E	N	O	6319	20.03.23	168	LB	VR	Y	WEST
11	289	UP: 36/29-33 DN: 36/32-30	STUR-NRT	Palnadu	C	M	5.5	E	N	O	29022	07.03.23	703	LB	VR	Y	WEST
12	287	UP: 40/15-17 DN: 40/18-16	STUR-NRT	Palnadu	C	M	5.5	E	Y	O	12086	07.03.23	294	LB	VR	Y	WEST
13	283	UP: 44/39-41 DN:44/42-40	STUR-NRT	Palnadu	Spl	M	5.5	T	Y	O	226070	20.03.23	6063	LB	MR	Y	WEST
14	268	73/1-2	SYM-VKN	Palnadu	A	M	5.5	T	Y	O	40872	25.03.23	1048	LB	VR	Y	WEST
15	267	75/1-2	SYM-VKN	Palnadu	C	M	5.5	E	N	o	9711	25.03.23	249	LB	VR	Y	WEST
16	264	82/18-83/1	VKN-CEM	Palnadu	Spl	M	5.5	T	Y	O	526656	25.03.23	13504	LB	MR	Y	WEST
17	255	99/24-26	GKM-KCD	Palnadu	C	M	5.5	E	N	O	10162	25.03.23	261	SB	PR	Y	West
18	233	149/41-150/1	MRK-TLU	Prakasam	C	M	5.5	E	Y	O	9517	16.03.23	244	LB	VR	Y	NDL
19	231	153/33-35	MRK-TLU	Prakasam	Spl	M	5	T	Y	O	81841	16.03.23	2146	LB	SH	Y	NDL

S.No.	LC No.	Location at km	Between Stations	District	Class of Gate	Manned/ Unmanned	LC Width (in metres)	Engineering/ Traffic	Interlock	Position	TVU	Census	RVU	Lifting	Road Type	Phone	ADEN
20	228	158/29-31	TLU-CBM	Prakasam	C	M	5.5	E	N	O	19017	16.03.23	481	LB	VR	Y	NDL
21	227	159/29-31	TLU-CBM	Prakasam	C	M	5.5	E	N	O	4054	16.03.23	102	LB	VR	Y	NDL
22	225	164/9-11	TLU-CBM	Prakasam	C	M	5.5	E	N	O	4359	08.03.23	95	LB	VR	Y	NDL
23	222	167/18-20	TLU-CBM	Prakasam	C	M	5.5	E	N	O	8568	08.03.23	186	LB	VR	Y	NDL
24	220	171/10-12	CBM-JBK	Prakasam	A	M	5	T	Y	O	47461	08.03.23	1032	LB	SH	Y	NDL
25	219	173/25-27	CBM-JBK	Prakasam	C	M	5	E	N	C	5106	08.03.23	111	LB	VR	Y	NDL
26	217	177/10-12	JBK-SDV	Prakasam	A	M	5	T	Y	O	48680	08.03.23	1058	LB	SH	Y	NDL
27	216	178/16-18	JBK-SDV	Prakasam	C	M	5.5	E	N	O	5279	08.03.23	115	LB	VR	Y	NDL
28	212	189/44-46	SDV-YADA	Prakasam	C	M	5	T	Y	C	10615	08.03.23	231	LB	VR	Y	NDL
29	210	194/16-18	SDV-YADA	Prakasam	C	M	5.5	E	N	O	6072	08.03.23	132	LB	VR	Y	NDL
30	206	203/6-8	YADA-GID	Prakasam	Spl	M	7.5	T	Y	O	171752	08.03.23	3734	LB	MDR	Y	NDL
31	205	203/14-16	GID-Yard	Prakasam	Spl	M	5.5	T	Y	O	66424	08.03.23	1444	LB	VR	Y	NDL
32	203	207/1-3	GID-DMT	Prakasam	C	M	5.5	E	N	O	6116	08.03.23	139	LB	VR	Y	NDL
33	201	208/32-34	GID-DMT	Prakasam	C	M	7.5	E	Y	O	13948	08.03.23	317	LB	VR	Y	NDL
34	199	211/10-12	GID-DMT	Prakasam	C	M	7.5	E	N	O	8492	08.03.23	193	LB	VR	Y	NDL
35	192	242/1-2	CMZ-GZL	Nandyal	Spl	M	7.5	T	Y	O	77088	08.03.23	1752	LB	VR	Y	NDL
36	190	244/17-245/1	GZL-NDPL	Nandyal	C	M	5.5	E	N	O	8228	08.03.23	187	LB	VR	Y	NDL
37	188-A	248/7-8	GZL-NDPL	Nandyal	A	M	7.5	E	Y	O	48532	08.03.23	1103	LB	VR	Y	NDL
38	187	252/8-9	NDPL-NDL	Nandyal	Spl	M	7.5	E	Y	O	99572	08.03.23	2263	LB	VR	Y	NDL
39	186	253/11-12	NDPL-NDL	Nandyal	Spl	M	7.5	E	Y	O	80652	08.03.23	1833	LB	VR	Y	NDL
40	184	257/12-13	NDL-PNM	Nandyal	Spl	M	7.5	T	Y	O	161398	08.03.23	3434	LB	MR	Y	NDL
41	181	259/8-9	NDL-PNM	Nandyal	Spl	M	7.5	E	Y	O	206706	08.03.23	4398	LB	SH	Y	NDL
42	180	260/12-13	NDL-PNM	Nandyal	A	M	7.5	E	N	O	40530	08.03.23	1158	LB	VR	Y	NDL
GNT-KCC SECTION																	
1	2	1/13-15	GNT-NBR	Guntur	Spl	M	7	E	Y	O	261281	17.03.23	4407	LB	MR	Y	WEST
2	3	3/25-27	GNT-NBR	Guntur	Spl	M	22	E	Y	O	1599935	17.03.23	22856	LB	MR	Y	WEST
3	3A	4/29-31	GNT-NBR	Guntur	A	M	5.5	E	Y	O	35150	17.03.23	502	LB	VR	Y	WEST
4	4	6/21-23	GNT-NBR	Guntur	Spl	M	5.5	E	Y	O	186063	17.03.23	2658	LB	VR	Y	WEST
5	5	9/3-5	NBR-MAG	Guntur	C	M	5.2	T	Y	O	10643	17.03.23	152	LB	VR	Y	WEST
6	10	15/27-29	NBR-MAG	Guntur	Spl	M	5.5	E	Y	O	72416	24.03.23	1022	LB	VR	Y	WEST
7	14	19/7-9	NBR-MAG	Guntur	Spl	M	5.5	T	Y	O	463122	24.03.23	6536	LB	MR	Y	WEST
8	15	20/37-39	MAG-KCC	Guntur	Spl	M	5.8	T	Y	O	223625	24.03.23	3156	LB	MR	Y	WEST

S.No.	LC No.	Location at km	Between Stations	District	Class of Gate	Manned/ Unmanned	LC Width (in metres)	Engineering/ Traffic	Interlock	Position	TVU	Census	RVU	Lifting	Road Type	Phone	ADEN
9	17A	24/ 28-30	MAG-KCC	Guntur	B1	M	5.7	E	Y	O	29464	24.03.23	825	LB	VR	Y	WEST
10	17B	24/ 25-27	MAG-KCC	Guntur	B1	M	5.5	E	Y	O	28274	24.03.23	835	LB	VR	Y	WEST
GNT-NDKD SECTION																	
1	6	9/13-14	NLPD-BDPL	Guntur	Spl	M	5	E	Y	O	264206	23.01.22	6368	LB	MR	Y	NORTH
2	7	10/5-6	NLPD-BDPL	Guntur	C	M	5	E	N	O	12488	19.01.22	291	LB	VR	Y	NORTH
3	11	13/4-5	BDPL YARD	Guntur	Spl	M	5	T	Y	O	59545	16.01.22	1452	LB	VR	Y	NORTH
4	13	14/20-21	BDPL-SRPM	Guntur	C	M	5	T	Y	O	7687	09.01.22	180	LB	VR	Y	NORTH
5	14	15/19-20	BDPL-SRPM	Guntur	C	M	4.4	E	N	O	2282	12.01.22	53	LB	VR	Y	NORTH
6	16	17/3-4	BDPL-SRPM	Guntur	C	M	5	E	Y	O	13152	02.01.22	346	LB	VR	Y	NORTH
7	17	18/25-26	BDPL-SRPM	Guntur	C	M	4.6	E	N	O	8197	05.01.22	211	LB	VR	Y	NORTH
8	20	22/1-2	BDPL-SRPM	Guntur	C	M	7.5	E	N	O	28987	16.01.22	707	LB	VR	Y	NORTH
9	21	22/17-18	SRPM-YARD	Guntur	Spl	M	9.5	T	Y	O	78556	12.01.22	1916	LB	VR	Y	NORTH
10	24	26/15-16	SRPM-PKPU	Guntur	C	M	5.5	E	N	O	14596	16.01.22	356	LB	VR	Y	NORTH
11	27	29/13A-14A	PKPU-YARD	Palnadu	Spl	M	10.5	T	Y	O	206599	12.01.22	5039	LB	MDR	Y	NORTH
12	33	35/22-23	PKPU-SAP	Palnadu	C	M	5.5	E	N	O	19762	16.01.22	482	LB	VR	Y	NORTH
13	34	37/1-2	PKPU-SAP	Palnadu	C	M	5.6	E	N	O	19024	12.01.22	464	LB	VR	Y	NORTH
14	39	41/23-24	PKPU-SAP	Palnadu	C	M	9.5	T	Y	O	24272	16.01.22	592	LB	MR	Y	NORTH
15	40	42/29-30	SAP-REM	Palnadu	Spl	M	11.5	T	Y	O	166050	12.01.22	4050	LB	VR	Y	NORTH
16	41	45/8-9	SAP-REM	Palnadu	C	M	5.5	E	N	O	17712	16.01.22	432	LB	VR	Y	NORTH
17	50	54/20-21	REM-BMKD	Palnadu	C	M	9.5	T	Y	O	29602	12.02.22	722	LB	VR	Y	NORTH
18	52	58/15-16	REM-BMKD	Palnadu	A	M	9.5	E	Y	O	48285	12.07.21	1606	LB	VR	Y	NORTH
19	53	59/27-28	REM-BMKD	Palnadu	Spl	M	9.5	T	Y	O	108486	16.01.22	2656	LB	VR	Y	NORTH
20	54	61/3-4	BMKD-PGRN	Palnadu	C	M	9.5	T	Y	O	19926	13.01.22	486	LB	VR	Y	NORTH
21	57	65/8-9	BMKD-PGRN	Palnadu	C	M	5.5	E	N	O	23780	12.01.22	580	LB	VR	Y	NORTH
22	59	66/21-22	BMKD-PGRN	Palnadu	C	M	5.5	E	N	O	5043	13.01.22	123	LB	VR	Y	NORTH
23	60	69/23-24	PGRN-PGRL	Palnadu	A	M	5.5	T	Y	O	38745	16.01.22	945	LB	VR	Y	NORTH
24	63	72/14-15	PGRN-PGRL	Palnadu	A	M	5.5	E	Y	O	47109	13.01.22	1149	LB	VR	Y	NORTH
25	64	73/1-2	PGRN-PGRL	Palnadu	Spl	M	11.5	T	Y	O	283843	16.01.22	6923	LB	MDR	Y	NORTH
26	65	73/11-12	PGRN-PGRL	Palnadu	C	M	4.8	T	Y	O	12341	12.01.22	301	LB	VR	Y	NORTH

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27	67	75/17-18	PGRL-TMLU	Palnadu	C	M	5.5	E	N	C	4920	13.01.22	120	LB	VR	Y	NORTH
28	69	77/25-26	PGRL-TMLU	Palnadu	C	M	6.3	E	N	O	19475	16.01.22	475	LB	VR	Y	NORTH
29	71	79/24-25	PGRL-TMLU	Palnadu	A	M	7.5	E	Y	O	46166	12.01.22	1126	LB	VR	Y	NORTH
30	75	84/1-2	TMLU-NDKD	Palnadu	A	M	7.5	T	Y	O	48708	16.01.22	1188	LB	VR	Y	NORTH
31	81	93/16-17	TMLU-NDKD	Palnadu	Spl	M	6.25	E	Y	O	253483	14.02.22	6452	LB	VR	Y	NORTH
32	82	94/22-23	TMLU-NDKD	Palnadu	Spl	M	5.56	T	Y	O	71011	14.02.22	1462	LB	VR	Y	NLDA
NDKD-MCLA SECTION																	
1	85	101/1-2	NDKD-MCLA	Palnadu	C	M	5.8	E	N	O	11684	18.02.22	1461	LB	VR	Y	NLDA
2	89	105/20-21	NDKD-MCLA	Palnadu	A	M	6.37	E	N	O	47939	18.02.22	5992	LB	VR	Y	NLDA
3	90	107/14-15	NDKD-MCLA	Palnadu	C	M	5.67	E	N	O	18452	18.02.22	2307	LB	VR	Y	NLDA
4	101	120/14-15	NDKD-MCLA	Palnadu	A	M	5.67	E	Y	O	36403	18.02.22	4900	LB	NH167AD	Y	NLDA
5	102	123/14-15	NDKD-MCLA	Palnadu	A	M	6.42	E	Y	O	33649	18.02.22	4907	LB	VR	Y	NLDA
6	106	129/14-15	NDKD-MCLA	Palnadu	Spl	M	7.41	T	Y	O	168634	18.02.22	24592	LB	SH	Y	NLDA
PGDP-NDKD SECTION																	
1	91	143/7-8	VNUP-PDGL	Palnadu	B1	M	7.8	T	Y	O	27778	03.03.22	757	LB	VR	Y	NLDA
2	86	133/5-6	KDGL-VNUP	Nalgonda	Spl	M	7.31	E	Y	O	128946	12.01.22	2940	LB	VR	Y	NLDA
3	82	129/16-17	KDGL-VNUP	Nalgonda	A	M	5.5	E	Y	O	32960	12.01.22	752	LB	VR	Y	NLDA
4	81	127/19-20	KDGL-VNUP	Nalgonda	C	M	5.7	E	N	O	19621	12.01.22	447	LB	VR	Y	NLDA
5	76	122/10-11	MRGA-KDGL	Nalgonda	C	M	5.5	E	N	O	19603	12.01.22	447	LB	VR	Y	NLDA
6	70	113/8-9	KADM-	Nalgonda	B1	M	5	T	Y	O	26931	03.03.22	751	LB	VR	Y	NLDA

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			MRGA														
7	64	105/10-11	KADM-MRGA	Nalgonda	spl	M	5.5	T	Y	O	55216	29.01.22	1624	LB	VR	Y	NLDA
8	63	103/6-7	TPPI-KADM	Nalgonda	C	M	5.5	E	N	O	4692	29.01.22	138	LB	VR	Y	NLDA
9	56	92/11-12	RYGA-TPPI	Nalgonda	C	M	5.5	E	N	O	16694	29.01.22	220	LB	VR	Y	NLDA
10	54	91/1-2	RYGA-TPPI	Nalgonda	C	M	5.5	E	N	C	8806	29.01.22	259	LB	VR	Y	NLDA
11	50	85/17-18	NLDA-RYGA	Nalgonda	C	M	5.5	T	Y	O	10438	29.01.22	307	LB	VR	Y	NLDA
12	45	77/16-17	NLDA-RYGA	Nalgonda	C	M	5.5	T	Y	O	9724	29.01.22	286	LB	VR	Y	NLDA
13	37	65/12-13	CTYL-SRMR	Nalgonda	C	M	5.5	T	Y	O	16864	29.01.22	496	LB	VR	Y	NLDA
14	30	53/12-13	CTYL-SRMR	Nalgonda	C	M	5.5	E	N	O	23392	29.01.22	688	LB	VR	Y	NLDA
15	26	49/15-16	RMNP-CTYL	Nalgonda	spl	M	5.5	E	N	O	53210	29.01.22	1565	LB	VR	Y	NLDA
16	16	31/18-19	VLG-RMNP	Nalgonda	Spl	M	9	E	Y	O	62764	29.01.22	1846	LB	MDR	Y	NLDA
17	13	27/3-4	NRDP-VLG	Nalgonda	C	M	5.5	E	N	O	13838	29.01.22	407	LB	VR	Y	NLDA
GNT-TEL SECTION																	
1	2A	1101-1102	GNT MIX-REP	Guntur	Spl	M	7	T	Y	O	52177	27.02.23	8295	LB	MR	Y	NORTH
2	251	24/23-25	VJA-GNT	Guntur	Spl	M	6	T	Y	O	148750	17.03.23	12107	LB	MR	Y	WEST
3	249	22/23-25	VJA-GNT	Guntur	Spl	M	7	E	Y	O	300664	20.03.23	9396	LB	MR	Y	NORTH
4	246	19/5-7	VJA-GNT	Guntur	C	M	5.5	E	N	O	772	27.02.23	25	LB	VR	Y	NORTH
5	245	18/9-11	VJA-GNT	Guntur	C	M	5.5	E	N	O	706	02.03.23	23	LB	VR	Y	NORTH
6	239	13/5-7	SJL-VJA	Guntur	Spl	M	5.3	E	Y	O	71178	15.03.23	2466	LB	VR	Y	NORTH
7	235	9/12-14	SJL-VJA	Guntur	Spl	M	5.5	T	Y	O	79306	02.03.23	2631	LB	VR	Y	NORTH
8	232	7/28-30	TEL-SJL	Guntur	Spl	M	4.9	T	Y	O	97808	02.03.23	3245	LB	VR	Y	NORTH
9	229	3/40-4/2	TEL-SJL	Guntur	Spl	M	5.5	E	Y	O	111141	27.02.23	3619	LB	VR	Y	NORTH
10	228	2/36-38	TEL-SJL	Guntur	B2	M	5.5	E	N	C	23809	27.02.23	775	LB	VR	Y	NORTH
TEL-RAL SECTION																	
1	254	2/15-16	TEL-VMU	Guntur	Spl	M	5.5	E	Y	O	153074	27.02.23	10111	LB	MR	Y	NORTH
2	258	7/26-8/1	TEL-VMU	Bapatla	C	M	5	E	N	O	1205	27.02.23	80	LB	VR	Y	NORTH

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3	260	9/5-6	TEL-VMU	Bapatla	C	M	5.5	E	N	O	1968	27.02.23	130	LB	VR	Y	NORTH
4	261A	10/25-26	TEL-VMU	Bapatla	C	M	5.5	E	N	O	16924	05.03.23	1118	LB	VR	Y	NORTH
5	263	13/15-16	TEL-VMU	Bapatla	Spl	M	6.9	T	Y	O	158803	05.03.23	10489	LB	SH	Y	NORTH
6	266	15/21-22	VMU-RAL	Bapatla	C	M	5.5	E	N	O	4432	05.03.23	293	LB	VR	Y	NORTH
7	268	17/11-12	VMU-RAL	Bapatla	C	M	5.5	E	N	O	8311	05.03.23	549	LB	VR	Y	NORTH
8	270	19/9-10	VMU-RAL	Bapatla	B2	M	5	E	Y	O	21559	05.03.23	1424	LB	VR	Y	NORTH
9	275	22/5-6	VMU-RAL	Bapatla	C	M	5.1	E	N	O	4944	13.01.19	327	LB	VR	Y	NORTH
10	277	23/13-14	VMU-RAL	Bapatla	Spl	M	6.5	E	Y	O	114492	05.03.23	7562	LB	VR	Y	NORTH
12	281	27/17-18	VMU-RAL	Bapatla	C	M	5	E	N	O	18367	15.03.23	1261	LB	VR	Y	NORTH
13	282	28/6-7	VMU-RAL	Bapatla	A	M	6	E	Y	O	34288	05.03.23	2353	LB	SH	Y	NORTH
14	285	31/17-18	VMU-RAL	Bapatla	B2	M	5.5	E	N	O	21200	05.03.23	1455	LB	VR	Y	NORTH
15	286	32/15-16	VMU-RAL	Bapatla	C	M	5.5	T	Y	O	7160	05.03.23	491	LB	VR	Y	NORTH

EC SOCKETS

Block section wise location of Emergency sockets - GNT NORTH BOARD (BDPL - NDKD - PGDP,NDKD - MCLA,VNUP - JNPD)

Location (Km) of EC socket	Location (Km) of EC sockets
BDPL-SRPM	**BMKD-PGRN**
13/29-14/1	60/26-27
15/1	61/26-27
16/1	62/24-25
16/28-17/1	63/24-25
18/1	64/24-25
19/2	65/25-26
19/29-20/1	66/25-26
20/28-21/1	**PGRN-PGRL**
22/1	69/26-27
SRPM-PKPU	70/21-22
24/1	71/23-24
24/27-25/1	72/23-24
25/27-26/1	**PGRL-TMLU**
26/27-27/1	74/25-26
27/27-28/1	75/25-26

Location (Km) of EC socket	Location (Km) of EC sockets
29/1	76/25-26
PKPU-SAP	77/22-23
30/1-2	78/25-26
30/27-28	79/23-24
31/25-26	80/21-22
32/26-27	82/1-2
33/23-24	82/21-22
34/25-26	**TMLU-NDKD**
35/25-26	84/18-19
36/26-27	86/1-2
37/26-27	86/26-27
38/26-27	87/26-27
39/28-40/1	88/27-89/1
40/25-26	89/27-28
SAP-REM	90/24-25
43/26-27	91/26-27

Location (Km) of EC socket	Location (Km) of EC sockets
44/26-27	92/27-93/1
46/5-6	93/27-94/1
46/25-26	**NDKD-PDGL**
47/25-26	144/20-145/1
48/28-49/1	145/20-146/1
49/25-26	146/20-147/1
50/25-26	147/20-148/1
51/24-25	148/21-149/1
53/5-6	149/21-150/1
REM-BMKD	150/25-151/1
54/25-26	**PDGL-VNUP**
55/24-25	135/24-136/1
56/24-25	136/15-137/1
57/24-25	137/19-138/1
58/24-25	139/7-8
59/25-26	139/19-140/1

Location (Km) of EC socket	Location (Km) of EC sockets
KDGL-VNUP	140/18-141/1
132/16-133/1	141/15-142/1
133/19-134/1	142/14-143/1
KDGL-MRGA	**VNUP -KDGL**
115/3-4 Main line &FCI siding	126/17-127/1
115/17-116/1	127/21-128/1
116/19-117/1	128/17-129/1
117/16-118/1	129/18-130/1
118/15-119/1	130/15-131/1
119/16-120/1	131/16-132/1
120/19-121/1	**NLDA-SRMR**
121/16-122/1	66/24-67/1
122/16-123/1	67/20-68/1
123/16-124/1	68/21-69/1
124/14-15	69/21-70/1

Location (Km) of EC socket	Location (Km) of EC sockets
(SSP at KDGL)	
MRGA-KADM	70/20-71/1
105/21-106/1	71/20-72/1
106/18-107/1	73/1
107/16-108/1	73/20-74/1
108/15-109/1	74/21-75/1
109/19-110/1	75/22-76/1
110/15-111/1	**SRMR-CTYL**
111/16-112/1	51/24-52/1
112/18-113/1	53/1
113/14-15 (TSS at MRGA)	53/20-54/1
KADM-TPPI	55/1
94/21-95/1	55/24-56/1
95/16-96/1	56/20-57/1
96/19-97/1	57/20-58/1
97/15-98/1	58/20-59/1
98/15-99/1	59/20-60/1
99/16-100/1	60/20-61/1
100/15	61/20-62/1
101/14-102/1	62/20-63/1

Location (Km) of EC socket	Location (Km) of EC sockets
102/15-103/1	64/1
103/16-104/1	64/22-65/1
TPPI-RYGA 87/22-88/1	65/7-8
88/20-89/1	**CTYL-RMNP**
	42/24-43/1
89/20-90/1	43/20-44/1
90/20-91/1	45/1
91/22-92/1	46/1
92/22-93/1	46/21-47/1
RYGA-NLDA	47/20-48/1
77/24-78/1	48/20-49/1
78/22-79/1	49/21-50/1
79/20-80/1	**RMNP-VLG**
80/20-81/1	30/26-31/1
81/22-82/1	31/21-32/1
82/21-83/1	32/21-33/1
83/19-84/1	33/20-34/1
84/21-85/1	34/20-35/1
VLG-NRDP	35/19-36/1
25/22-26/1	

Location (Km) of EC socket	Location (Km) of EC sockets
26/22-27/1	36/20-37/1
27/21-28/1	37/20-38/1
28/22-29/1	38/22-39/1
NRDP-BMMP	39/22-40/1
9/23-10/1	40/20-41/1
10/21-11/1	**VLG-NRDP**
11/23-12/1	20/22
12/21-13/1	21/22-22/1
13/22-14/1	22/22-23/1
14/21-15/1	23/22-24/1
15/21-16/1	24/20-25/1
16/21-17/1	115/12-116/1
17/22-18/1	116/18-117/1
18/23-19/1	117/17-118/1
BMMP-PGDP	118/18-119/1
4/5-6	**RCA-MCLA**
5A/14-5/1	120/1-2
5/19-6/1	120/18-121/1
6/21-7/1	121/17-122/1
NDKD-GZA	122/17-123/1
96/28-97/1	123/19-124/1

Location (Km) of EC socket	Location (Km) of EC sockets
98/1-2	124/17-125/1
98/17-18	125/16-17
99/15-16	126/15-16
100/15-16	128/1-2
101/15-16	128/22-129/1
102/15-16	**VNUP-JNPD**
103/19-20	78/25-26
104/15-16	79/21-22
GZA-RCA	80/18
105/22-106/1	81/17-18
106/18-107/1	82/21
107/18-108/1	83/17-18
108/19-109/1	84/18-19
109/17-110/1	85/21-22
110/17-111/1	86/18
111/17-112/1	87/22
112/17-113/1	
113/16-114/1	
114/17-115/1	

GNT - NORTH BOARD TOTAL EC SOCKETS : 250

Block section wise location of Emergency sockets - GNT CENTRAL BOARD (RAL - TEL- GNT,KCC - GNT - BDPL,NLPD - NRT)

Location (Km) of EC sockets	Location (Km) of EC sockets
GNT-NLPD	**NLPD-BDPL**
1/2-0/46B	5/38-39
1/36	6/24-7/1
3/1	7/24
3/33-4/1	9/4-5
NLPD-PRCA	9/28-10/1
6/1	11/3
7/1	12/1
8/1	13/10

Location (Km) of EC sockets	Location (Km) of EC sockets
9/1	**GNT-NBR**
10/1	ART/9-10
11/1	1/3-1/1
PRCA - PPM	1/33-2/1
12/1	2/31-3/1
13/1	3/33-4/1
14/1	4/31-5/1
15/1	5/29-31
16/1	5/37-6/1

Location (Km) of EC sockets	Location (Km) of EC sockets
17/2	7/1-6/31
18/2	7/39
18/36-19/2	**NBR-MAG**
19/36-20/2	9/3-5
20/52-21/2	10/1-9/35
PPM-NDPU	10/31-11/1
21/44-22/2	11/33-12/1
22/28-23/2	12/31-13/1
23/32-24/2	13/13-14/1

Location (Km) of EC sockets	Location (Km) of EC sockets
24/36-25/2	14/33-15/1
25/36-26/2	15/31-16/1
26/32-27/2	16/33-17/1
NDPU-STUR	**MAG-KCC**
28/48-29/2	20/42-21/2
29/38-30/2	21/36-22/2
30/36-31/2	22/36-23/2
31/36-32/2	23/35-24/1
32/34-33/2	24/51-25/1
33/40-34/2	25/14-15
35/9-11	25/51
36/1-3	**GNT-VJA**
36/29-31	15/47-16/2
37/18-20	16/38-17/1
38/13-15	14/41-18/2
STUR-NRT	18/42-19/1
39/13-15	20/2-20/4
41/17-19	20/43-21/2
42/13-15	21/42-22/1

Location (Km) of EC sockets	Location (Km) of EC sockets
43/12-14 44/23-25	22/44-23/1
	23/45-24/2
VJA-SJL	**VMU-RAL**
	14/2-3
8/44-9/1	14/28-15/1
9/46-10/1	15/27-16/1
10/40-11/1	16/27-17/1
11/39-11/40	17/26-18/1
13/1-13/2	18/28-19/1
13/43-13/45	19/10-19/11
SJL-TEL	19/25-20/1
0/34--1/2	21/4-5
1/44-2/2	22/1-2
2/42-3/2	23/1-2
3/17-4/2	23/15-16
4/42-5/2	23/27-24/1
5/42-6/2	24/28-25/1
6/46-7/2	25/26-26/01
7/44-8/2	26/27-27/01

Location (Km) of EC sockets	Location (Km) of EC sockets
TEL-VMU	27/27-28/1
1/1	28/6-7
2/3-4	28/27-29/1
2/16-17	30/2-3
2/28-3/1	31/2-3
3/26-27	32/2-3
4/25-26	33/2-3
5/23-24	
6/21-22	
7/26-8/1	
9/5-6	
10/8-9	
10/26-27	
11/26-12/01	
13/1-2	
13/15	
17/31-18/1	
18/31-19/1	
19/24-26	

Block section wise location of Emergency sockets - GNT WEST BOARD (NRT - NDL,SYM - PGRN,GKM - DARSI)

Block Section	Location (Km) of EC sockets
NRT-MUK	46/10-11
	46/36-35
	47/32-31
	48/28-27
	49/26-27
	50/20-21
	51/24-23
MUK-SAB	53/44- 54/2
	54/32-34
	55/30-32
	56/28-30

Block Section	Location (Km) of EC sockets
	57/27-25
	58/34-36
	59/28-32
	60/28-32
SAB-SYM	62/3-6
	63/1-3
	64/1-3
	65/3-5
	65/31-66/1
	66/35-66/33
	67/35-68/1

Block Section	Location (Km) of EC sockets
	68/29-33
	69/27-29
	70/23-25
	71/19-21
SYM-VKN	73/32
	73/46-48
	74/20-22
	75/11-12
	76/7-8
	77/8-7
	78/5-6

Block Section	Location (Km) of EC sockets
	79/5-6
	80/13
POO-DKD	114/16-18
	115/4-6
	116/4-6
	117/2-4
	117/36-118/2
	119/2A-2B
	114/7-8
DKD-GJJ	121/2-4
	121/36-122/2
	122/30-32
	123/30-32
	125/4-6
	126/2-4
	127/4-6
	127/32-34
	128/30-32
	129/4-5
	130/1-3
GJJ-MRK	131/26-28
	132/24-26
	133/21-23
	134/19-21
	135/21-23
	136/13-15
	137/13-15
	137/35-37
	138/10-12
	139/8-10
	140/2-4
	141/2-4
	141/38-142/2
	142/20-22
	143/7-8
	143/19-21

Block Section	Location (Km) of EC sockets
MRK-TLU	144/32-34
	145/24-26
	146/26-28
	146/26-28
	147/10-12
	148/4-6
	149/4-6
	149/41-150/1
	150/32-34
	152/6-8
	153/4-6
	154/4-6
	154/36-38
	155/3-4
	155/36-38
GID-DMT	204/4
	205/1-204/23
	206/1-205/17
	207/16-207/1
	207/20-208/1
	209/1-208/19
	209/18-17
	210/16-211/1
	211/16-212/1
	212/10
	212/17-213/1
	214/15-16
DMT-CMZ	215/20-21
	216/14-15
	217/17-18
	218/16-17
	219/15
	220/10-11
	221/10-11
	221/19-20
	222/2-3

Block Section	Location (Km) of EC sockets
	222/9
	222/12-13
	222/16-17
	222/26
	223/1
	223/14-15
	224/17-18
	225/15-16
	226/12-13
	227/12-13
	228/12-13
	229/9-10
	230/5-6
	231/18-19 (Isolator)
	231/7-8
	231/2-3
CMZ-GZL	232/20-21
	233/24-25
	233/21-22
	234/15-16
	235/14-15
	236/11-12
	237//10-11
	238/11-12
RPCA-SYM	1050-1051
	33/19-34/1
	34/17-18
	35/17-36/1
	36/17-37/1
	37/17-38/1
	38/17-39/1
	39/18-40/1
	41/1-2
	41/18-42/1
	42/18-43/1

Block Section	Location (Km) of EC sockets
	43/18-44/1
	45/18-46/1
	46/16-47/1
	48/1-2
	48/23-49/1
	49/18-50/1
GKM - DKD	74/8-9
	75/7-8
	76/6-7
	77/0-1
	77/8-9
	78/6-7
	79/1-2
	80/0-1
	81/0-1
	81/9-82/0
	82/8-9
	83/7-8
	83/9-84/0
	84/9-85/0
	85/8-9
	86/8-9
VKN-CEM	82/43-83/1
	83/35-84/1
	84/28-30
	85/14-15
	87/11-13
	88/3-5
	88/39
CEM-GKM	89/17-18
	90/2-3
	90/15-16
	91/13-14
	92/12-13
	93/3-4
	93/10-11

Block Section	Location (Km) of EC sockets
	93/14-15
	94/10-11
	95/10-11
GKM - KCD	96/18-19
	97/7-8
	98/7-8
	99/7-8
	100/8-9
	101/1-2
	101/6-7
	102/6-7
	103/4-5
	104/5-6
	105/5-6
	106/6-7
KCD-POO	107/33T-KCD/1007
	108/28-30
	108/34-36
	109/30-32
	110/26-28
	111/26-28
	112/18-20
	113/2-4
TLU-CBM	157/16-18
	157/15-17
	157/28-30
	157/27-29
	157/50-52
	158/32-34
	159/32-34
	160/28-30
	161/28-30
	163/10-12
	164/12-14
	164/38-165/2

Block Section	Location (Km) of EC sockets
	165/28-30
	166/24-26
	167/22-24
	168/22-24
	169/28-30
	164/37-165/1
CBM-JBK	170/44-46
	172/3-4
	172/35-173/1
	174/18-20
	175/12-14
	176/7-9
JBK-SDV	177/20-22
	178/16-18
	179/12-14
	180/20-22
	180/44-181/2
	181/44-46
	182/36-38
	183/12-14
	183/18-19
	184/22-24
	185/18-20
	186/14-16
	186/14
	188/11-12
SDV-GID	189/10-13A
	190/14-16
	191/10-12
	192/26-28
	193/24-26
	194/ 19-21
	195/23-24
	196/27-29
	197/6-8
	198/6-8

Block Section	Location (Km) of EC sockets
	199/6-8
	200/6-8
	201/4-6
	202/4-6
CMZ-GZL	239/11-12
	240/10-11
	241/4-5
	241/15-16
	242/7-8
	243/7-8
	243/5-4
GZL NDPL	244/4-5
	245/4-5
	246/3-4
	247/4-5
	248/3-4
	249/3-4
	250/8-9
NDPL-NDL	251/4-3
	252/3-2
	253/2-1
	254/2-1
	254/1-255/16
	255/16-17
PGRN-NLPI	6/1
	6/24-7/1
	8/1-2
	8/16-17
	9/17-10/1
	10/18-11/1
NLPI-RPCA	12/18-19
	14/1-2
	14/18-15/1
	15/19-16/1
	16/23-17/1
	17/20-21

Block Section	Location (Km) of EC sockets
	18/16-17
	19/17-18
	20/16-17
	21/5-6
	22/1-2
	22/17-23/1
	24/4-5
	25/2-3
	26/4-5
	27/16-17
	29/1
	29/17-30/1
	31/4-5
	32/1-2
	1014-1016
DKD - Darsi	88/1-2
	88/9-89/0
	90/0-1
	90/8-9
	91/8-9
	92/7-8
	93/5-7
	94/3-4
	94/6-7
	95/5-6
	96/5-6
	97/4-5
	98/2-3
	99/1-2
	100/1-2
	Darsi station
GNT–West Board EC Sockets: 314	

GUNTUR DIVISION-LOAD TABLE-79 FOR GOODS TRAIN (DIESEL)

SECTION	LOAD	UP DIRECTION								REMARKS
		WDM 3A		WDG 3A		WDG4		WDG4G		
		SH	MU	SH	MU	SH	MU	SH	MU	
GNT-NDKD-MCLA (Ruling Gradient 1/100)	42BCNL/42BCNAL/42 BRNL	NP	P*	NP	P	P*	P	P*	P	*Run through to be given at BMKD and TMLU. Not to stop at home signal PGRL. NOTE: On raising gradient of 1 in 100 or steeper, if inclement weather prevails or SR 30 KMPH or below is imposed, banker to be provided for all combination of load and loco.
	59 BOXNL	NP	NP	NP	P*	NP	P	NP	P	
	45 BOST/45 CONCORD/ 43 BRN/50 BTPNL/45 BLC	NP	NP	NP	P	NP	P	NP	P	
NDKD-PGDP (Ruling Gradient 1/100)	42BCNL/42BCNAL/42 BRNL	NP	P*	NP	P*	P#*$	P	P#*$	P	* Not to be stopped at H/S of VNUP, BMMP, CTYL .# Run through to be given VLG and NRDP. $Through banker to be provided WDG4SH if load exceeds 3500T. NOTE: On raising gradient of 1 in 100 or steeper, if inclement weather prevails or SR 30 KMPH or below is imposed, banker to be provided for all combination of load and loco.
	59 BOXNL	NP	NP	NP	P*#	NP	P	NP	P	
	45 BOST/45 CONCORD/ 43 BRN/50 BTPNL/45 BLC	NP	P*	NP	P*	NP	P	NP	P	
NLPD-DKD-NDL (Ruling Gradient 1/100)	42BCNL/42BCNAL/42 BRNL	NP	P*	NP	P*	P*@	P	P*@	P	*Run through to be given at MUK,KCD,YADA and not stop at H/S of PRCA,STUR, NRT, SAB,VKN, KCD.,DMT. @ Banker to be provided between DMT-CMZ . NOTE: On raising gradient of 1 in 100 or steeper, if inclement weather prevails or SR 30 KMPH or below is imposed, banker to be provided for all combination of load and loco.
	59 BOXNL	NP	NP	NP	P * @	NP	P	NP	P	
	45 BOST/45 CONCORD/ 43 BRN/50 BTPNL/45 BLC	NP	P*	NP	P*	NP	P	NP	P	
KCC-NLPD (Ruling Gradient 1/250)	42BCNL/42BCNAL/42 BRNL	NP	P*	NP	P	P	P	P	P	*Not to stop at H/S of NLPD.
	59 BOXNL	NP	P*	NP	P	P	P	P	P	
	45 BOST/45 CONCORD/ 43 BRN/50 BTPNL/45 BLC	NP	P*	NP	P	p	P	p	P	

DOWN DIRECTION										
Section	Load	WDM 3A		WDG 3A		WDG4		WDG4G		Remarks
		SH	MU	SH	MU	SH	MU	SH	MU	
MCLA-GNT-NDKD (Ruling Gradient 1/100)	42BCNL/42BCNAL/42 BRNL	NP	P*	NP	P	P* $	P	P* $	P	* Run through to be given at TMLU & SAP $Through banker to be provided for WDG4 SH if load exceeds 3500T. NOTE: On raising gradient of 1 in 100 or steeper, if inclement weather prevails or SR 30 KMPH or below is imposed, banker to be provided for all combination of load and loco.
	59 BOXNL	NP	NP	NP	P*	NP	P	NP	P	
	45 BOST/45 CONCORD/ 43 BRN/50 BTPNL/45 BLC	NP	P*	NP	P	P* $	P	P* $	P	
PGDP-NDKD (Ruling Gradient 1/100)	42BCNL/42BCNAL/42 BRNL	NP	P *	NP	P	P* $	P	P* $	P	* Not to be stopppd at H/S of VNUP, PDGL. $Through banker to be provided for WDG4 SH if load exceeds 3500T. NOTE: On raising gradient of 1 in 100 or steeper, if inclement weather prevails or SR 30 KMPH or below is imposed, banker to be provided for all combination of load and loco.
	59 BOXNL	NP	NP	NP	P *	NP	P	NP	P	
	45 BOST/45 CONCORD/ 43 BRN/50 BTPNL/45 BLC	NP	P *	NP	P	NP	P	NP	P	
NDL-DKD-NLPD (Ruling Gradient 1/100)	42BCNL/42BCNAL/42 BRNL	NP	P#*	NP	P#*	P#*$	P	P#*$	P	#Banker to be imposed between GZL & DMT. *Train not to stopped at H/S of MRK, VKN and run through to be given at MUK. @ Banker to be provided between GZL-DMT for WDG3A /WM3D MU. $ Banker to be provided between GZL-DMT for WDG4 SH if load exceeds 3500T. NOTE: On raising gradient of 1 in 100 or steeper, if inclement weather prevails or SR 30 KMPH or below is imposed, banker to be provided for all combination of load and loco.
	59 BOXNL	NP	NP	NP	P # * @	NP	P	NP	P	
	45 BOST/45 CONCORD/ 43 BRN/50 BTPNL/45 BLC	NP	P#*	NP	P#*	P#*$	P	P#*$	P	
NLPD-KCC (Ruling Gradient 1/250)	42BCNL/42BCNAL/42 BRNL	NP	P	NP	P	P	P	P	P	
	59 BOXNL	NP	P	NP	P	P	P	P	P	
	45 BOST/45 CONCORD/ 43 BRN/50 BTPNL/45 BLC	NP	P	NP	P	p	P	p	P	

Note: P-permitted, NP- not permitted

1) In addition to trailing loads mentioned, BV is also permitted.

2) In case of stalling the LP should not try to pull the load to avoid damage to rail ask for relief/banker engine

3) SH of any class of any loco can take full length empty train of any stock.

4) Load table is prepared for standard composition rakes with CC+8+2t I) for BCN/BCNAL-42, BOXN/BOXNHL-59, BOST/CONCORD-45, BRN-43, BTPN-50

5) In case of any stalling / loss of times etc RDSO load table issued Vide MP guide No.26 Aug.2015 should prevail and and any stalling/ punctuality loss / loss on run cases should be booked on miscellaneous/ bad weather/ others.

GUNTUR DIVISION - LOAD TABLE-79 FOR GOODS TRAIN (ELECTRIC)

SECTION	LOAD	UP Direction TRACTION							REMARKS
		WAG-5		WAG-7		WAG-9		WAG-12B	
		SH	MU	SH	MU	SH	MU	SH	
		UP DIRECTION							
GNT-NDKD-MCLA (Ruling Gradient 1/100)	42 BCNL/42 BCNAL	NP	P	NP	P	P*# @	P	P	#while starting from NLPD except M/L , banker to be given up to BDPL *Run through to be given at BMKD and TMLU. Not to stop at home signal of PGRL & Gate Signal of LC-64. @ Banker to be provided if load exceeds 3800T. NOTE: Banker shall be provided on 1 in 100 raising gradients for hauling BOXN/BOXNHL/BCN/BCNHL loaded rakes and other rakes of similar trailing loads by WAG-5/WAG-7/WAG-9 MUs in the following conditions: i) During rains only. ii) 30 KMPH SR imposed on the foot of the gradient. iii) 30 KMPH SR imposed on 1 in 100 gradients.
	59 BOXNL/58 BCNHL	NP	P*#	NP	P*	NP	P	P*	
	45 BOST/45 CONCORD/ 43 BRN/50 BTPNL/45 BLC	NP	P	NP	P	P*# @	P	P	
NDKD-PGDP (Ruling Gradient 1/100)	42 BCNL/42 BCNAL	NP	P	NP	P	P* # @	P	P	*Not to stop be stopped at H/S of VNUP, CTYL, BMMP. # Run through to be given at NRDP. @ Banker to be provided if load exceeds 3800T. NOTE: Banker shall be provided on 1 in 100 raising gradients for hauling BOXN/BOXNHL/BCN/BCNHL loaded rakes and other rakes of similar trailing loads by WAG-5/WAG-7/WAG-9 MUs in the following conditions: i) During rains only. ii) 30 KMPH SR imposed on the foot of the gradient. iii) 30 KMPH SR imposed on 1 in 100 gradients.
	59 BOXNL	NP	P*#	NP	P*#	NP	P	P *	
	45 BOST/45 CONCORD/ 43 BRN/50 BTPNL/45 BLC	NP	P*	NP	P	P*# @	P	P*	
NLPD-DKD-NDL (Ruling Gradient 1/100)	42 BCNL/42 BCNAL	NP	P	NP	P	P* $	P	P	* Run through to be given at MUK, KCD, YADA and not to stopped at H/S of PRCA, STUR, NRT, SAB, VKN, CEM, GKM, KCD, DMT. # Run through to be given Via ML of DMT. $ Banker to be provided if load exceeds 3800T. @ Banker to be provided between DMT and CMZ. NOTE: Banker shall be provided on 1 in 100 raising gradients for hauling BOXN/BOXNHL/BCN/BCNHL loaded rakes and other rakes of similar trailing loads by WAG-5/WAG-7/WAG-9 MUs in the following conditions: i) During rains only. ii) 30 KMPH SR imposed on the foot of the gradient. iii) 30 KMPH SR imposed on 1 in 100 gradient.
	59 BOXNL	NP	P* @	NP	P * #	NP	P	P *	
	45 BOST/45 CONCORD/ 43 BRN/50 BTPNL/45 BLC	NP	P*	NP	P	P*# $	P	P	
KCC-NLPD (Ruling Gradient 1/250)	42BCNL/42BCNAL	NP	P	P*	P	P*	P	P	*Not to stop at H/S of NLPD NOTE: Banker shall be provided on 1 in 100 raising gradients for hauling BOXN/BOXNHL/BCN/BCNHL loaded rakes and other rakes of similar trailing loads by WAG-5/WAG-7/WAG-9 MUs in the following conditions: i) During rains only. ii) 30 KMPH SR imposed on the foot of the gradient. iii) 30 KMPH SR imposed on 1 in 100 gradient.
	59 BOXNL	NP	P*	NP	P*	P*	P	P*	
	45 BOST/45 CONCORD/ 43 BRN/50 BTPNL/45 BLC	NP	P*	NP	P	P*	P	P	
VNUP-MTMP	42 BCNL/42 BCNAL	NP	P	NP	P	P *	P	P	*Not to stop at Home Signals of JNPD. NOTE: Banker shall be provided on 1 in 100 raising gradients for hauling BOXN/BOXNHL/BCN/BCNHL loaded rakes and other rakes of similar trailing loads by WAG-5/WAG-7/WAG-9 Mus in the following conditions: i)During rains only. ii) 30 KMPH SR imposed on the foot of the gradient. iii) 30 KMPH SR imposed on 1 in 100 gradient.
	59 BOXNL	NP	P*	NP	P	NP	P	P *	
	45 BOST/45 CONCORD/ 43 BRN/50 BTPNL/45 BLC	NP	P	NP	P	P *	P	P	

DOWN DIRECTION

SECTION	LOAD	ELECTRIC TRACTION							REMARKS
		WAG-5		WAG-7		WAG-9		WAG-12B	
		MU	SH	MU	SH	MU	SH		
MCLA-NDKD-GNT (Ruling Gradient 1/100)	42 BCNL/42 BCNAL	NP	P	NP	P	P*@	P	P	* Run through to be given at TMLU & SAP @ Banker to be provided if load exceeds 3800T. # not to be stoped at H/S of PGRN. NOTE: Banker shall be provided on 1 in 100 raising gradients for hauling BOXN/BOXNHL/BCN/BCNHL loaded rakes and other rakes of similar trailing loads by WAG-5/WAG-7/WAG-9 Mus in the following conditions: i) During rains only. ii) 30 KMPH SR imposed on the foot of the gradient. iii) 30 KMPH SR imposed on 1 in 100 gradient.
	59 BOXNL	NP	P*#	NP	P*	NP	P	P*	
	45 BOST/45 CONCORD/ 43 BRN/50 BTPNL/45 BLC	NP	P	NP	P	P*#	P	P	
PGDP-NDKD (Ruling Gradient 1/100)	42 BCNL/42 BCNAL	NP	P	NP	P	P* @	P	P	* Not to be stopped at H/S of VNUP, PDGL @ Banker to be provided if load exceeds 3800T. NOTE: Banker shall be provided on 1 in 100 raising gradients for hauling BOXN/BOXNHL/BCN/BCNHL loaded rakes and other rakes of similar trailing loads by WAG-5/WAG-7/WAG-9 Mus in the following conditions: i) During rains only. ii) 30 KMPH SR imposed on the foot of the gradient. iii) 30 KMPH SR imposed on 1 in 100 gradient.
	59 BOXNL	NP	P*	NP	P*	NP	P	P*	
	45 BOST/45 CONCORD/ 43 BRN/50 BTPNL/45 BLC	NP	P*	NP	P	P*	P	P	
NDL-DKD-NLPD (Ruling Gradient 1/100)	42 BCNL/42 BCNAL	NP	P	NP	P	P* #	P	P	*Train not to be stopped at H/S of MRK, VKN and run through to be given at MUK. $ Banker to be provided between GZL- DMT. NOTE: Banker shall be provided on 1 in 100 raising gradients for hauling BOXN/BOXNHL/BCN/BCNHL loaded rakes and other rakes of similar trailing loads by WAG-5/WAG-7/WAG-9 Mus in the following conditions: i) During rains only .ii) 30 KMPH SR imposed on the foot of the gradient. iii) 30 KMPH SR imposed on 1 in 100 gradient.
	59 BOXNL	NP	P*#	NP	P*#	NP	P	P#	
	45BOST/45CONCORD/ 43 BRN/50 BTPNL/ 45 BLC	NP	P	NP	P	P*#	P	P	
NLPD-KCC (Ruling Gradient 1/250)	42BCNL/42BCNAL	NP	P	P	P	P	P	P	
	59 BOXNL	NP	P	NP	P	P	P	P	
	45 BOST/45 CONCORD/ 43 BRN/50 BTPNL/.45 BLC	NP	P	P	P	P	P	P	
MTMP-VNUP	42 BCNL/42 BCNAL	NP	P	NP	P	P*	P	P	Not to stop at VNUP home signal. NOTE: Banker shall be provided on 1 in 100 raising gradients for hauling BOXN/BOXNHL/BCN/BCNHL loaded rakes and other rakes of similar trailing loads by WAG-5/WAG-7/WAG-9 Mus in the following conditions: i) During rains only. ii) 30 KMPH SR imposed on the foot of the gradient. iii) 30 KMPH SR imposed on 1 in 100 gradient.
	59 BOXNL	NP	P*	NP	P	NP	P	P*	
	45 BOST/ 45 CONCORD/ 43 BRN/ 50 BTPNL/ 45 BLC	NP	P	NP	P	P*	P	P	

Note: P-permitted, NP- not permitted
1) In addition to trailing loads mentioned, BV is also permitted.
2) In case of stalling the LP should not try to pull the load to avoid damage to rail ask for relief/banker engine
3) SH of any class of any loco can take full length empty train of any stock.
4) Load Table is prepared for standard composition rakes with CC+8+2. 1) For BCN/BCNA-42, BOXN/BOXNHL-59, BOST/CONCORD-45, BRN-43, BTPN-50, BCNHL-58
5) In case of any Stallings / loss of time etc RDSO load table issued Vide MP guide No. 26 Aug, 2015 should prevail and any stalling / Punctuality loss / loss on run cases should be booked on miscellaneous/bad weather/Others.

Sectional Speeds

JSC Data for Coaching Stock - GNT Division																						
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	Section	From Km.	To Km.	Sec. speed	LWS (140 KN Air Spring)	LVPH (140 KN Air Spring)	LSLRD (140 KN Air Spring)	LWSCNA (140 KN Air Spring)	LWSCN (Coil Spring)	LWFCWACA (120 KN Air Spring)	LWSCZA (140 KN Air Spring)	LS 5A (160 KN Air Spring)	LWFCZAC (Coil Spring)	LWSCZAC (Coil Spring)	LWFCWAC (Coil Spring)	LWFAC (Coil Spring)	LWACCW (Coil Spring)	LWCBAC (Coil Spring)	LWACCN (Coil Spring)	LWLRRM (Coil Spring)	LS 3 (Coil Spring/ 140 KN Air Spring)	LS 5 (140 KN Air spring)
	Speed certified by RDSO				130	130	130	130	130	160	130	130	160	160	160	160	160	160	160	160	130	130
	RB/CRS Sanctioned speed				130	130	130	130	130	160	130	130	160	160	160	130	130	130	130	160	130	130
	Sanctioned for max.speed in SCR				130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130
1	Pagidipalli — Nadikude (SL)	4.02	152.69	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
2	Nallapadu -Nadikude (SL)	5	95.25	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
3	Nadikude-Macherla (SL)	95.25	130.26	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
4	Nallapadu-Satulur(UP&DN)	5	34.29	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
5	Nallapadu - Giddalur(UP & DN)	5	203.78	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
6	Satulur - Munumaka(SL)	34.29	52.99	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
7	Munumaka - Savalyapuram (UP&DN)	52.99	72.84	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
8	Savalyapurm - Cheekateegalapalem(UP)	72.84	89.55	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95
9	Savalyapurm - CheekateegaIapaIem(DN)	72.84	89.55	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
10	Cheekateegalapalem-GKM -GJJ (UP&DN)	89.55	130.78	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
11	Gajjelakonda- Tadupadu(UP&DN)	130.78	256.98	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
12	Tarlupadu - Jaggambhotla Krishnapuram (UP)	156.44	173.466	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
13	Tadupadu -Jaggambhotla Krishnapuram (UP)	173.466	176.94	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
14	Tarlupadu - Jaggambhotla Krishnapuram (DN)	156.44	173.466	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
15	Tarlupadu -Jaggambhotla Krishnapuram (DN)	173.466	176.94	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
16	Jaggambhotla Krishnapuram-Nandyal(SL)	176.94	256.98	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
17	Guntur - Krishna canai (UP & DN)	0	27.12	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
18	Tenali-Guntur (UP&DN) (Incl. B/P line at GNT Jn.)	0	25.47	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
19	Guntur- Nallapadu (UP&DN)	0	5	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110

20	Tenali-Repalle (SL)	0	33.85	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
21	Nandyal- Nandyal (Junction cabin) (SL)	0	2.324	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	5O	50	50
22	New Piduguralla Jn-SavaIyapuram (SL)	5.15	51	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
23	Janpahad -Vishnupuram (SL)	78.38	88.81	75																		

JSC Data for Coaching Stock - GNT Division																							
					19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
	Section	From Km.	To Km.	Sec. speed	LWSCZ (Coil Spring)	LWSCN1 (Coil Spring)	LWACCNE (160 KN Air spring)	LWCTZAC (120 KN Air spring)	LWLRRMD (140 KN Air spring)	LRAAC (120 KN Air spring)	LWSCNAA (160 KN Air spring)	LWSCZAA (160 KN Air spring)	LSLRDAA (160 KN Air spring)	Vande Bharat Train Set (8/12/16) 180 KN Air spring)	LWLRRMU (120 KN Air spring)	LWACCNAA (160 KN Air spring)	LWLRRM2 (120 KN Air spring)	LWCBAC2 (120 KN Air spring)	LWACCN2 (120 KN Air spring)	WACCW2 (120 KN Air Spring)	LWFAC2 (120 KN Air Spring)	LWFCZAC2 (120 KN Air Spring)	LWSCZAC2 (120 KN Air Spring)
	Speed certified by RDSO				130	130	160	160	130	160	130	130	130	160	130	160	160	160	160	160	160	160	160
	RB/CRS Sanctioned speed				130	130	160	160	130	160	130	130	130	160	130	160	130	130	130	130	130	130	130
	Sanctioned for max.speed in SCR				130	130	130	130	130	130	130	130	130	160	130	130	130	130	130	130	130	110	110
1	Pagidipalli — Nadikude (SL)	4.02	152.69	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
2	Nallapadu -Nadikude (SL)	5	95.25	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
3	Nadikude-Macherla (SL)	95.25	130.26	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
4	Nallapadu-Satulur(UP&DN)	5	34.29	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
5	Nallapadu - Giddalur(UP & DN)	5	203.78	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
6	Satulur - Munumaka(SL)	34.29	52.99	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
7	Munumaka - Savalyapuram (UP&DN)	52.99	72.84	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
8	Savalyapurm - Cheekateegalapalem(UP)	72.84	89.55	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95
9	Savalyapurm - Cheekateegalapalem(DN)	72.84	89.55	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
10	Cheekateegalapalem-GKM – GJJ (UP&DN)	89.55	130.78	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
11	Gajjelakonda- Tadupadu(UP&DN)	130.78	256.98	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
12	Tarlupadu - Jaggambhotla Krishnapuram (UP)	156.44	173.466	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
13	Tadupadu -Jaggambhotla Krishnapuram (UP)	173.466	176.94	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
14	Tarlupadu - Jaggambhotla Krishnapuram (DN)	156.44	173.466	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
15	Tarlupadu -Jaggambhotla Krishnapuram (DN)	173.466	176.94	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
16	Jaggambhotla Krishnapuram-Nandyal(SL)	176.94	256.98	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
17	Guntur - Krishna canal (UP &DN)	0	27.12	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
18	Tenali-Guntur (UP&DN) (Incl. B/P line at GNT Jn.)	0	25.47	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
19	Guntur- Nallapadu (UP&DN)	0	5	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
20	Tenali-Repalle (SL)	0	33.85	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
21	Nandyal- Nandyal (Junction cabin) (SL)	0	2.324	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
22	New Piduguralla Jn-Savalyapuram (SL)	5.15	51	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
23	Janpahad -Vishnupuram (SL)	78.38	88.81	75																			

JSC Data for Coaching Stock - GNT Division

	Section	From Km.	To Km.	Sec. speed	38 LWCBACDQ (120 KN Air Spring)	39 LDSLRA (140 KN Air Spring)	40 LWSCZDAC1 (120 KN Air Spring)	41 LS 2 (Coil Spring)	42 AC-LHB SG Variant(HYBRID) Coaches SWGSCZAC, SWGFCWAC, SWGACCW, SWGFAC, SWGFCNAC, SWGCWNACS, WGACCN, SWGCBNAC, SGSLRDAC, SVPHU, SGSLR	43 Non AC-LHB SG Variant(HYBRID) Coaches SGS, SWGSCN,SGSLRD,SGSRD,SSCZ,SWG CBN,SWGSCZ	44 GARIBRATH COACHES (ICF Type) WACCNH1,WSCZACH,WRRMDAC	45 ICF Coaches with all Coil Bogies	ICF type AC EOG Coaches	46 VPH	47 VVN 40,000 liters Capacity	48 VVNH1-New Milk Tank	49 NMGH	50 NMGHS	51 LRZAC(LWTRC) (Coil Spring)
	Speed certified by RDSO				160	130	160	105	130	130	130	120	130	130	110	110	110	110	160
	RB/CRS Sanctioned speed				160	130	110	105	120	120	120	120	130	130	110	110	110	110	NA
	Sanctioned for max.speed in SCR				130	110	110	105	120	120	120	110	120	120	110	110	110	110	130
1	Pagidipalli — Nadikude (SL)	4.02	152.69	110	130	110		105	110	110	110	110	110	110	110	110	110	110	110
2	Nallapadu -Nadikude (SL)	5	95.25	110	130	110		105	110	110	110	110	110	110	110	110	110	110	110
3	Nadikude-Macherla (SL)	95.25	130.26	80	80	80		80	80	80	80	80	80	80	80	60	80	75	80
4	Nallapadu-Satulur(UP&DN)	5	34.29	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
5	Nallapadu - Giddalur(UP & DN)	5	203.78	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
6	Satulur - Munumaka(SL)	34.29	52.99	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
7	Munumaka - Savalyapuram (UP&DN)	52.99	72.84	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
8	Savalyapurm - Cheekateegalapalem(UP)	72.84	89.55	95	95	95		95	95	95	95	95	95	95	95	95	95	95	95
9	Savalyapurm - Cheekateegalapalem(DN)	72.84	89.55	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
10	Cheekateegalapalem-Gundlakamma -Gajjelakonda (UP&DN)	89.55	130.78	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
11	Gajjelakonda- Tadupadu(UP&DN)	130.78	256.98	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
12	Tarlupadu - Jaggambhotla Krishnapuram (UP)	156.44	173.466	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
13	Tadupadu -Jaggambhotla Krishnapuram (UP)	173.466	176.94	80	80	80		80	80	80	80	80	80	80	80	80	80	80	80
14	Tarlupadu - Jaggambhotla Krishnapuram (DN)	156.44	173.466	80	80	80		80	80	80	80	80	80	80	80	80	80	80	80
15	Tarlupadu -Jaggambhotla Krishnapuram (DN)	173.466	176.94	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
16	Jaggambhotla Krishnapuram-Nandyal(SL)	176.94	256.98	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
17	Guntur - Krishna canai (u aDN)	0	27.12	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
18	Tenali-Guntur (UP&DN) (Incl. Bye pass line at Guntur Jn.)	0	25.47	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
19	Guntur- Nallapadu (UP&DN)	0	5	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
20	Tenali-Repalle (SL)	0	33.85	90	90	90		90	90	90	90	90	90	90	90	90	90	90	90
21	Nandyal- Nandyal (Junction cabin) (SL)	0	2.324	50	50	50		50	50	50	50	50	50	50	50	50	50	50	50
22	New Piduguralla Jn-Savalyapuram (SL)	5.15	51	80	80	80		80	80	80	80	80	80	80	80	80	80	80	80
23	Janpahad -Vishnupuram (SL)	78.38	88.81	75															

South Central Railway

Joint Safety Certificate no. M/C-070

Annexure showing the Division-wise sections and corresponding speeds proposed for regular operation of Vande Bharat Train Sets in 8/12/16/20 Car formations with new design propulsion system & Bogies over BG sections of South Central Railway.

Sl. no.	Section	From km	To km	Maximum Permissible speed in kmph
GUNTUR DIVISION				
1	Pagidipalli – Nadikude (SL)	4.02	152.69	110
2	Nallapadu -Nadikude (SL)	5.00	95.25	110
3	Nallapadu – Giddalur (UP & DN)	5.00	203.78	110$ *
	Giddalur – Nandyal (SL)	203.78	256.98	110
4	Guntur – Krishna Canal (UP&DN)	0.00	27.12	110
5	Tenali–Guntur (UP&DN) (Incl. Bye pass line at Guntur Jn.)	0.00	25.47	110
6	Guntur- Nallapadu (UP & DN)	0.00	5.00	110
7	Tenali-Repalle (SL)	0.00	33.85	90
8	Nandyal- Nandyal (Junction cabin) (SL)	0.00	2.324	100$
9	New Piduguralla Jn-Savalyapuram (SL)	5.15	51.00	100$
10	Nadikude-Macherla (SL)	95.25	130.26	80

Note: (a) $ and * - Speed Restrictions as per Annexure-II

(b) In case of air spring gets deflated, the speed shall be limited to 60Kmph. This has to be manually implemented by loco pilot.

South Central Railway

Joint Safety Certificate no. M/C-070

Annexure showing the speed restrictions for running of Vande Bharat Train Sets in /12/16/20 Car formations with new design propulsion system & Bogies over BG sections of South Central Railway.

Speed Restrictions as per 'TRACK certificate' issued by HQrs. Engineering Department:

The following Speed Restrictions on New lines/Doubling/Tripling as per CRS Authorisation/ Existing speed detailed below are to be observed in sections of SCR:

$ - SR on New lines/Doubling/Tripling is as per CRS Authorisation/Existing speed. However, maximum permissible speed can be permitted after raising speed by competent Authority.				
Sl. No.	Between stations	From km	To km	SR (kmph)
1	Satulur – Munumaka (UP)	34.29	52.99	80
2	JaggambhotlaKrishnapuram – Giddalur (UP)	176.94	202.96	100
3	JaggambhotlaKrishnapuram – Giddalur (DN)	202.96	203.78	100
4	Nandyal- Nandyal (Junction cabin) (SL)	0.00	2.324	50
5	New Piduguralla Jn-Savalyapuram (SL)	5.15	51.00	80

PCME PCSTE PCEE PCOM PCE

South Central Railway
Joint Safety Certificate no. M/C-070

Annexure showing the speed restrictions for running of Vande Bharat Train Sets in 8/12/16/20 Car formations with new design propulsion system & Bogies over BG sections of South Central Railway.

S. no.	Between stations	km from	km to	SR (kmph)	Reason
GUNTUR DIVISION					
*PSRs on Munumaka – JaggambhotlaKrishnapuram					
1	GJJ-MRK (DN)	134/6	135/22	95	Due to series of curves of 3 o
2	GJJ-MRK (DN)	135/24	135/50	80	Due to sharp curves of 4.5°
3	GJJ-MRK (DN)	136/12	136/34	70	Due to sharp curves of 5°
4	GJJ-MRK (DN)	143/2	143/18	95	Due to 3 o curve
5	TLU Yard (DN)	156/2	157/2	95	In adequate cant – Points taking off from 1.85°
6	TLU-CBM (DN)	157.709	158.406	85	Due to sharp curves of 3.85°
7	TLU-CBM (DN)	169.074	169.384	100	Due to sharp of curve of 3o.
8	CBM-JBK (DN)	171.431	172.151	100	Due to sharp of curve of 2.79o.
9	CBM-JBK (UP)	173.999	174.237	100	Due to sharp of curve of 2.75o.

PCME PCSTE PCEE PCOM PCE

South Central Railway
Joint Safety Certificate no. M/C-062

Annexure showing the speed restrictions proposed for regular operation of LHB EOG AC-3 Tier coaches (LWACCNAA) fitted with pneumatic suspension (160 km capacity) at the secondary stage on FIAT Bogies over BG sections of South Central Railway.

Sl. no.	Between stations	km from	km to	SR (kmph)	Reason
*Permanent Speed Restriction on Tarlupadu – Jaggambhotla Krishnapuram (UP&DN)					
1	Tarlupadu - Cumbum (DN)	157.709	158.406	85	Due to Sharper 3.85° Curve
2	Tarlupadu - Cumbum (DN)	169.074	169.384	100	Due to Sharper 3.0° Curve
3	Cumbum – Jaggambhotla Krishnapuram (DN)	171.431	172.151	100	Due to Sharper 2.79° Curve
4	Cumbum – Jaggambhotla Krishnapuram (UP)	173.999	174.237	100	Due to Sharper 2.75° Curve

Note: The speed restrictions as printed in the current working time table and subsequent restrictions imposed from time to time shall be followed strictly. For sections not appearing in working time table, local speed restrictions as applicable shall be followed strictly.

South Central Railway
Joint Safety Certificate no. M/C-063

Annexure showing the speed restrictions proposed for regular operation of LHB EOG AC Track Recording Car 'LRZAC' over BG sections of South Central Railway.

Sl. No.	Between stations	km from	km to	SR (kmph)	Reason
*Permanent Speed Restriction on Tarlupadu – Jaggambhotla Krishnapuram (UP&DN)					
1	Tarlupadu - Cumbum (DN)	157.709	158.406	85	Due to Sharper 3.85° Curve
2	Tarlupadu - Cumbum (DN)	169.074	169.384	100	Due to Sharper 3.0° Curve
3	Cumbum - JaggambhotlaKrishnapuram (DN)	171.431	172.151	100	Due to Sharper 2.79° Curve
4	Cumbum - JaggambhotlaKrishnapuram (UP)	173.999	174.237	100	Due to Sharper 2.75° Curve

Note: The speed restrictions as printed in the current working time table and subsequent restrictions imposed from time to time shall be followed strictly. For sections not appearing in working time table, local speed restrictions as applicable shall be followed strictly.

JSC Data for Wagons - GNT Division.																										
					1		2		3		4		5		6		7		8		9		10		11	
		From Km.	To Km.	Sec. speed	ACT1 (22.9t)		BAFRDR		BCACBM 12.715(A-Car)/ 12.680t (B-Car)		BCACM 8.281t(A-Car)/ 7.906t(B-Car)		BCBFG(21.8t)		BCCNR(10.5t)		BCFC		BCFCM		BCFCM1		BCNAHS		BCNAHSM1	
					E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L
	Speed certified by RDSO						100	100	100	95	100	100	75	75	100	100	65	60	100	60	100	75	100	100	100	75
	RB/CRS Sanctioned speed						75	70	90	90	100	100	75	75	100	100	65	60	100	60	100	75	100	100	100	75
	Sanctioned for max.speed in SCR						75	70	90	90	100	100	75	75	75	75	65	60	100	60	100	75	100	100	100	60
1	Pagidipalli – Nadikude (SL)	4.02	152.69	110	-	-	60	60	75	70	100	85	75	70	75	75	65	60	100	60	95	60	100	75	100	60
2	Nallapadu -Nadikude (SL)	5	95.25	110	-	-	60	60	75	70	100	85	75	70	75	75	65	60	100	60	95	60	100	75	100	60
3	Nadikude-Macherla (SL)	95.25	130.26	80	-	-	60	60	75	70	80	80	45	45	75	75	65	60	-	-	-	-	80	75	80	60
4	Nallapadu - Satulur (UP & DN)	5	34.29	110	-	-	75	70	90	90	100	100	75	75	75	75	65	60	100	60	100	60	100	100	100	60
5	Satulur - Munumaka(SL)	34.29	52.99	110	-	-	60	60	75	70	100	85	75	70	75	75	65	60	100	60	95	60	100	75	100	60
6	Satulur - Munumaka(UP)	34.29	52.99	110	-	-	60	60	75	70	100	85	75	70	75	75	65	60	100	60	95	60	100	75	100	60
7	Satulur - Munumaka(DN)	34.29	52.99	110	-	-	60	60	75	70	100	85	75	70	75	75	65	60	100	60	95	60	100	75	100	60
8	Munumaka - Savalyapuram (UP&DN)	52.99	72.84	110	-	-	75	70	90	90	100	100	75	75	75	75	65	60	100	60	100	60	100	100	100	60
9	Savalyapurm - Cheekateegalapalem(UP)	72.84	89.55	95	-	-	60	60	90	90	95	95	75	75	75	75	65	60	95	60	95	60	95	95	95	60
10	Savalyapurm - Cheekateegalapalem(DN)	72.84	89.55	110	-	-	75	70	90	90	100	100	75	75	75	75	65	60	100	60	100	60	100	100	100	60
11	Gundlakamma-Darsi(SL)	74.711	102.6																							
12	Cheekateegalapalem-Gundlakamma -Gajjelakonda (UP&DN)	89.55	130.78	110	-	-	75	70	90	90	100	100	75	75	75	75	65	60	100	60	100	60	100	100	100	60
13	Gajjelakonda- Tarlupadu(UP&DN)	130.78	256.98	110	-	-	75	70	90	90	100	100	75	75	75	75	65	60	100	60	100	60	100	100	100	60
14	Tarlupadu - Jaggambhotla Krishnapuram (UP)	156.44	173.466	110	-	-	75	70	90	90	100	100	75	75	75	75	65	60	100	60	100	60	100	100	100	60
15	Tarlupadu -Jaggambhotla Krishnapuram (UP)	173.466	176.94	80	-	-	60	60	80	80	80	80	75	75	75	75	65	60	80	60	80	60	80	80	80	60
16	Tarlupadu - Jaggambhotla Krishnapuram (DN)	156.44	173.466	80	-	-	60	60	80	80	80	80	75	75	75	75	65	60	80	60	80	60	80	80	80	60
17	Tarlupadu -Jaggambhotla Krishnapuram (DN)	173.466	176.94	110	-	-	75	70	90	90	100	100	75	75	75	75	65	60	100	60	100	60	100	100	100	60
18	Jaggambhotla Krishnapuram-Nandyal(SL)	176.94	256.98	110	-	-	60	60	75	70	100	85	75	70	75	75	65	60	100	60	95	60	100	75	100	60

JSC Data for Wagons - GNT Division.																											
					1		2		3		4		5		6		7		8		9		10		11		
		From Km.	To Km.	Sec. speed	ACT1 (22.9t)		BAFRDR		BCACBM 12.715(A-Car)/ 12.680t (B-Car)		BCACM 8.281t(A-Car)/ 7.906t(B-Car)		BCBFG(21.8t)		BCCNR(10.5t)		BCFC		BCFCM		BCFCM1		BCNAHS		BCNAHSM1	
19	Guntur - Krishna Canal (UP&DN)	0	27.12	110	-	-	60	60	75	75	100	95	75	75	75	75	65	60	100	60	100	60	100	85	100	60
20	Tenali-Guntur (UP&DN) (Incl. Bye pass line at Guntur Jn.)	0	25.47	110	-	-	60	60	75	75	100	90	75	75	75	75	65	60	100	60	100	60	100	80	100	60
21	Guntur- Nallapadu (UP&DN)	0	5	110	-	-	60	60	75	75	100	95	75	75	75	75	65	60	100	60	100	60	100	85	100	60
22	Tenali-Repalle (SL)	0	33.85	90	-	-	60	60	75	70	90	85	75	70	75	75	65	60	-	-	-	-	90	75	90	60
23	Nandyal- Nandyal (Junction cabin) (SL)	0	2.324	50	-	-	50	50	50	50	50	50	50	50	50	50	50	50	-	-	-	-	50	50	50	50
24	New Piduguralla Jn-Savalyapuram (SL)	5.15	51	80	-	-	60	60	75	75	80	80	75	75	75	75	65	60	-	-	-	-	80	80	80	60
25	Janpahad -Vishnupuram (SL)	78.38	88.81	75	-	-	60	60	75	75	75	75	75	75	75	75	65	60	75	60	75	60	75	75	75	60
26	Nallapadu-Giddeluru(UP&DN)	5	208.39	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
27	Giddalur-Nandyal(SL)	208.39	256.98		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
28	Munumaka - Jaggambotla Krishnapuram(UP&DN)	52.99	176.94		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29	Jaggambhotla Krishnapuram-Giddelur(UP)	176.94	202.96		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
30	Jaggambhotla Krishnapuram-Giddelur(UP)	202.96	203.78		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
31	Jaggambhotla Krishnapuram-Giddelur(DN)	176.94	202.96		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
32	Jaggambhotla Krishnapuram-Giddelur(DN)	202.96	203.78		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

JSC Data for Wagons - GNT Division.																											
					12		13		14		15		16		17		18		19		20		21		22		23	
		From Km.	To Km.	Sec. speed	BCNAHSM1		BCNAHSM2		BCNAM1		BCNHL		BCNHSM1		BCNM1		BCNM2		BFAT(20.0t)		BFNS		BFNSM		BFNSM1		BFNV	
					E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L
	Speed certified by RDSO				100	75	100	75	80	75	70	75	90	75	80	75	100	75	40	25	65	65	65	65	95	75	100	75
	RB/CRS Sanctioned speed				100	75	100	75	80	75	70	75	90	75	80	75	100	75	40	25	60	60	60	60	95	75	100	75
	Sanctioned for max.speed in SCR				100	75	100	75	80	60	70	75	90	75	80	60	100	75	40	25	60	60	60	60	95	75	100	60
1	Pagidipalli – Nadikude (SL)	4.02	152.69	110	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	95	60	100	60
2	Nallapadu -Nadikude (SL)	5	95.25	110	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	95	60	100	60
3	Nadikude-Macherla (SL)	95.25	130.26	80	-	-	-	-	80	60	-	-	-	-	80	60	-	-	40	25	-	-	-	-	-	-	-	-
4	Nallapadu - Satulur (UP & DN)	5	34.29	110	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	95	60	100	60
5	Satulur - Munumaka(SL)	34.29	52.99	110	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	95	60	100	60
6	Satulur - Munumaka(UP)	34.29	52.99	110	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	95	60	100	60
7	Satulur - Munumaka(DN)	34.29	52.99	110	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	95	60	100	60
8	Munumaka - Savalyapuram (UP&DN)	52.99	72.84	110	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	95	60	100	60
9	Savalyapurm - Cheekateegalapalem(UP)	72.84	89.55	95	95	60	95	60	80	60	70	60	90	60	80	60	95	60	40	25	60	60	60	60	95	60	95	60
10	Savalyapurm - Cheekateegalapalem(DN)	72.84	89.55	110	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	95	60	100	60
11	Gundlakamma-Darsi(SL)	74.711	102.6																									
12	Cheekateegalapalem-Gundlakamma –Gajjelakonda (UP&DN)	89.55	130.78	110	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	95	60	100	60
13	Gajjelakonda- Tarlupadu(UP&DN)	130.78	256.98	110	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	95	60	100	60
14	Tarlupadu - Jaggambhotla Krishnapuram (UP)	156.44	173.466	110	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	95	60	100	60
15	Tarlupadu -Jaggambhotla Krishnapuram (UP)	173.466	176.94	80	80	60	80	60	80	60	70	60	80	60	80	60	80	60	40	25	60	60	60	60	80	60	80	60
16	Tarlupadu - Jaggambhotla Krishnapuram (DN)	156.44	173.466	80	80	60	80	60	80	60	70	60	80	60	80	60	80	60	40	25	60	60	60	60	80	60	80	60
17	Tarlupadu -Jaggambhotla Krishnapuram (DN)	173.466	176.94	110	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	95	60	100	60
18	Jaggambhotla Krishnapuram-Nandyal(SL)	176.94	256.98	110	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	95	60	100	60

JSC Data for Wagons - GNT Division.																													
					12		13		14		15		16		17		18		19		20		21		22		23	
		From Km.	To Km.	Sec. speed	BCNAHSM1		BCNAHSM2		BCNAM1		BCNHL		BCNHSM1		BCNM1		BCNM2		BFAT(20.0t)		BFNS		BFNSM		BFNSM1		BFNV	
19	Guntur - Krishna Canal (UP&DN)	0	27.12	110	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	95	60	100	60
20	Tenali-Guntur (UP&DN) (Incl. Bye pass line at Guntur Jn.)	0	25.47	110	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	95	60	100	60
21	Guntur- Nallapadu (UP&DN)	0	5	110	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	95	60	100	60
22	Tenali-Repalle (SL)	0	33.85	90	-	-	-	-	80	60	-	-	-	-	80	60	-	-	40	25	-	-	-	-	-	-	-	-
23	Nandyal- Nandyal (Junction cabin) (SL)	0	2.324	50	-	-	-	-	50	50	-	-	-	-	50	50	-	-	40	25	-	-	-	-	-	-	-	-
24	New Piduguralla Jn-Savalyapuram (SL)	5.15	51	80	-	-	-	-	80	60	-	-	-	-	80	60	-	-	40	25	-	-	-	-	-	-	-	-
25	Janpahad -Vishnupuram (SL)	78.38	88.81	75	75	60	75	60	75	60	70	60	75	60	75	60	75	60	40	25	60	60	60	60	75	60	75	60
26	Nallapadu-Giddeluru(UP&DN)	5	208.39	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
27	Giddalur-Nandyal(SL)	208.39	256.98		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
28	Munumaka - Jaggambotla Krishnapuram(UP&DN)	52.99	176.94		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29	Jaggambhotla Krishnapuram-Giddelur(UP)	176.94	202.96		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
30	Jaggambhotla Krishnapuram-Giddelur(UP)	202.96	203.78		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
31	Jaggambhotla Krishnapuram-Giddelur(DN)	176.94	202.96		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
32	Jaggambhotla Krishnapuram-Giddelur(DN)	202.96	203.78		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

JSC Data for Wagons - GNT Division.																															
					24		25		26		27		28		29		30		31		32		33		34		35		36	
		From Km.	To Km.	Sec. speed	BLC (Single Stack)		Car & B-Car)(20.32t)		BLCS (A-Car & B-Car) (Single Stack) BLLA / BLLB				R & B-		BOBSNS (22.9 t)		BOBYNH SM1		BOBYN M1		BOMN(1 6.4 t)		BOSM (22.9 t)		BOST		BOST(22 .9 t)		BOST HS	
					E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L
	Speed certified by RDSO				100	100	65	65	65	65	100	100	65	65			100	75	100	75	75	80			80	75			100	100
	RB/CRS Sanctioned speed				100	100	65	65	65	65	100	100	65	65			100	75	100	75	75	80			80	75			100	75
	Sanctioned for max.speed in SCR				100	100	65	65	65	60	100	100	65	65			100	75	100	75	75	75			80	75			100	75
1	Pagidipalli – Nadikude (SL)	4.02	152.69	110	100	85	-	-	65	60	100	85	65	60	95$(100 ©)	60	90	60	100	60	75	75	85	60	80	75	80	5	100	75
2	Nallapadu -Nadikude (SL)	5	95.25	110	100	85	-	-	65	60	100	85	65	60	95$(100 ©)	60	90	60	100	60	75	75	85	60	80	75	80	5	100	75
3	Nadikude-Macherla (SL)	95.25	130.26	80	75	75	-	-	60	45	80	75	-	-	-	-	-	-	60	45	75	75	-	-	80	75	-	-	80	75
4	Nallapadu - Satulur (UP & DN)	5	34.29	110	100	100	-	-	65	60	100	100	65	60	100	60	100	60	100	60	75	75	85	60	80	75	-	-	100	75
5	Satulur - Munumaka(SL)	34.29	52.99	110	100	85	-	-	65	60	100	85	65	60	80	60	90	60	100	60	75	75	-	-	80	75	-	-	100	75
6	Satulur - Munumaka(UP)	34.29	52.99	110	100	85	-	-	65	60	100	85	65	60	80	60	90	60	100	60	75	75	80	60	80	75	-	-	100	75
7	Satulur - Munumaka(DN)	34.29	52.99	110	100	85	-	-	65	60	100	85	65	60	100	600	90	60	100	60	75	75	85	65	80	75	-	-	100	75
8	Munumaka - Savalyapuram (UP&DN)	52.99	72.84	110	100	100	-	-	65	60	100	100	65	60	-	-	100	60	100	60	75	75	-	-	80	75	-	-	100	75
9	Savalyapurm - Cheekateegalapalem(UP)	72.84	89.55	95	95	95	-	-	65	60	95	95	65	60	-	-	95	60	95	60	75	75	-	-	80	75	-	-	95	75
10	Savalyapurm - Cheekateegalapalem(DN)	72.84	89.55	110	100	100	-	-	65	60	100	100	65	60	-	-	100	60	100	60	75	75	-	-	80	75	-	-	100	75
11	Gundlakamma-Darsi(SL)	74.711	102.6																											
12	Cheekateegalapalem-Gundlakamma Gajjelakonda (UP&DN)	89.55	130.78	110	100	100	-	-	65	60	100	100	65	60	-	-	100	60	100	60	75	75	-	-	80	75	-	-	100	75
13	Gajjelakonda- Tarlupadu(UP&DN)	130.78	256.98	110	100	100	-	-	65	60	100	100	65	60	-	-	100	60	100	60	75	75	-	-	80	75	-	-	100	75
14	Tarlupadu - Jaggambhotla Krishnapuram (UP)	156.44	173.466	110	100	100	-	-	65	60	100	100	65	60	-	-	100	60	100	60	75	75	-	-	80	75	-	-	100	75
15	Tarlupadu -Jaggambhotla Krishnapuram (UP)	173.466	176.94	80	80	80	-	-	65	60	80	80	65	60	-	-	80	60	80	60	75	75	-	-	80	75	-	-	80	75
16	Tarlupadu - Jaggambhotla Krishnapuram (DN)	156.44	173.466	80	80	80	-	-	65	60	80	80	65	60	-	-	80	60	80	60	75	75	-	-	80	75	-	-	80	75
17	Tarlupadu -Jaggambhotla Krishnapuram (DN)	173.466	176.94	110	100	100	-	-	65	60	100	100	65	60	-	-	100	60	100	60	75	75	-	-	80	75	-	-	100	75
18	Jaggambhotla Krishnapuram-Nandyal(SL)	176.94	256.98	110	100	85	-	-	65	60	100	85	65	60	-	-	90	60	100	60	75	75	-	-	80	75	-	-	100	75

JSC Data for Wagons - GNT Division.																																
					24		25		26		27		28		29		30		31		32		33		34		35		36	
		From Km.	To Km.	Sec. speed	BLC (Single Stack)		BLC(A-Car & B-Car)(20.32t)		BLCS (A-Car & B-Car) (Single Stack)		BLLA / BLLB		BLSS(A-CAR & B-CAR)		BOBSNS (22.9 t)		BOBYNHSM1		BOBYNM1		BOMN(16.4 t)		BOSM (22.9 t)		BOST		BOST(22.9 t)		BOSTHS	
19	Guntur - Krishna Canal (UP&DN)	0	27.12	110	100	90	-	-	65	60	100	90	65	60	100	60	100	60	100	60	75	75	85	60	80	75	80	5	100	75
20	Tenali-Guntur (UP&DN) (Incl. Bye pass line at Guntur Jn.)	0	25.47	110	100	85	-	-	65	60	100	85	65	60	95$ (100 ©)	60	95	60	100	60	75	75	85	60	80	75	80	5	100	75
21	Guntur- Nallapadu (UP&DN)	0	5	110	100	90	-	-	65	60	100	90	65	60	100	60	100	60	100	60	75	75	85	60	80	75	80	5	100	75
22	Tenali-Repalle (SL)	0	33.85	90	90	85	-	-	65	60	90	85	-	-	-	-	-	-	90	60	75	75	-	-	80	75	-	-	90	75
23	Nandyal- Nandyal (Junction cabin) (SL)	0	2.324	50	50	50	-	-	50	50	50	50	-	-	-	-	-	-	50	50	50	50	-	-	50	50	-	-	50	50
24	New Piduguralla Jn-Savalyapuram (SL)	5.15	51	80	80	80	-	-	65	60	80	80	-	-	80	60	-	-	80	60	75	75	80	60	80	75	80	5	80	75
25	Janpahad -Vishnupuram (SL)	78.38	88.81	75	75	75	-	-	65	60	75	75	65	60	75	60	75	60	75	60	75	75	75	60	75	75	75	5	75	75
26	Nallapadu-Giddeluru(UP&DN)	5	208.39	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80	5	-	-
27	Giddalur-Nandyal(SL)	208.39	256.98		-	-	-	-	-	-	-	-	-	-	95$ (100 ©)	60	-	-	-	-	-	-	85	60	-	-	80	5	-	-
28	Munumaka - Jaggambotla Krishnapuram(UP&DN)	52.99	176.94		-	-	-	-	-	-	-	-	-	-	100*	60*	-	-	-	-	-	-	85*	60*	-	-	-	-	-	-
29	Jaggambhotla Krishnapuram-Giddelur(UP)	176.94	202.96		-	-	-	-	-	-	-	-	-	-	90	60	-	-	-	-	-	-	85*	60*	-	-	-	-	-	-
30	Jaggambhotla Krishnapuram-Giddelur(UP)	202.96	203.78		-	-	-	-	-	-	-	-	-	-	100	60	-	-	-	-	-	-	85*	60*	-	-	-	-	-	-
31	Jaggambhotla Krishnapuram-Giddelur(DN)	176.94	202.96		-	-	-	-	-	-	-	-	-	-	100	60	-	-	-	-	-	-	85*	60*	-	-	-	-	-	-
32	Jaggambhotla Krishnapuram-Giddelur(DN)	202.96	203.78		-	-	-	-	-	-	-	-	-	-	90	60	-	-	-	-	-	-	85*	60*	-	-	-	-	-	-

JSC Data for Wagons - GNT Division.

					37		38		39		40		41		42		43		44		45		46		47		48		49		50		51	
		From Km.	To Km.	Sec. speed	BOSTHSM1(22.9 t)		BOSTHSM2		BOSTHSM3		BOXN HL		BOXNEL (25 t)		BOXNHA		BOXNHAM		BOXNHL(25 t)		BOXNHS		BOXNHSM2		BOXNLWM2		BOXNM1		BOXNM2		BOXNRHS		BOXNRM2	
					E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L
	Speed certified by RDSO						100	75	100	75	100	75			100	75	100	75			100	100	100	75	100	75	80	70	100	75	100	75	100	75
	RB/CRS Sanctioned speed						100	75	100	75	100	75			100	75	100	75			100	100	100	75	100	75	80	70	100	75	100	75	100	75
	Sanctioned for max.speed in SCR						100	75	100	75	100	75			100	75	100	75			100	100	100	75	100	75	80	60	100	75	100	75	100	75
1	Pagidipalli – Nadikude (SL)	4.02	152.69	110	80	60	100	60	100	60	100	60	-	-	100	60	100	60	-	-	100	80	100	60	100	60	80	60	100	60	100	60	100	60
2	Nallapadu -Nadikude (SL)	5	95.25	110	80	60	100	60	100	60	100	60	-	-	100	60	100	60	-	-	100	80	100	60	100	60	80	60	100	60	100	60	100	60
3	Nadikude-Macherla (SL)	95.25	130.26	80	-	-	60	45	60	45	-	-	-	-	-	-	-	-	-	-	80	75	-	-	-	-	80	60	-	-	-	-	-	-
4	Nallapadu - Satulur (UP & DN)	5	34.29	110	-	-	100	60	100	60	100	60	-	-	100	60	100	60	-	-	100	100	100	60	100	60	80	60	100	60	100	60	100	60
5	Satulur - Munumaka(SL)	34.29	52.99	110	-	-	100	60	100	60	100	60	-	-	100	60	100	60	-	-	100	80	100	60	100	60	80	60	100	60	100	60	100	60
6	Satulur - Munumaka(UP)	34.29	52.99	110	-	-	100	60	100	60	100	60	-	-	100	60	100	60	-	-	100	80	100	60	100	60	80	60	100	60	100	60	100	60
7	Satulur - Munumaka(DN)	34.29	52.99	110	-	-	100	60	100	60	100	60	-	-	100	60	100	60	-	-	100	80	100	60	100	60	80	60	100	60	100	60	100	60
8	Munumaka - Savalyapuram (UP&DN)	52.99	72.84	110	-	-	100	60	100	60	100	60	-	-	100	60	100	60	-	-	100	100	100	60	100	60	80	60	100	60	100	60	100	60
9	Savalyapurm - Cheekateegalapalem(UP)	72.84	89.55	95	-	-	95	60	95	60	95	60	-	-	95	60	95	60	-	-	95	95	95	60	95	60	80	60	95	60	95	60	95	60
10	Savalyapurm - Cheekateegalapalem(DN)	72.84	89.55	110	-	-	100	60	100	60	100	60	-	-	100	60	100	60	-	-	100	100	100	60	100	60	80	60	100	60	100	60	100	60
11	Gundlakamma-Darsi(SL)	74.711	102.6																															
12	Cheekateegalapalem-Gundlakamma – Gajjelakonda (UP&DN)	89.55	130.78	110	-	-	100	60	100	60	100	60	-	-	100	60	100	60	-	-	100	100	100	60	100	60	80	60	100	60	100	60	100	60
13	Gajjelakonda- Tarlupadu(UP&DN)	130.78	256.98	110	-	-	100	60	100	60	100	60	-	-	100	60	100	60	-	-	100	100	100	60	100	60	80	60	100	60	100	60	100	60
14	TLU-JBK (UP)	156.44	173.466	110	-	-	100	60	100	60	100	60	-	-	100	60	100	60	-	-	100	100	100	60	100	60	80	60	100	60	100	60	100	60
15	TLU-JBK (UP)	173.466	176.94	80	-	-	80	60	80	60	80	60	-	-	80	60	80	60	-	-	80	80	80	60	80	60	80	60	80	60	80	60	80	60
16	TLU-JBK (DN)	156.44	173.466	80	-	-	80	60	80	60	80	60	-	-	80	60	80	60	-	-	80	80	80	60	80	60	80	60	80	60	80	60	80	60
17	TLU-JBK (DN)	173.466	176.94	110	-	-	100	60	100	60	100	60	-	-	100	60	100	60	-	-	100	100	100	60	100	60	80	60	100	60	100	60	100	60
18	Jaggambhotla Krishnapuram-Nandyal(SL)	176.94	256.98	110	-	-	100	60	100	60	100	60	-	-	100	60	100	60	-	-	100	80	100	60	100	60	80	60	100	60	100	60	100	60

JSC Data for Wagons - GNT Division.																																			
					37		38		39		40		41		42		43		44		45		46		47		48		49		50		51	
		From Km.	To Km.	Sec. speed	BOSTHSM1(22.9 t)		BOSTHSM2		BOSTHSM3		BOXN HL		BOXNEL (25 t)		BOXNHA		BOXNHAM		BOXNHL(25 t)		BOXNHS		BOXNHSM2		BOXNLWM2		BOXNM1		BOXNM2		BOXNRHS		BOXNRM2	
19	Guntur - Krishna Canal (UP&DN)	0	27.12	110	80	60	100	60	100	60	100	60	-	-	100	60	100	60	-	-	100	85	100	60	100	60	80	60	100	60	100	60	100	60
20	Tenali-Guntur (UP&DN) (Incl. Bye pass line at Guntur Jn.)	0	25.47	110	80	60	100	60	100	60	100	60	-	-	100	60	100	60	-	-	100	80	100	60	100	60	80	60	100	60	100	60	100	60
21	Guntur- Nallapadu (UP&DN)	0	5	110	80	60	100	60	100	60	100	60	-	-	100	60	100	60	-	-	100	85	100	60	100	60	80	60	100	60	100	60	100	60
22	Tenali-Repalle (SL)	0	33.85	90	-	-	90	60	90	60	-	-	-	-	-	-	-	-	-	-	90	80	-	-	-	-	80	60	-	-	-	-	-	-
23	Nandyal- Nandyal (Junction cabin) (SL)	0	2.324	50	-	-	50	50	50	50	-	-	-	-	-	-	-	-	-	-	50	50	-	-	-	-	50	50	-	-	-	-	-	-
24	New Piduguralla Jn-Savalyapuram (SL)	5.15	51	80	80	60	80	60	80	60	-	-	-	-	-	-	-	-	-	-	80	80	-	-	-	-	80	60	-	-	-	-	-	-
25	Janpahad -Vishnupuram (SL)	78.38	88.81	75	75	60	75	60	75	60	75	60	-	-	75	60	75	60	-	-	75	75	75	60	75	60	75	60	75	60	75	60	75	60
26	Nallapadu-Giddeluru(UP&DN)	5	208.39	110	80	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
27	Giddalur-Nandyal(SL)	208.39	256.98		80	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
28	Munumaka - Jaggambotla Krishnapuram(UP&DN)	52.99	176.94		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29	Jaggambhotla Krishnapuram-Giddelur(UP)	176.94	202.96		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
30	Jaggambhotla Krishnapuram-Giddelur(UP)	202.96	203.78		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
31	Jaggambhotla Krishnapuram-Giddelur(DN)	176.94	202.96		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
32	Jaggambhotla Krishnapuram-Giddelur(DN)	202.96	203.78		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

JSC Data for Wagons - GNT Division.

					52		53		54		55		56		57		58		59		60		61		62		63		64		65		66	
		From Km.	To Km.	Sec. speed	BOXNS		BOXNS(25T)		BOYEL(25 t)		BRHNEHS		BRHNEHSM1		BRN Roller Rake 9/18		BRN Roller Rake with 21 BRN / BRNA /		BRNAHS		BRNAM1		BRNM1		BRNM1(22.9t)		BRSTN		BTALNM1 (20.0 t)		BTAPM1 (21.92)		BTCS	
					E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L
	Speed certified by RDSO				100	75	100	45			65	65	95	100	65	65	75	75	100	100	100	100	100	100			75	80	100	90	65	60	65	65
	RB/CRS Sanctioned speed				100	75	100	45			65	65	95	100	65	65	75	60	100	100	100	100	100	100			75	80	100	90	65	60	60	60
	Sanctioned for max.speed in SCR				100	75	100	45			65	65	95	100	40	40	75	60	100	100 75	100	100 75	100	100 75			75	80	100	90	65	60	60	60
1	Pagidipalli – Nadikude (SL)	4.02	152.69	110	100	60	-	-	-	-	65	65	95	75	40	40	75	60	100		100		100		90	60	75	75	100	85	65	60	60	60
2	Nallapadu -Nadikude (SL)	5	95.25	110	100	60	-	-	-	-	65	65	95	75	40	40	75	60	100	75	100	75	100	75	90	60	75	75	100	85	65	60	60	60
3	Nadikude-Macherla (SL)	95.25	130.26	80	-	-	-	-	-	-	65	65	65	50	40	40	75	60	80	75	65	50	65	50			75	75	65	50	65	45	60	50
4	Nallapadu - Satulur (UP & DN)	5	34.29	110	100	60	-	-	-	-	65	65	95	75	40	40	75	60	100	100	100	75	100	75	90	60	75	80	100	90	65	60	60	60
5	Satulur - Munumaka(SL)	34.29	52.99	110	100	60	-	-	-	-	65	65	95	75	40	40	75	60	100	75	100	75	100	75	90	60	75	75	100	85	65	60	60	60
6	Satulur - Munumaka(UP)	34.29	52.99	110	100	60	-	-	-	-	65	65	95	75	40	40	75	60	100	75	100	75	100	75	90	60	75	75	100	85	65	60	60	60
7	Satulur - Munumaka(DN)	34.29	52.99	110	100	60	-	-	-	-	65	65	95	75	40	40	75	60	100	75	100	75	100	75	90	60	75	75	100	85	65	60	60	60
8	Munumaka - Savalyapuram (UP&DN)	52.99	72.84	110	100	60	-	-	-	-	65	65	95	75	40	40	75	60	100	100	100	75	100	75	90	60	75	80	100	90	65	60	60	60
9	Savalyapurm - Cheekateegalapalem(UP)	72.84	89.55	95	95	60	-	-	-	-	65	65	95	75	40	40	75	60	95	95	95	75	95	75	90	60	75	80	95	90	65	60	60	60
10	Savalyapurm - Cheekateegalapalem(DN)	72.84	89.55	110	100	60	-	-	-	-	65	65	95	75	40	40	75	60	100	100	100	75	100	75	90	60	75	80	100	90	65	60	60	60
11	Gundlakamma-Darsi(SL)	74.711	102.6																															
12	Cheekateegalapalem-GKM –GJJ (UP&DN)	89.55	130.78	110	100	60	-	-	-	-	65	65	95	75	40	40	75	60	100	100	100	75	100	75	90	60	75	80	100	90	65	60	60	60
13	Gajjelakonda- Tarlupadu(UP&DN)	130.78	256.98	110	100	60	-	-	-	-	65	65	95	75	40	40	75	60	100	100	100	75	100	75	90	60	75	80	100	90	65	60	60	60
14	Tarlupadu - Jaggambhotla Krishnapuram (UP)	156.44	173.466	110	100	60	-	-	-	-	65	65	95	75	40	40	75	60	100	100	100	75	100	75	90	60	75	80	100	90	65	60	60	60
15	Tarlupadu -Jaggambhotla Krishnapuram (UP)	173.466	176.94	80	80	60	-	-	-	-	65	65	80	75	40	40	75	60	80	80	80	75	80	75	80	60	75	80	80	80	65	60	60	60
16	Tarlupadu - Jaggambhotla Krishnapuram (DN)	156.44	173.466	80	80	60	-	-	-	-	65	65	80	75	40	40	75	60	80	80	80	75	80	75	80	60	75	80	80	80	65	60	60	60
17	Tarlupadu -Jaggambhotla Krishnapuram (DN)	173.466	176.94	110	100	60	-	-	-	-	65	65	95	75	40	40	75	60	100	100	100	75	100	75	90	60	75	80	100	90	65	60	60	60
18	Jaggambhotla Krishnapuram-Nandyal(SL)	176.94	256.98	110	100	60	-	-	-	-	65	65	95	75	40	40	75	60	100	75	100	75	100	75	90	60	75	75	100	85	65	60	60	60

JSC Data for Wagons - GNT Division.																																					
					52		53		54		55		56		57		58		59		60		61		62		63		64		65		66	
		From Km.	To Km.	Sec. speed	BOXNS		BOXNS(25T)		BOYEL(25 t)		BRHNEHS		BRHNEHSM1		BRN Roller Rake 9/18		BRN Roller Rake with 21 BRN / BRNA /		BRNAHS		BRNAM1		BRNM1		BRNM1(22.9t)		BRSTN		BTALNM1 (20.0 t)		BTAPM1 (21.92)		BTCS	
19	Guntur - Krishna Canal (UP&DN)	0	27.12	110	100	60	-	-	-	-	65	65	95	75	40	40	75	60	100	85	100	75	100	75	90	60	75	80	100	90	65	60	60	60
20	Tenali-Guntur (UP&DN) (Incl. Bye pass line at Guntur Jn.)	0	25.47	110	100	60	-	-	-	-	65	65	95	75	40	40	75	60	100	80	100	75	100	75	90	60	75	80	100	90	65	60	60	60
21	Guntur- Nallapadu (UP&DN)	0	5	110	100	60	-	-	-	-	65	65	95	75	40	40	75	60	100	85	100	75	100	75	90	60	75	80	100	90	65	60	60	60
22	Tenali-Repalle (SL)	0	33.85	90	-	-	-	-	-	-	65	65	90	75	40	40	75	60	90	75	90	75	90	75			75	75	90	85	65	60	60	60
23	Nandyal- Nandyal (Junction cabin) (SL)	0	2.324	50	-	-	-	-	-	-	50	50	50	50	40	40	50	50	50	50	50	50	50	50			50	50	50	50	50	50	50	50
24	New Piduguralla Jn-Savalyapuram (SL)	5.15	51	80	-	-	-	-	-	-	65	65	80	75	40	40	75	60	80	80	80	75	80	75			75	80	80	80	65	60	60	60
25	Janpahad -Vishnupuram (SL)	78.38	88.81	75	75	60	-	-	-	-	65	65	75	75	40	40	75	60	75	75	75	75	75	75	75	60	75	75	75	75	65	60	60	60
26	Nallapadu-Giddeluru(UP&DN)	5	208.39	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
27	Giddalur-Nandyal(SL)	208.39	256.98		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
28	Munumaka - Jaggambotla Krishnapuram(UP&DN)	52.99	176.94		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29	Jaggambhotla Krishnapuram-Giddelur(UP)	176.94	202.96		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
30	Jaggambhotla Krishnapuram-Giddelur(UP)	202.96	203.78		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
31	Jaggambhotla Krishnapuram-Giddelur(DN)	176.94	202.96		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
32	Jaggambhotla Krishnapuram-Giddelur(DN)	202.96	203.78		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

JSC Data for Wagons - GNT Division.																							
					67		68		69		70		71		72		73		74		75		
		From Km.	To Km.	Sec. speed	BTFLN		BTFLNM1		BTPGLN(19.8t)		BTPNM1 (20.32 t)		BVCM(5.27 t)		BVZC(7t)		BVZI(5.88t)		BWTB		FLATCOIL 3 (22.9 t)	
					E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L
	Speed certified by RDSO				65	65	100	85	90	90			100	100	100	100	100	100	65	65		
	RB/CRS Sanctioned speed				65	65	100	85	90	90			100	100	100	100	100	100	65	65		
	Sanctioned for max.speed in SCR				65	65	100	85	90	90			100	100	100	100	100	100	65	65		
1	Pagidipalli – Nadikude (SL)	4.02	152.69	110	65	60	95	65	90	75	100	75	100	100	100	100	100	100	65	60	100	60
2	Nallapadu -Nadikude (SL)	5	95.25	110	65	60	95	65	90	75	100	75	100	100	100	100	100	100	65	60	100	60
3	Nadikude-Macherla (SL)	95.25	130.26	80	65	60	65	50	80	75	65	50	80	80	80	80	80	80	-	-	-	-
4	Nallapadu - Satulur (UP & DN)	5	34.29	110	65	65	100	75	90	90	-	-	100	100	100	100	100	100	65	60	100	60
5	Satulur - Munumaka(SL)	34.29	52.99	110	65	60	95	65	90	75	-	-	100	100	100	100	100	100	65	60	-	-
6	Satulur - Munumaka(UP)	34.29	52.99	110	65	60	95	65	90	75	-	-	100	100	100	100	100	100	65	60	80	60
7	Satulur - Munumaka(DN)	34.29	52.99	110	65	60	95	65	90	75	-	-	100	100	100	100	100	100	65	60	100	60
8	Munumaka - Savalyapuram (UP&DN)	52.99	72.84	110	65	65	100	75	90	90	-	-	100	100	100	100	100	100	65	60	100*	60*
9	Savalyapurm - Cheekateegalapalem(UP)	72.84	89.55	95	65	65	95	75	90	90	-	-	95	95	95	95	95	95	65	60	100*	60*
10	Savalyapurm - Cheekateegalapalem(DN)	72.84	89.55	110	65	65	100	75	90	90	-	-	100	100	100	100	100	100	65	60	100*	60*
11	Gundlakamma-Darsi(SL)	74.711	102.6								100$	80$										
12	Cheekateegalapalem-Gundlakamma -Gajjelakonda (UP&DN)	89.55	130.78	110	65	65	100	75	90	90	-	-	100	100	100	100	100	100	65	60	100*	60*
13	Gajjelakonda- Tarlupadu(UP&DN)	130.78	256.98	110	65	65	100	75	90	90	-	-	100	100	100	100	100	100	65	60	100*	60*
14	Tarlupadu - Jaggambhotla Krishnapuram (UP)	156.44	173.466	110	65	65	100	75	90	90	-	-	100	100	100	100	100	100	65	60	100*	60*
15	Tarlupadu -Jaggambhotla Krishnapuram (UP)	173.466	176.94	80	65	65	80	75	80	80	-	-	80	80	80	80	80	80	65	60	100*	60*
16	Tarlupadu - Jaggambhotla Krishnapuram (DN)	156.44	173.466	80	65	65	80	75	80	80	-	-	80	80	80	80	80	80	65	60	100*	60*
17	Tarlupadu -Jaggambhotla Krishnapuram (DN)	173.466	176.94	110	65	65	100	75	90	90	-	-	100	100	100	100	100	100	65	60	100*	60*
18	Jaggambhotla Krishnapuram-Nandyal(SL)	176.94	256.98	110	65	60	95	65	90	75	-	-	100	100	100	100	100	100	65	60	-	-

JSC Data for Wagons - GNT Division.																							
					67		68		69		70		71		72		73		74		75		
		From Km.	To Km.	Sec. speed	BTFLN		BTFLNM1		BTPGLN(19.8t)		BTPNM1 (20.32 t)		BVCM(5.27 t)		BVZC(7t)		BVZI(5.88t)		BWTB		FLATCOIL3 (22.9 t)	
19	Guntur - Krishna Canal (UP&DN)	0	27.12	110	65	65	100	75	90	85	100	75	100	100	100	100	100	100	65	60	100	60
20	Tenali-Guntur (UP&DN) (Incl. Bye pass line at Guntur Jn.)	0	25.47	110	65	65	100	70	90	80	100	80	100	100	100	100	100	100	65	60	100	60
21	Guntur- Nallapadu (UP&DN)	0	5	110	65	65	100	75	90	85	100	75	100	100	100	100	100	100	65	60	100	60
22	Tenali-Repalle (SL)	0	33.85	90	65	60	90	65	90	75	90	75	90	90	90	90	90	90	-	-	-	-
23	Nandyal- Nandyal (Junction cabin) (SL)	0	2.324	50	50	50	50	50	50	50	100$	80$	50	50	50	50	50	50	-	-	-	-
24	New Piduguralla Jn-Savalyapuram (SL)	5.15	51	80	65	65	80	70	80	80	100$	80	80	80	80	80	80	80	-	-	80	60
25	Janpahad -Vishnupuram (SL)	78.38	88.81	75	65	65	75	70	75	75	75	75	75	75	75	75	75	75	65	60	75	60
26	Nallapadu-Giddeluru(UP&DN)	5	208.39	110	-	-	-	-	-	-	100$*	75$*	-	-	-	-	-	-	-	-	-	-
27	Giddalur-Nandyal(SL)	208.39	256.98		-	-	-	-	-	-	100	75	-	-	-	-	-	-	-	-	100	60
28	Munumaka - Jaggambotla Krishnapuram(UP&DN)	52.99	176.94		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29	Jaggambhotla Krishnapuram-Giddelur(UP)	176.94	202.96		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	90	60
30	Jaggambhotla Krishnapuram-Giddelur(UP)	202.96	203.78		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	60
31	Jaggambhotla Krishnapuram-Giddelur(DN)	176.94	202.96		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	60
32	Jaggambhotla Krishnapuram-Giddelur(DN)	202.96	203.78		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	90	60

South Central Railway
Joint Safety Certificate no. M/W-060

Annexure showing the speed restrictions proposed for running of 'BOBSNS (22.9t)' wagons over BG sections of SC Railway.

The following PSRs detailed below are to be observed in sections of SCR:

Sl. No.	Between stations	km from	km to	SR (kmph)		Reason
				Loaded	Empty	
*PSRs on Munumaka–JaggambhotlaKrishnapuram(DN lines)						
1	Gajjelakonda-Markapur Road (DN)	134/6	135/22	60	95	Due to series of curves of 3°
2	Gajjelakonda- Markapur Road (DN)	135/24	135/50	60	80	Due to sharp curves of 4.5°
3	Gajjelakonda- Markapur Road (DN)	136/12	136/34	60	70	Due to sharp curves of 5°
4	Gajjelakonda- Markapur Road (DN)	143/2	143/18	60	95	Due to 3° curve
5	Tarlupadu Yard (DN)	156/2	157/2	60	95	In adequate cant – Points taking off from 1.85°
6	Tarlupadu-Jaggambhotla Krishnapuram (DN)	157.709	158.406	60	85	Due to sharp curves of 3.85°

(©) – SR as per Track Certificate. $– SR on account of EBD shall be followed.

Note: The speed restrictions as printed in the current working time table and subsequent restrictions imposed from time to time shall be followed strictly. For sections not appearing in working time table, local speed restrictions as applicable shall be followed strictly.

South Central Railway
Joint Safety Certificate no. M/W-062

Annexure showing the speed restrictions for running of BG Bogie Open Steel Wagon type 'BOSM (22.9t)' over BG sections of SCR.

Speed Restrictions as per 'Track certificate' issued by HQrs. Engineering Department:

The following PSRs detailed below are to be observed in sections of SCR:

Sl. no.	Between stations	km from	km to	SR(kmph)		Reason
				Loaded	Empty	
*PSRs on Munumaka-JaggambhotlaKrishnapuram (DN lines)						
1	Gajjelakonda-Markapur Road (DN)	134/6	135/22	60	85	Due to series of curves of 3°
2	Gajjelakonda- Markapur Road (DN)	135/24	135/50	60	80	Due to sharp curves of 4.5°
3	Gajjelakonda- Markapur Road (DN)	136/12	136/34	60	70	Due to sharp curves of 5°
4	Gajjelakonda- Markapur Road (DN)	143/2	143/18	60	85	Due to 3 degree curve
5	Tarlupadu Yard (DN)	156/2	157/2	60	85	In adequate cant – Points taking off from 1.85°
6	Tarlupadu- Jaggambhotla Krishnapuram (DN)	157.709	158.406	60	85	Due to sharp curves of 3.85°

Permanent Speed Restrictions as per OHE certificate issued by HQrs. Electrical Department: Nil

South Central Railway
Joint Safety Certificate no. M/W-063

Annexure showing the speed restrictions for running of BG Bogie POL Tank Wagon type 'BTPNM1 (20.32t)' wagons over BG sections of SC Railway

Speed Restrictions as per 'Track certificate' issued by HQrs. Engineering Department:

The following Speed Restrictions on New lines/Doubling/Tripling as per CRS Authorisation/ Existing speed detailed below are to be observed in sections of SCR:

$ - SR on New lines/Doubling/Tripling is as per CRS Authorisation/Existing speed. However, maximum permissible speed can be permitted after raising speed by competent Authority.					
GUNTUR DIVISION					
S.no.	Between stations	From km	To km	Empty	Loaded
1	Nandyal- Nandyal (Junction cabin) (SL)	0.00	2.324	50	50
2	New Piduguralla Jn-Savalyapuram (SL)	5.15	51.00	80	-
3	Gundlakamma – Darsi (SL)	74.711	102.6	75	75
4	Satulur – Munumaka (UP)	34.29	52.99	80	-

The following PSRs detailed below are to be observed in sections of SCR

S. no.	Between stations	km from	km to	SR (kmph)		Reason
				Empty	Loaded	
GUNTUR DIVISION						
*PSRs on Munumaka – Jaggambhotla Krishnapuram (DN lines)						
1	GJJ-MRK (DN)	134/6	135/22	95	-	Due to series of curves of 3°
2	GJJ-MRK (DN)	135/24	135/50	80	-	Due to sharp curves of 4.5°
3	GJJ-MRK (DN)	136/12	136/34	70	70	Due to sharp curves of 5°
4	GJJ-MRK (DN)	143/2	143/18	95	-	Due to 3° curve
5	TLU Yard (DN)	156/2	157/2	95	-	In adequate cant–Points taking off from 1.85°
6	TLU-CBM (DN)	157.709	158.406	85	-	Due to sharp curves of 3.85°

1) Speed Restrictions as per Signalling Certificate issued by HQrs. S&T Department:

(i) SRs at the stations from interlocking point of view:

Division	Station	Standard of Interlocking	Speed restriction at stations from interlocking point of view (in kmph)
GNT	GNT	I	15 kmph
	NDKD(Excl.)–MCLA (Terminal)	I	50 kmph
	RAL (Terminal)	I	15 kmph

South Central Railway

Joint Safety Certificate no. M/W-061

Annexure showing the speed restrictions proposed for running of 'FLATCOIL3 (22.9t)' wagons over BG sections of SC Railway.

(a) The following PSRs detailed below are to be observed in sections of SCR:

*PSRs on Munumaka–Jaggambhotla Krishnapuram(DN lines)						
1	Gajjelakonda-Markapur Road (DN)	134/6	135/22	60	95	Due to series of curves of 3°
2	Gajjelakonda- Markapur Road (DN)	135/24	135/50	60	80	Due to sharp curves of 4.5°
3	Gajjelakonda- Markapur Road (DN)	136/12	136/34	60	70	Due to sharp curves of 5°
4	Gajjelakonda- Markapur Road (DN)	143/2	143/18	60	95	Due to 3° curve
5	Tarlupadu Yard (DN)	156/2	157/2	60	95	In adequate cant - Points taking off from 1.85°
6	Tarlupadu-Jaggambhotla Krishnapuram (DN)	157.709	158.406	60	85	Due to sharp curves of 3.85°

JSC for MEMU					Locomotive Name				
Section		From Km.	To Km.	Sec. speed	3250 mm wide AC EMU (BG) Stock fitted with all coil ICF Bogies Maximum four units(16 COACHES)	MEMU coaches fitted with pneumatic suspension at the secondary stage	8/12/16 car formation. 3250mm wide MEMU stock having 3-phase IGBT based propulsion system	8/12-car formation MEMU stock fitted with on-board 3-phase IGBT based propulsion system and pneumatic suspension in secondary stage manufactured by M/S BEML	8-Car rake formation MEMU stock fitted with under slung 3-Phase IGBT based propulsion system and having pneumatic suspension in secondary stage
			Axle Load(t)		20.32 T (MC) 16.25T (TC)	20.32 T (MC) 16.25T (TC)	18.135 T (MC) 14.633T (TC)	18.135 T (MC) 14.00T (TC)	19.249t (DMC), 16.816t (TC7) and 17.103t (TC8))
Rly Bd./CRS/GM Sanctioned speed					100	105	100	110/55*	110/60*
Speed certified by RDSO					100	105/60*	100/55*	110/55*	110/60*
	GUNTUR DIVISION								
1	Pagidipalli – Nadikude (SL)	4.02	152.69	110	100	100/60*	100/55*	110/55*	110/60*
2	Nallapadu -Nadikude (SL)	5	95.25	110	100	100/60*	100/55*	110/55*	110/60*
3	Nadikude-Macherla (SL)	95.25	130.26	80	80	80/60*	75/55*	65/55*	75/60*
4	Nallapadu - Giddalur (UP & DN)	5	203.78	110	100	100/60*	100/55*	110/55*	110/60*
5	Jaggambhotla Krishnapuram - Giddalure (DL)	177.375	203.822	90	100	100/60*	100/55*	110/55*	110/60*
6	Giddalur- Dlguvametta (DL)	203.822	215.833	100	100	100/60*	100/55*	110/55*	110/60*
7	Diguvametta-Nandyal(SL)	215.83	256.98	110	100	100/60*	100/55*	110/55*	110/60*
8	Guntur - Krishna Canal (UP&DN)	0	27.12	110	100	100/60*	100/55*	110/55*	110/60*
9	Tenali-Guntur (UP&DN) (Incl. Bye pass line at Guntur Jn.)	0	25.47	110	100	100/60*	100/55*	110/55*	110/60*
10	Guntur- Nallapadu (UP&DN)	0	5	110	100	100/60*	100/55*	110/55*	110/60*
11	Tenali-Repalle (SL)	0	33.85	90	90	90/60*	90/55*	90/55*	90/60*
12	Nandyal- Nandyal (Junction cabin) (SL)	0	2.324	50	50	50	50	50	50
13	New Piduguralla Jn-Savalyapuram (SL)	5.15	51	80	80	80/60*	80/55*	80/55*	80/60*

SOUTH CENTRAL RAILWAY

Joint Safety Certificate No. PCME/3 PHASE MEMU OB Mod. Suspension/17

Sl. No	Between stations	Reason	Km from	Km to	SR (Kmph)
GUNTUR DIVISION					
*PSRs on Munumaka – Jaggambhotla Krishnapuram (DN lines)					
1	Gajjelakonda-Markapur Road (DN)	--	134/6	135/22	95
2	Gajjelakonda- Markapur Road (DN)	--	135/24	135/50	80
3	Gajjelakonda- Markapur Road (DN)	--	136/12	136/34	70
4	Gajjelakonda- Markapur Road (DN)	--	143/2	143/18	95
5	Tarlupadu Yard (DN)	--	156/2	157/2	95
6	Tarlupadu - Cumbum (DN)	--	157.709	158.406	85
7	Tarlupadu - Cumbum (DN)	--	169.074	169.384	100
8	Cumbum - JaggambhotlaKrishnapuram (DN)	--	171.431	172.151	100
9	Cumbum - JaggambhotlaKrishnapuram (UP)	--	173.999	174.237	100

JSC Data for Electric Locos - GNT Division

	Section	From Km	To Km	Section Speed	1 WAP1(SH)	2 WAP-4(SH)	3 WAM-4(DH) for Freight train	4 WAP-5(SH)	5 2WAP 5(MU) SINGLE PANTOGRAPH	6 2 WAP-5(MU/DH) (Two Pantograph) for freight train operation only	7 WAP7 (SH)	8 WAP7(PUSH PULL)	9 WAP-7HS	10 WAP-7(DH) for freight train	11 WAG5-A/B/C (SH/DH)	12 WAG6H/WAG5HA/WAG5 HB(SH/DH)	13 WAG7(SH/DH)	14 Twin WAGC3/WDG3A(SH/D	15 WCAM3	16 WAG9(SH/DH)	17 WAG9H(SH/DH)	18 WAG9HH(SH)	19 WAG9HC(SH/DH)	20 WAG11(SH)	21 WAG12B(SH)	22 WAM4(SH/DH)
	RDSO Certified Speed(KMPH)				140	140	105	160	160	100	140	160	160	105	105	80	105/100	80	105	100	100	100	100	956	120	110
1	PGDP-NDKD(SL)	4.023	152.69	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
2	NLPD-NDKD(SL)	5	95.25	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
3	NDKD-MCLA(SL)	95.25	130.26	80	80	80	80	80	80	80	80	-	80	80	80	80	80	80	80	80	75	50	75	75	50	80
4	NLPD-STUR(UP&DN)	5	34.29	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
5	STUR-MUK(SL)	34.29	52.99	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
6	MUK-SYM(UP&DN)	52.99	72.84	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
7	SYM-CEM(UP)	72.84	89.55	95	95	95	95	95	95	95	95	-	95	95	95	80	95	95	95	95	90	90	90	95	90	95
8	SYM-CEM(DN)	72.84	89.55	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
9	CEM-GKM-GJJ(UP&DN)	89.55	130.78	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
10	GJJ-TLU(UP&DN)	130.78	256.98	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
11	TLU-JBK(UP)	156.44	173.466	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
12	TLU-JBK(UP)	173.466	176.94	80	80	80	80	80	80	80	80	-	80	80	80	80	80	80	80	80	80	80	80	80	80	80
13	TLU-JBK(DN)	156.44	173.466	80	80	80	80	80	80	80	80	-	80	80	80	80	80	80	80	80	80	80	80	80	80	80
14	TLU-JBK(DN)	173.466	176.94	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
15	JBK-NDL(SL)	176.94	256.98	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
16	NLPD-Giddalur(UP&DN)	5	203.78	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
17	GNT-KCC(UP&DN)	0	27.12	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
18	TEL-GNT(UP&DN)(Incl. Byepass Line at GNT Jn.)	0	25.47	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
19	GNT-NLPD(UP&DN)	0	5	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
20	TEL-RAL(SL)	0	33.85	90	90	90	90	90	90	90	90	-	90	90	90	80	90	80	90	90	90	90	90	90	90	90
21	NDL-NDL(Jn. Cabin)(SL)	0	2.324	50	50	50	50	50	50	50	50	-	50	50	50	50	50	50	50	50	50	50	50	50	50	50
22	PRGN Jn-SYM(SL)	5.15	51	80	80	80	80	80	80	80	80	-	80	80	80	80	80	80	80	80	80	80	80	80	80	80
23	JNPD-VNUP(SL)	78.38	88.81	75	75	75	75	75	75	75	75	-	75	75	75	75	75	75	75	75	75	75	75	75	75	75

JSC Data for Diesel Locos - GNT Division.

S.No	Section	From Km	To Km	Section Speed	WMD-2(SH/DH)	WMD-3A(SH/DH)	WDG-3A(SH/DH)	WDM-3D(SH/DH)	WDM-3D(Without	WDM3F-(SH/DH)	WDG-4(SH/DH)	WDG-4D(TWIN CAB)	WDG-4G(4500HP GE LOCO)	WDG-6G(6000HP GE LOCO)	WDG-5(SH/DH)	WDP-4(SH/DH)	WDP-4B(SH/DH)	WDP-4D(Twin Cab)	DEMU(700HP)	DEMU(1400HP)	HHP DMU(180KN Pneumatic Susp)	HHP DMU(1600HP MULT	Air Conditioned Self-Propelled Inspection CAR(SPICAC)
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
	RDSO Certified Speed				110	120	105	120	120	120	105	105	100	100	95	160	130	135	95	100	105	95	105
	Rly Bd/CRS/GM Sanction Speed				110	120	105	120	120	110	105	100	100	100	95	120	120	120	95	100	105	95	105
1	Pagidipalli – Nadikude (SL)	4.02	152.69	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
2	Nallapadu -Nadikude (SL)	5	95.25	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
3	Nadikude-Macherla (SL)	95.25	130.26	80	80	80	80	80	80	80	75	80	60	50	80	80	80	80	80	80	80	80	80
4	Nallapadu - Satulur (UP & DN)	5	34.29	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
5	Nallapadu - Giddalur(UP & DN)	5	203.78	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
6	Satulur - Munumaka(SL)	34.29	52.99	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
7	MUK-SYM(UP&DN)	52.99	72.84	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
8	SYM-CEM(UP)	72.84	89.55	95	95	95	95	95	95	95	95	95	90	90	90	95	95	95	95	95	95	95	95
9	SYM-CEM(DN)	72.84	89.55	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
10	CEM-GKM-GJJ(UP&DN)	89.55	130.78	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
11	GJJ-TLU(UP&DN)	130.78	256.98	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
12	TLU-JBK(UP)	156.44	173.466	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
13	TLU-JBK(UP)	173.466	176.94	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
14	TLU-JBK(DN)	156.44	173.466	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
15	TLU-JBK(DN)	173.466	176.94	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
16	JBK-NDL(SL)	176.94	256.98	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
17	GNT-KCC(UP&DN)	0	27.12	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
18	TEL-GNT(UP&DN)(Byepass at GNT)	0	25.47	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
19	Guntur- Nallapadu (UP&DN)	0	5	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
20	Tenali-Repalle (SL)	0	33.85	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
21	NDL-NDL(Jn Cabin)	0	2.324	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
22	PGRN Jn-SYM(SL)	5.15	51	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
23	Janpahad -Vishnupuram (SL)	78.38	88.81	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75

JSC Data for Diesel Locos - GNT Division.

S.No	Section	From Km	To Km	Section Speed	20 WDP4-DD(DISC BRAKE	21 WDS-6	22 WDP-1(SH/DH	23 Air Conditioned CAR(Self-Generating) for	24 SPART(Mfg RCF-	25 3-Coach BG SPART converted from 2	26 3 Coach HS SPART(Voith Transmission)	27 SPARMV	28 140T BG Diesel Hydraulic Crane Mfd by	29 140 WDH	30 140 WDH	31 140T BG (Upgraded) CRANE MATCH TRUCK OF COWANS SHELDON	32 DHMU	33 WDP2(SH/DH)	34 DEMU 1400HP with EP brake(upto 20 Coach unit)
	RDSO Certified Speed				135	65	105	105	105	105	115	105	75	100	100	100	95	105	100
	Rly Bd/CRS/GM Sanction Speed				110	55	105	100	90	105	110	105	75	100	100	100	95	105	100
1	Pagidipalli – Nadikude (SL)	4.02	152.69	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
2	Nallapadu -Nadikude (SL)	5	95.25	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
3	Nadikude-Macherla (SL)	95.25	130.26	80	80	55	80	80	80	80	80	80	60	80	80	80	80	80	80
4	Nallapadu - Satulur (UP & DN)	5	34.29	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
5	Nallapadu - Giddalur(UP & DN)	5	203.78	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
6	Satulur - Munumaka(SL)	34.29	52.99	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
7	MUK-SYM(UP&DN)	52.99	72.84	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
8	SYM-CEM(UP)	72.84	89.55	95	95	55	95	95	90	95	95	95	60	95	95	95	95	95	95
9	SYM-CEM(DN)	72.84	89.55	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
10	CEM-GKM-GJJ(UP&DN)	89.55	130.78	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
11	GJJ-TLU(UP&DN)	130.78	256.98	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
12	TLU-JBK(UP)	156.44	173.466	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
13	TLU-JBK(UP)	173.466	176.94	80	80	55	80	80	80	80	80	80	60	80	80	80	80	80	80
14	TLU-JBK(DN)	156.44	173.466	80	80	55	80	80	80	80	80	80	60	80	80	80	80	80	80
15	TLU-JBK(DN)	173.466	176.94	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
16	JBK-NDL(SL)	176.94	256.98	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
17	GNT-KCC(UP&DN)	0	27.12	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
18	TEL-GNT(UP&DN)(Byepass at GNT)	0	25.47	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
19	Guntur- Nallapadu (UP&DN)	0	5	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
20	Tenali-Repalle (SL)	0	33.85	90	90	55	90	90	90	90	90	90	60	90	90	90	90	90	90
21	NDL-NDL(Jn Cabin)	0	2.324	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
22	PGRN Jn-SYM(SL)	5.15	51	80	80	55	80	80	80	80	80	80	60	80	80	80	80	80	80
23	Janpahad -Vishnupuram (SL)	78.38	88.81	75	75	55	75	75	75	75	75	75	60	75	75	75	75	75	75

Note: As and when there is any change in these data, the same will be notified through corrigendum.

Attention !!!

Traffic, C & W and Loco Officials

"Avoidable Detention to Rolling Stock"

Detentions result in Loss of Earnings besides higher Maintenance Costs!

Do You Know?

How much would Detention for one Hour Costs? Or
How much Money can you save by preventing Detention for one Hour?

Sl. No	Detention Cost	Total Cost of Detention per 1 Hour (Rs.)
I	**LOCOMOTIVES**	
1.	Diesel	
	WDM-2	16754
	WDG-3A	16760
	WDG-4	17015
	WDM-3D	16801
2.	Electrical	
	WAP-7	23174
	WAM-4	21333
	WAG-9	21125
II	**COACHES**	
	AC 1st	1687
	AC 2Tier	2020
	AC 3Tier	1913
	AC Chair Car	2044
	Sleeper	1297
	General	1242
	II Chair	1303
	II+Lug+Brake	1480
	Pantry	1173
III	**WAGONS**	
	BCN	1273
	BOXN	1309
	Bogie BCNHL	1533
	Bogie BTPN	1145

Minimise **"Detentions"** Keep Rolling Stock **"Moving"**

Enhance Revenue, Reduce Expenses, Improve Productivity

(For Official Communication only)

Attention!!!

Operating & Commercial Officials

"Cost of providing stoppage to an Express train"

Stoppage results in Loss of Speed; besides extra fuel for deceleration and acceleration!

Do You Know?

What is the cost of providing an additional "stoppage of 2 min" to an Express train

Elements of Costs	Hauled by Diesel Loco	Hauled by Electric Loco
Additional Fuel/Energy	1763/-	733/-
Maintenance of Loco	4401/-	1918/-
Earning capacity lost	1464/-	1628/-
Total cost of provision of 2 minutes stoppage	7628/-	5451/-

To withdraw an un economical stoppage means –

To save Rs. 27.84 lakhs p.a. if hauled by Diesel Loco.

and

To save Rs. 18.25 lakhs p.a. if hauled by Electric Loco.

Issued by:

Financial Advisor and Chief Accounts Officer/Traffic

Traffic Costing Cell

South Central Railway

(***For official use only***)

Speed of train in different circumstances

The following Table indicates at a glance the speeds of `the trains under various circumstances. Relevant GRs and SRs should be referred for details.

Sl. No.	Description	Speed Restriction	With Ref to Rule No.
I	**AT STATION:**		
1.	On Non-Interlocked points	15/30 kmph	S.R.4.10.3
2.	Speed of incoming Goods trains inside station section at Terminal yard	15 kmph	S.R. 3.36.4
3.	Motor Trolley while running over points and crossings	15 kmph	S.R. 15.25.10.1
4.	Motor Trolley shall not exceed a speed during night time	30 kmph	S.R. 15.25.10.2
5.	The speed over turn outs having 1 in 8 1/2 straight switch (A) For passenger carrying trains (B) For Goods trains	 (A)10 kmph (B)15 kmph	 S.R. 4.10.1 S.R. 4.10.1
6.	The speed over the turn outs having 1 in 8 1/2 curved switches of 52/60 Kg rails, on PSC sleepers for both passenger carrying trains and goods trains	15 kmph	S.R. 4.10.1
7.	In case of 1:8.5 symmetrical split with curved switches with 52/60 kg including TWS (Thick Web Switch) on PSC sleepers, a maximum speed permitted under approved special instructions is	30 kmph	S.R. 4.10.2
II	**IN BLOCK SECTION:**		
1.	When IB Home is defective and phone is not working	15(when view ahead is clear in day/8 kmph (night or view ahead is not clear in day)	S. R. 3.75.4
2	When relief engine/train is being dispatched on T/A 602 (Double Line and Single Line) into obstructed block section	15/10 kmph	S. R. 6.02.6.1
3.	Speed of the Light engine sent to open communication is restricted to (T/B 602). Day or view clear/Night view obstructed	15/10 kmph	S.R. 6.02.4.6.1
4.	Speed of the train dispatched during TIC on D/L (T/C 602) Straight/curve or obstructed	25/10 kmph	S. R. 6.02.3.3
5.	When Light engine/Goods trains is being dispatched on Block Ticket (T/J 602)	15/8 kmph and be prepared to stop short of obstruction	As mentioned in the Authority
6.	The speed of the first train during TSL working	25 kmph	S.R. 6.02.1.15
7.	The speed of the second and subsequent trains during TSL working	Sectional Speed	S.R. 6.02.1.15
8.	When major work in progress, for trains on adjacent line on double line or multiple lines.	50 kmph	S.R. 15.09.6
9.	When the electric head light becomes defective en-route during the hours of darkness and/or thick and foggy weather the train shall be worked cautiously	Temporary speed restriction imposed in the B/S or 40kmph whichever is less	G.R. 4.14
10.	When engine is pushing the train and Guard is in leading vehicle/not in leading vehicle	25/8 kmph	S.R. 4.12.2.3

Sl. No.	Description	Speed Restriction	With Ref to Rule No.
11.	"A " Class ODC by train-gross clearance of 22.86 cm (9 inches) and above	Sectional Speed	I R Operating Manual
12.	"B" Class ODC by train-gross clearance of 15.24 cm (6 inches) and above, but less than 22.86 cm (9 inches)	40 kmph	I R Operating Manual
13.	"C" class ODC by train- gross clearance of less than 15.24 cm (6 inches) but not less than 10.16 cm (4 inches)	25 kmph (to be moved in day only)	I R Operating Manual
14.	When caution order is issued if patrolman not turned upG&SR UP TO AS 18 speeds.pdf	40 kmph	App. IV (10).4.3
15.	When water rises over ballast-level but is below rail-level (When two men walked abreast one at either sleeper)	Stop dead and Proceed with SR 8 kmph	S.R. 15.17.3
16.	When water over tops the rail, after SSE/SE's certificate	-do-	S.R. 15.17.3.2
17.	The Maximum speed of track machine The speed of TTM over all points and crossings	As prescribed through JSC (Joint Safety Certificate)	S.R. 4.65.1.1
18.	During the Engg. Block, when track Machine is following another Track Machine	25 kmph Day /view clear, 10 kmph Night /view not clear	S.R. 15.06.4.3
19.	When passing through Neutral section	Not less than 30 kmph	S.R. 17.07.1
20.	Light Engine returning to pick up 2nd portion when a train is divided	25 kmph	S.R. 6.09.7
21.	When a four-wheeler vehicle is attached to passenger carrying train	BG 75 kmph MG 50 kmph	App. VIII 8.5.3
22.	When clamped wagon by a train	40 kmph	HQ.Cir.FLY LEAF No.15of 1993.
23.	When visibility is restricted due to fog, speed of train in Absolute block system should not exceed(fog safe device is available in working condition) Note: In case fog safe device is not available in locomotive or the device fails enroute, the maximum speed is 60 Kmph or less subject to judgment of LP.	75 kmph	S.R.3.61.10.3
24.	During foggy weather, while proceeding on 'Proceed' aspect of Automatic Stop Signal, the speed should not exceed(fog safe device is available in working condition) Note: In case fog safe device is not available in locomotive or the device fails enroute, the maximum speed is 60 Kmph or less subject to judgment of LP.	75 kmph	S.R 3.61.10.4
	While proceeding on 'Attention' aspect of Automatic Stop Signal, proceed at speed	30 kmph	
	While proceeding on 'Caution' aspect of Automatic Stop Signal	Proceed Cautiously	
25.	When electric loco leading cab defective and Asst. Loco Pilot is driving from trailing cab	40 kmph	S.R. 17.09.12.2
26.	When Loco Pilot is incapacitated and Asst.	40 kmph	S.R. 17.09.5.7

Sl. No.	Description	Speed Restriction	With Ref to Rule No.
	Loco Pilot working to clear up to next block station where relief can be arranged		
27.	When rail breakage is upto 30 mm 1st train can pass	10 kmph	S.R. 6.01.3.1
28.	When rail breakage is upto 30 mm 2nd train and subsequent train can pass with a restricted speed	15 kmph	S.R. 6.01.3.1
29.	During TIC on S/L when LC received for more than one train, second and subsequent trains on CLCT in Automatic Block Section-	25/10 kmph	S.R. 9.12.4(R)
30.	During prolonged failure of signals (automatic block section double line) when communication is available, speed of first train.	25kmph(view clear)/10 kmph(view not clear)	S. R. 9.12.2(A). 4(a)
31.	When signals failed and communication not available on automatic double line section	15(view clear)/10 kmph(view not clear)	S. R. 9.12.2(B)
32.	The speed during TSL working in Automatic Block System –(A) For First Train (B) For second and subsequent trains	(A) 25 kmph (B) Sectional Speed	S.R. 9.12.3.15
33.	Speed of LE sent to open communication in automatic system when signals and communication have failed	15/10 kmph	S.R. 9.12.4(F)
34.	Speed of the train to pass automatic signal at ON	Not exceeding 15 kmph up to next stop signal	S. R. 9.02.1
35.	The speed of the train which is already in healthy section which is temporarily isolated if Loco Pilot able to contact TPC	60 kmph by day and 30 kmph by night	S. R. 17.09.16. 2(iv)
36.	The speed of the first train to enter into the healthy section which is temporarily isolated and re-energized	60 kmph by day and 30 kmph by night	S. R. 17.09.16.1 (c)(i)
37.	When danger is suspected to the P. Way and the location remain vague and if train is to be dispatched	10 kmph	S. R. 6.07.1(e)
38.	After stopping the train at stop indicator, the Loco Pilot shall proceed with a speed of	8 kmph	S. R. 15.09.3
39.	On seeing a flasher light flashing (view is clear/not clear)	20/10 kmph	S. R. 6.03.7
40.	While testing detonators- speed	8-11 kmph	S. R. 3.64.5.6
41.	In case of an axle box of a wagon is found hot between station and the Loco Pilot has decided to take the train to next station the speed of the train is	Discretion of Loco Pilot	S. R. 4.29.2
42.	The speed of 'Patrol' or 'Search Light' special with one or more vehicles in front of the engine.	40 kmph	G. R. 4.12
43.	Unsafe condition of bunds of tanks or Rivers	Special caution	Accident Manual 401
44.	ON detection/receiving report of “flat tyre” in the formation, the speed limit to be observed by the LP to clear the block section	Max. 30 kmph	JPO "Flat Tyre"
45.	After getting the report of "flat tyre” subsequent passenger carrying and empty Goods trains in	50 kmph	JPO "Flat Tyre"

Sl. No.	Description	Speed Restriction	With Ref to Rule No.
	that section before USFD testing is done shall run at a speed of … Kmph, after visual inspection by SE/JE-P-Way		
III	**SPEED WHILE PERFORMING SHUNTING:**		
1.	Maximum Shunting Speed	15 kmph	G. R. 5.13
2.	Shunting with loaded petroleum, kerosene, dangerous goods, explosives etc.,	8 kmph	S. R. 5.14.3
3.	Hand shunting with vehicles other than roller bearing stock	5 kmph	S. R. 5.20.5.6

Measures to prevent SPAD (Do's & Don'ts for Crew)

Do's & Don'ts on prevention of SPAD to be inculcated in minds of LP & ALP

A. While passing signal at **Caution aspect (Single Yellow),** LP & ALP should be extra alert and they should not involve in any activity other than controlling the speed of the train and be **prepared to stop the train before the Danger signal (GR 3.07).**

1. Do's-

- LP & ALP should **call out signals aspects loudly** and clearly along with hand gestures, station name, signal name, speed & distance and specifically right side signals.
- **ALP should apply emergency brakes and stop the train before Danger Signal (Red), when LP is unable to control (or) the train is over speeding on approach of Danger signal.**

2. Don't-

- Don't notch up the train in case of signal is late taken off from Danger to Caution, Calling out of that signal should be Caution only instead of Signal late taken off.
- Don't presume the aspect of the next signal.
- Don't use walkie-talkie regarding aspect of signals.
- Don't grossly indulge in exchange of signals with Station, Cabin, adjacent train etc
- Don't fill up log book, Registers, etc.
- Don't discuss Caution orders. Control train first if there is any confusion.
- Assistant Loco Pilot not to hesitate in applying emergency brake to stop over-speeding of train before Danger signal.

B. LP and ALP both should confirm before moving ahead that whether the Signal is "OFF" and whether it's **my Signal.**

C. **Simulated EBD for BOXN HL loaded trains**: ALPs must be trained in applying emergency brakes according to the EBD table given below.

EBD for BOXN HL Loaded 59+1 at various speeds															
Speed	75	70	65	60	55	50	45	40	35	30	25	20	15	10	5
EBD (Mtrs)	1575	1400	1225	1050	900	750	625	500	400	325	250	175	125	75	30

Emergency brake must be applied when train speed is increasing and actual distance between loco/train and Danger signal is becoming equal to distance available for emergency brake. For example:- If at Home signal (Caution) speed of train is 30 kmph, emergency braking distance is 325 mts as per table given above. Later if speed increases to 50 kmph EBD is 750 mts. Therefore ALP must apply emergency brake before reaching 750mts from **Danger** Starter signal.

Emergency brake must be applied by ALP when actual distance of danger signal is becoming equal to emergency braking distance at that train speed. For example:- If a loaded train

passed Home signal at Caution and near loop line turnout its speed is 30 kmph and approaching danger starter signal, so before 325 mts if train is not controlled and speed not reduced in proportion to the balance distance available then at 350-400 mts ahead of Danger starter signal ALP have to apply emergency brake to stop the train before Danger starter signal, otherwise it may cause SPAD.

Status of 140T BD Cranes, ARTs, ARMVs & RARVs over SCR

Accident Relief Trains (ARTs)

Sl. No.	Div.	Location	Type of ARTs	Make and Capacity of the Crane
01	SC	SC	"A" Class	Cowans Sheldon New Design-140T
02		SC	"B" Class (SPART)	
03		KZJ	"A" Class	Cowans Sheldon Old Design-140T
04		KZJ	"B" Class (SPART)	
05		BPA	"B" Class	
06	HYB	NZB	"B" Class	
07	BZA	BZA	"B" Class (SPART)	
08		BZA	"A" Class	Cowans Sheldon Old Design-140T
09		RJY	"B" Class	
10		BTTR	"B" Class	
11	GTL	GTL	"B" Class	
12		GY	"A" Class	Cowans Sheldon Old Design-140T
13		RU	"B" Class	
14		DMM	"B" Class	
15	GNT	GNT	"B" Class	
16	NED	PAU	"A" Class	Gottwald New Design-140T

"A" Class ART – 140T DHBD Crane + HRE Set."B" Class ART- HRE Set.

140-T DHBD Cranes:

No.	Particulars	Location				
1	Station	SC	KZJ	BZA	GY	PAU
2	Division	SC	SC	BZA	GTL	NED
3	Type of ART	"A" Class	"A" Class	"A" Class	"A" Class	"A" Class
4	Capacity of the Crane	140 Ton	140 Ton	140 Ton	140 Ton	140 Ton
5	Make of the Crane	Cowans Sheldon	Cowans Sheldon	Cowans Sheldon	Cowans Sheldon	Gottwald
6	Design (Old/New)	New	Old	Old	Old	New
7	Year of Manufacturing of Crane	2001	1989	1990	1990	2009
8	Return date of POH/MLR	2029	2025	2026	2026	2025
9	Capacity to run at Speed (kmph)	100	75	75	75	100

Accident Relief Medical Vans (ARMVs):

Sl. No.	Div.	Location	Scale-I ARMVs
01	SC	SC	SPARMV
02		KZJ	HS-SPARMV
03	HYB	NZB	SPARMV
04	BZA	BZA	HS-SPARMV
05		RJY	SPARMV
06		BTTR	SPARMV
07	GTL	GTL	HS-SPARMV
08		RU	Conventional
09		DMM	Conventional
10	GNT	GNT	HS-SPARMV
11	NED	PAU	HS-SPARMV

List of Road Accident Restoration Vehicles (RARVs):

Sl. No.	Div.	Location
01	SC	SC
02		BDCR
03	HYB	KCG
04	BZA	BZA
05	GTL	GTL
06	GNT	GNT
07	NED	PAU

Emergency Contact numbers of Medical department

Sl. No.	Div/Unit	Rank	Contact Nos. for Casualty and Disaster Management
1	CH/LGD	On duty Doctor	040-27789151
		Pharmacist	040-27789122
2	SC	CMS/SC	9701371500
3	HYB	CMS/HYB	9701372500
4	BZA	Casualty/DRH/BZA	0866-2767744
		Sr. DMO/DRH/BZA	9701373512
		Pharmacist/STPM	9701373528
5	GTL	CMS/DRH/GTL	9701374510
6	GNT	Causality/DRH/GNT	8632320440
		Sr. DMO/DRH/GNT	9701379502
		Pharmacist/DRH/GNT	8143031274, 9281427061
7	NED	CMS/DRH/NED	9730471503

BEAT of ARTs with its normal jurisdiction on SCR

Div	Stn	ART Type (Class)	Beat
SC	SC	“B” Class	SC-ALER
			SC-WADI
			VKB-PRLI
			KHNP-TJSP
			SC-DHNE
			DKC-KSN
			GWD-RC
			SC-AKE
SC	KZJ	“B” Class	KZJ-KI
			KZJ-ALER
			KZJ-PDPL
			DKJ-MUGR
			KRA-SYI-SPSG
			MTMI-JNPD
			BDCR-JVRB
SC	BPA	“B” Class	BPA-BPQ
			BPA-PDPL-KRMR
			MAGH-GDCR
HYB	NZB	“B” Class	NZB-AKE
			NZB-MUE
			NZB-KRMR
			AKE-MDAK
			MOB-GJWL
			JKM-BDHN
BZA	BZA	“B” Class	BZA-KI
			BZJ-CJM
			BZA-BMD
			BZA-MTM
			GDV-BVRM
BZA	RJY	“B” Class	RJY-DVD
			RJY-BMD

Div	Stn	ART Type (Class)	Beat
			SLO-COA
			NDD-NS
BZA	BTTR	“B” Class	BTTR-GDR
			BTTR-CJM
			VRJN-KAPT
			VRJN-OBVP
GTL	GTL	“B” Class	GTL-WD
			GTL-BAY
			GTL-NDL-YA
			GTL-KLU
			GTL-YA
			NDL-YA
GTL	RU	“B” Class	RU-KPD
			RU-GDR
			RU-YA
			HX-PDMI
GTL	DMM	“B” Class	DMM-PAK
			DMM-GY
GNT	GNT	“B” Class	GNT-KCC
			GNT-PGDP
			GNT-TEL-RAL
			GNT-NDL
			NDKD-MCLA
			VNUP-JNPD
			PGRN-SYM
NED	PAU	“A” Class	PAU-MMR
			PAU-MUE-PMKT
			PBN-PRLI
			PAU-AK

BEAT of ARMVs with its normal jurisdiction on SCR

Div	Stn	ARMV Type (Scale)	Beat
SC	SC	Scale-I SPARMV	SC-ALER
			SC-WADI
			VKB-PRLI
			SC-AKE
			KHNP-TJSP
			DKC-KSN
			GWD-RC
			PGDP-NLDA
			SC-DHNE
SC	KZJ	Scale-I HS-SPARMV	KZJ-KI
			KZJ-ALER
			KZJ-PDPL
			DKJ-MUGR
			KRA-SYI-SPSG
			MTMI-JNPD
			KZJ-BPQ
			PDPL-KRMR
HYB	NZB	Scale-I SPARMV	NZB-AKE
			NZB-MUE
			NZB-KRMR
			NZB-MDAK
			MOB-GJWL
			NZB-BDHN
BZA	BZA	Scale-I HS-SPARMV	BZA-KI
			BZJ-CJM
			BZA-BMD
			BZA-MTM
			GDV-BVRM
BZA	RJY	Scale-I SPARMV	RJY-DVD
			RJY-BMD
			SLO-COA
			NDD-NS

Div	Stn	ARMV Type (Scale)	Beat
BZA	BTTR	Scale-I SPARMV	BTTR-GDR
			BTTR-CJM
			VRJN-KAPT
			VRJN-OBVP
GTL	GTL	Scale-I HS-SPARMV	GTL-WD
			GTL-BAY
			GTL-NDL
			NDL-YA
			GTL-KLU
			GTL-YA
GTL	RU	Scale-I Conventional	RU-KPD
			RU-GDR
			RU-YA
			HX-PDMI
GTL	DMM	Scale-I Conventional	DMM-PAK
			DMM-GY
GNT	GNT	Scale-I HS-SPARMV	GNT-MCLA
			GNT-TEL
			TEL-RAL
			NDKD-NLDA
			GNT-NDL
			GNT-KCC
			VNPD-JNPD
			PGRN-SYM
NED	PAU	Scale-I HS-SPARMV	PAU-MMR
			PAU-MUE
			MUE-PMKT
			PBN-PRLI
			PAU-AK

Beat of 140T BD Crane with its normal jurisdiction on SCR

Div	Stn	ART Type (Class)	BD Crane	Beat
SC	SC	"A" Class	Cowans Sheldon New	SC-ALER
				SC-WADI
				SC-DHNE
				DKC-KSN
				GWD-RC
				BN-NLDA
				VKB-UDGR
				KHNP-TJSP
				SC-MUE
				TLPR-RCPT
				MOB-GJWL
				AKE-MDAK
				JKM-BDHN
				MLY-SNF (By-pass)
SC	KZJ	"A" Class	Cowans Sheldon Old	KZJ-BPQ
				KZJ-KI
				KZJ-ALER
				DKJ-MUGR
				KRA-SYI
				MAGH-GDCR
				PDPL-NZB
				MTMI-JNPD
				BDCR-JVRB
BZA	BZA	"A" Class	Cowans Sheldon Old	BZA-DVD
				BZA-GDR
				BZA-NLDA

Div	Stn	ART Type (Class)	BD Crane	Beat
				VNUP-JNPD
				BZA-MTM
				GDV-BVRM
				NDD-NS
				SLO-COA
				GNT-TEL-RAL
				NDKD-MCLA
				GNT-DKD
				PGRN-SYM
				VRJN-OBVP
				VRJN-KAPT
GTL	GY	"A" Class	Cowans Sheldon Old	GY-RU-TPTY
				TPTY-KPD
				RU-GDR
				GY-GTL-WADI
				GY-DMM
				GTL-KLU
				DMM-PAK
				GTL-BAY
				GTL-DKD
				NDL-YA
				HX-PDMI
				GY-PDL
NED	PAU	"A" Class	Gottwald New	PAU-MMR
				PAU-MUE
				PAU-AK
				PAU-PBN-UDGR
				MUE-PMKT

Conditions for movement of ISMD/ODC

Ref: 1.RAILWAY BOARD'S LETTER No.2014/CEDO/SR/04 Dtd 20.10.2014
2.RAILWAY BOARD's LETTER No. 2022/TT-1/27/6 Dtd 23.06.2022.
3. DIAGRAM NO:1 D(EDO/T-2202 OF ACS No.27 TO IRSOD-2014

***

Consignments which when loaded upon a wagon, would infringe the maximum standard moving Dimension, at any point, on the entire route, from the booking station to the Destination is called an Over Dimensional Consignment (ODC).

Any consignment exceeding the Dimension quoted below shall not be registered for booking unless prior sanction for its acceptance has been obtained from the zonal headquarters.

1. Height at centre----------4265 mm
2. Height at side----------3735 mm
3. Width----------3250 mm up to a height of 3735 mm and 2030 mm beyond 3735 mm
4. Maximum width----------3250 mm.

Classification of ODC: ODC's are divided into 3 classes according to the minimum clearance available between the consignment and minimum fixed structure profile.

1. CLASS 'A' (Permitted out of gauge Loads): Those ODC loads which have gross clearance of 228.6 mm (9") and above.
2. CLASS 'B' (Exceptional out of gauge Loads): Those ODC loads which have gross clearance of 152.4 mm (6") and above, but less than 228.6 mm (9").
3. CLASS'C'(Extra-ordinary out of gauge Loads): Those ODC loads which have gross clearance of less than 152.4 mm (6") but not less than 101.6 mm (4").

Sanctioning Authority:

Class 'A'	Within Division: DRM
	Inter Division of the same Zone: COM
	Inter Railway: COM of the Zone and COM of the concern Railway
Class 'B'	Local: DRM
	Inter Division/Foreign Railway: COM
Class 'C'	CRS

CONDITIONS FOR MOVEMENT OF ODC

Class 'A'

a. Speed: Sectional Speed.
b. Permitted: both during day and night.
c. Escort: Not Necessary.

Class 'B'

a. Speed: Not to exceed 40 kmph.
b. Permitted: both during day and night.
c. Escort: Necessary both during day and night: TXR.

Class 'C'

a. Speed: not to exceed 25 Kmph.
b. Permitted: Only during day time.
c. Escort: Necessary: SSE/P.WAY, SSE/C&W, TI.

IN ELECTRIFIED SECTION

a. The following are the clearances from contact wire for the passage of ODCs through electrified sections and the special restrictions required:

b. A special speed restriction is not required when the gross clearance is more than 250 mm.
c. Speed must be restricted to 15 kmph when the clearance is between 250 mm and 200 mm (ODC would not be stopped under critical locations i.e. where clearance is between 250 mm to 200 mm representative of the OHE section should accompany the Train)
d. Speed must be restricted to 15 kmph and power to OHE must be switched off when the clearance from the contact wire is less than 200 mm.

CFTM/SCR

Procedure to conduct "GLP check" in a sequential manner

No.Safety.157/G&SR, AM & BWM/Vol.II Date: 04.04.2012.

In order to bring in clarity as to how to conduct "GLP check" in a sequential manner, following procedure is issued;

I. IF THE FREIGHT TRAIN IS ORDERED TO WORK WITH GUARD:

a. LP shall apply A9 (formation brakes) in `application' position (this is necessary to calculate the percentage of brake power as per SR 4.31).
b. LP shall walk from one side of the formation from the locomotive towards BV duly observing application of brakes for all the wagons and noting down the inoperative cylinders.
c. Guard after fixing the gauge in the BV, ensure droppage of BP Pressure in the BV and then shall walk from other side of the formation from BV towards locomotive noting down the application of brakes and inoperative cylinders.
d. While checking the formation, the LP and Guard shall check the formation as per SR 4.31 and JPO No.5/2008 as given in this WTT.
e. LP after reaching the BV and Guard after reaching locomotive, the LP shall advise the ALP to keep the A9 in `release' position.
f. In the return direction, the LP shall walk from other side of the formation from BV and Guard on the other side of the formation from engine duly checking the release position of brakes of all wagons.
g. After ensuring the above procedure, both shall go to station, prepare the GDR memo in triplicate duly signing the same along with the SM, who shall retain one copy as station record which shall be pasted in the Stabled Load Register.
h. The train can commence its journey.

II. WHEN THE FREIGHT TRAIN IS ORDERED WITHOUT GUARD:

1. LP is totally responsible to conduct GLP check in the absence of Guard.
2. However, one Pointsman from the station shall be deputed to assist the LP in conducting GDR check.
3. LP shall apply A9 (formation brakes) in `application' position (this is necessary to calculate the percentage of brake power as per SR 4.31).
4. LP shall walk from one side of the formation from the locomotive towards BV duly observing application of brakes for all the wagons and noting down the inoperative cylinders. The LP need to observe the application of brakes of all the wagons.
5. He is also required to check the formation on both sides as per SR 4.31 and JPO 5/2008 as given in this WTT.
6. After reaching the BV, the LP shall advise the ALP to release the formation by keeping the A9 in `release' position.
7. Then, he shall walk from the other side towards the locomotive duly observing the release of brakes of all the wagons.
8. After ensuring the above procedure, the LP shall go to station, prepare the GDR Check memo in duplicate (signature of Guard column be kept `blank') duly signing the same along

with the SM, who shall retain one copy as station record which shall be pasted in the Stabled Load Register.

9. The train can commence its journey.

NOTE: When the freight train is ordered without Guard and GLP check is necessary, ***additional time for GLP check from the existing 30 minutes to 60 minutes is permitted for a rake of 59+1*** *to note down the application of brakes and inoperative cylinders.*

This has the approval of PCME, PCEE & PCOM.

PRINCIPAL CHIEF SAFETY OFFICER

CC+8+2 t ROUTES ON SOUTH CENTRAL RAILWAY as on 31-03-2024
(As per CTE/SC's Lr No. W.506/CRS/TR/CC+6+2t/Vol.IV, dated 23.05.2024)

Sl. No.	Section	Identified for running of CC+8+2t loading	Route Length	Speed (Loaded)
1	Bellary - Guntakal	15.05.05	46.20	60
2	Guntakal-Renigunta	15.05.05	309.50	60
3	Guntakal-Guntur	06.02.06	401.28	60
4	Guntur-Krishna canal Jn.	06.02.06	27.12	60
5	Krishna canal Jn.-Vijayawada	06.02.06	5.05	60
6	Vijayawada-Samalkot	06.02.06	199.57	60
7	Visakhapatnam – Samalkot (incl By pass line Duvvada)	11.07.07	131.37	60
8	Samalkot-Kakinada Port	06.02.06	15.60	60
9	Vijayawada - Kondapalli Power House	11.07.07	17.49	60
10	Dornakal - Kondapalli incl. Siding	30.11.07	107.69	60
11	Manikgarh - Dornakal	31.12.07	319.41	60
12	Manikgarh - Ballarshah	31.12.07	6.91	60
13	Manuguru- Bhadrachalam Rd incl Siding	30.11.07	51.10	60
14	Bhadrachalam Rd - Dornakal incl. Siding	30.11.07	56.01	60
15	Komatpalli (incl Kazipet bypass)-Kazipet - SC -(incl by pass) -WADI	31.12.07	327.75	60
16	Vijayawada - Gudur	31.12.07	294.46	60
17	Pendekallu - Gooty - Dharmavaram - Bangalore Area	31.12.07	119.88	60
18	Secunderabad - Manmad	31.12.07	617.40	60
19	Vikarabad - Parbhani	31.12.07	331.38	60
20	Wadi - Raichur - Guntakal	17.04.08	226.44	60
21	Motumari - Jagayapet Town branch line	17.04.08	25.82	60
22	Renigunta - Gudur Jn	17.04.08	83.17	60
23	Renigunta - Tirupati	17.3.16	9.79	60
24	Guntur Jn - Tenali Jn	17.04.08	25.47	60
25	Singreni Collieries- Karepalli Branch line	17.04.08	10.36	30
26	Gadchandur - Manikgarh Jn Branch line (inc. Bye-Pass Line)	17.04.08	31.51	60
27	Guntakal-Kalluru	20.07.10	40.26	60
28	Adilabad-Mudkhed	20.07.10	161.95	60
29	Pimpalkutti-Adilabad	20.07.10	20.40	60

Sl. No.	Section	Identified for running of CC+8+2t loading	Route Length	Speed (Loaded)
30	Purna-Akola	25.06.11	206.88	60
31	Venkatachalam-Krishnapatnam	25.06.11	20.28	60
32	Peddapalli-Karimnagar	02.03.15	34.93	60
33	Malkajgiri - Moula-Ali 'B' Cabin Chord Line	17.3.16	4.90	20
34	Katpadi - Tirupati	17.3.16	103.59	60
35 a	Karimnagar-Lingampet Jagityal	16.2.18	47.83	60
35 b	LingampetJagityal-Mortad-Nizamabad	16.2.18	95.05	60
36	Nallapadu-Nadikude	8.12.18	90.25	60
37	Pagidipalli-Nadikude	8.12.18	148.67	60
38	Vijayawada-Gudivada-Bhimavaram-Nidadavolu (incl. Bye-Pass)	16.5.19	155.76	60
39	Gudivada-Machilipatnam	16.5.19	36.74	60
40	Bhimavaram-Narasapur	16.5.19	29.48	60
41	Obulavaripalle-Venkatachalam Rd.Jn.	4.7.19	95.40	60
42	Janakampet-Bodhan	11.11.19	20.05	50
43	Jaggayyapeta Town – Janpahad-Vishnupuram	11.11.19	62.99	40
44	Bhadrachalam Road(excl.) – Bhavanapalem (SL)	27.05.22	37.567	50
45	Bhavanapalem (excl.) – Sattupalli (SL)	27.05.22	13.949	40
46	Akanapet-Medak	08.07.22	17.338	40
47	Devarakadra – Krishna (SL)		65.825	60
48	Manoharabad – Siddipet (SL)		76.135	60
49	New Piduguralla Jn.–Savalyapuram(SL)		45.85	60
50	Secunderabad-Falaknuma-Mahaboobnagar(DN)		112.98	60
51	Mahaboobnagar-Devarakadra (SL)		24.4	30
52	Bye pass at Secunderabad (Sitaphalmandi-Lallaguda Gate)		0.74	20
TOTAL CC+8+2t ROUTE Km			**5567.914**	
Total Route Km of S.C.Railway			**6532.475**	
Percentage of CC+8_2t Route			**85.23**	

C+6+2t ROUTES ON SOUTH CENTRAL RAILWAY as on 31.03.2024

Sl. No.	Route	Divn.	Section	Route Length
1	D	SC	Khanapur-Taj Sultanpur (SL)	97.7
2	D	SC	Telapur-Ramachandrapuram (SL)	5.337
3	E	BZA	Kakinada – Kothapalli (SL)	45.2
4	D	GTL	Dharmavaram-Pakala	227.42
5	D	GTL	Kadapa-Pendlimarri (SL)	21.3
6	D	GNT	Nadikude-Macherla (SL)	35.01
7	D	GNT	Tenali-Repalle (SL)	33.85
8	D	GNT	Gundlakamma-Darsi (SL)	22.889
9	D	GNT	Nandyal-Yerraguntla (SL)	123
10	B	HYB	Secunderabad-Mahabubnagar (UP line)	112.98
11	D	HYB	Devarakadra – Dhone (SL)	159.71
12	D	HYB	Raichur-Gadwal (SL)	57.16
13	D	NED	Akola-Akot (SL)	45.54
14	D	NED	Khandwa (Excl.)-Amlakhurd (SL)	53.447
			TOTAL	**1040.543**

Sl.No.	25 Tonne Axle Load	Station Code
1	Duvvada (Excl.)–Vijayawada (Byepass)-Kondapalli (UP line)	DVD-BZA-KI (UP LINE)

Joint Procedure Order for running freight trains with twin Pipe Brake System

Ref: 1. Railway Board Lr No. 2010/M(N)/60/10 Pt.II dt: 25.08.15
2. RDSO's letter No. MW/APB/TPM dt: 29.07.15.

<<>>

Working of freight trains on twin pipe brake system improves the operational efficiency and the average speed of freight trains, as the brake releasing time is lesser. Data reveals that twin pipe brake system also results in a reduction in train parting cases.

However, a large number of twin pipe rakes are returned with single pipe working, the main reason for which are non-coupling of feed pipe (FP) hoses at loading / unloading points, non-availability of brake vans and locomotives with twin pipe. In view of above JPO is issued in order to provide instructions and guidance to facilitate twin pipe working to concerned staff.

1. The following to be stamped on the BPC of twin pipe rakes at the time of issuance of BPC by TXR duly endorsing FP pressure of locomotive and brake van.

   This rake is fitted with pipe air brake system.
   FP Pressure in Loco …….. Kg/cm^2
   FP Pressure in Brake van……Kg/cm^2

2. An item should be added to the list of items to be checked during GDR checks circulated vide Railway Board's letter No. 2005/M(N)/95/1/13 dated 08.02.06 as follows: " the rake should be cleared with twin pipe brake system if BPC has endorsement as twin pipe, subject to a compatible loco being attached to the train.

3. Whenever the rake is maintained by TXR as a twin pipe rake, the Pool ID of the rake in FOIS shall be entered with a suffix of "TP" so that the users of FOIS are aware that the rake is twin pipe. The suffix of "TP" shall be entered into FOIS based on a certificate issued by TXR.

4. The field operating staff may be directed to ensure that the twin pipe rakes should work on twin pipe brake system and the FP hoses should be reconnected, if they were disconnected for loading/ unloading.

5. In case of defective/deficient feed pipe noticed during GDR they should replace using spare feed pipe available in the loco. In case this does not solve the problem, assistance of TXR staff should be sought at the first available opportunity to connect the rake to twin pipe and an endorsement should be made on the BPC to that effect.

6. Frequent counselling of Guards and Driver in the crew lobby and on foot plate to be done by LI, TI and other officials advising them to clear such rakes as twin pipe to improve the running. These instructions to be passed to LPs, ALPs, and Guards through shed order book maintained in the crew lobbies.

7. All cases, wherein twin pipe rakes have to be operated in single pipe shall be flagged on FOIS by control based on message conveyed by train crew. The report should be perused by operating and mechanical officers in the Divisional and Zonal Headquarters for taking suitable corrective action.

8. Frequent surprise checks should be carried out by Traffic, Mechanical and Electrical department supervisors and officials and the Flying Squads of IRCA so as to ensure that the twin pipe brake rakes are actually working on twin pipe in the field.

9. The FP gauge along with the adopter shall be provided to the Guards as a personal store by operating department.

10. Locos having twin pipe air brake system in operational condition should be provided for working the twin pipe rakes.

11. Non-availability of twin pipe Brake Van: As far as possible, the Brake Vans having the provision of twin pipe air brake system should be provided for working the twin pipe rakes. However, in case of non-availability of twin pipe BVs, the train should work with twin pipe brake system up to the last wagon ahead of the BV and the BV may be with single pipe brake system. Such rakes shall be treated as twin pipe rakes for the purpose of entry of Pool ID in FOIS. However, it shall be ensured that the Feed Pipe (F.P) hose couplings are connected to form a continuous air passage from locomotive to last wagon ahead of the single pipe BV. The following point shall be ensured at the originating station / C&W examination point:

    i. Suitable arrangement shall be used by SSE/C&W for checking of Feed Pipe Pressure at the tail end of the last wagon (before single pipe BV) and to ensure that the FP Pressure is not less than 5.8 kg/cm^2.
    ii. After checking of Feed Pipe Pressure, it is to be ensured that the cut-off-angle cock of Feed Pipe of last wagon is in closed condition.
    iii. Other general guidelines for operation and examination of twin pipe air brake system of complete train as per Amendment No.3 of January 2010 of G-97 are to be followed.

Revised Post loading / Post tippling checks by the Guard and the Driver.
Items to be checked by Guard and Driver:

Sl. No.	Post loading /Post tippling and rakes clearing from Non train examination point
1.	All CBCs and Air Hoses are properly coupled and looked.
2.	All the angle cocks are in open condition.
3.	The last Angle cock in closed condition.
4.	Empty / Load device handle is in proper condition.
5.	There are no loose fittings / hanging parts like springs, Push pull rod, Brake Beam,

Sl. No.	Post loading /Post tippling and rakes clearing from Non train examination point
	Safety Brackets, Brake blocks etc., which may endanger safe running of the train.
6.	Hand brakes are released.
7.	Doors of wagons are closed and looked / secured.
8.	Check continuity of the air pressure / vacuum before starting.
9.	The rake should be cleared with twin pipe brake system if BPC has endorsement as twin pipe, subject to a compatible loco being attached to the train.

Safety Instructions in Electrified Section

1. No work shall be done within a distance of 02 meters from live OHE without a permit to work.
2. No fallen OHE shall be touched unless the power is switched off and OHE is earthed. In case, OHE snaps at a level crossing, the gate man shall make arrangements to stop all road vehicles and keep the public away.
3. Any abnormality noticed in OHE/Loco/EMU should be intimated to Traction power Controller immediately for further guidance.
4. Don't allow roof traveling.
5. Keep the emergency telephone in good working condition and ensure it is tested periodically.
6. Do not direct water jet from hose pipe towards live OHE.
7. No crane shall be operated near Traction overhead equipment’s unless authorized Representative of OHE is present.
8. The muffing of foundations of Traction masts shall be kept clear of all materials. Unloading of Rails along the tracks, should be done such that Rails do not touch each other to form continuous metallic mass of length greater than 300 meters.
9. Unloading of PSC sleepers should be taken in such a way that they will not hit any supporting structures.
10. Permanent Way Staff should be clear of tracks and avoid contact with the rails when electrically hauled train is within 250 meters.
11. During weld failures/Rail fractures, ensure two ends of rail shall be temporarily connected by rail jumpers.
12. Don't climb on the roof of Loco/EMU/Coaches for attending any work unless the OHE is made dead and earthed properly.
13. Stations masters should ensure that all precautions are taken to protect the power block/line block section. Any doubts regarding OHE section to be consulted with TPC for guidance.
14. AC Loco Drivers/ Motor man to ensure "Open DJ" and "Close DJ" at neutral sections.
15. AC Loco Drivers/ Motor Man ensure coasting of train without power at the coasting board locations to conserve energy.
16. Regarding speed restrictions at Neutral section, S.R. 17.07 () may be referred to.
17. Observe that stop boards & Caution boards are exhibited promptly.
18. ASMS to prevent entry of Electric Locos in to dead section during power block.
19. Commercial staff to secure tarpaulins firmly to the wagon to avoid entanglement with OHE.
20. Commercial staff to close/secure and lock properly the flap doors of wagons, loaded or empty.
21. Station staff should not allow Electric Locos with raised pantographs into a dead section or into an unwired turnout.
22. Station staff shall not allow any traffic into the section when OHE is snapped or obstructing.
23. Permanent Way staff to ensure not to stew track/re-alignment without the knowledge of Traction staff.
24. Permanent Way staff shall ensure no disturbance to track bonding and earthing of TRD Installations.

JOINT ORDER for Panto-entanglement/OHE defect

Action to be taken by crew, TLC & TPC in case of Panto-entanglement/OHE defect

1. Duties of Engine Crew (G&SR Clause No. SR 17.03.4.3)

- Engine crew of all trains shall be vigilant and keep a sharp look out while the train is in motion and watch the overhead equipment and report any defect noticed to the TLC/TPC/SCOR.
- When a defect on the overhead equipment which is likely to interfere with the smooth movement of the pantograph or cause damage to it, is noticed ahead, the Loco Pilot shall trip the DJ and immediately lower the pantograph by placing the pantograph handle in the lower position. An emergency stop should be made, if necessary.
- If the damage to overhead equipment is slight, such as slight break away of the contact wire from the droppers or catenary, it may be practicable to coast under the defective section, but the defect shall be reported to the TPC through the nearest emergency telephone circuit or in case this circuit is not available through any other telephone.
- In case of a major breakdown to overhead equipment requiring trains to be stopped, the Loco Pilot noticing such a breakdown, shall advise the TPC through the nearest emergency telephone circuit giving details of the breakdown and in case this circuit is not available, convey the information through the nearest Station Master on any other telephone circuit. The TLC/TPC, on receipt of such a message, shall pass on suitable instructions to the SCOR and if necessary, advise him to stop running of trains in the affected section.

2. Duties of TLC

- Collect the information from the crew about the incident with km No., section etc., and inform TPC/SCOR.
- Confirm from crew that they have put 'ON' flasher light, protected the train as per GR 6.03 and secured the loco and formation.

3. Duties of TPC

1. Whenever any flash or abnormality on OHE/pantograph is informed by Loco pilot or reported by station staff, instruct LP of the train to stop the train and look for any damages to OHE/pantograph.
2. In the event of OHE not holding, the TPC should localize the faulty section and inform section controller and TLC.
3. TPC should immediately issue caution look out notice order to the trains passing (in adjacent line in opposite direction to look out for any abnormalities on OHE and report.
4. If no damage is observed by LP on OHE/pantograph, allow him to work further and ask TRD staff to check the OHE before permitting the other trains.
5. In case abnormality is observed on pantograph or OHE, stop the train. Check for the damages of OHE/pantograph. In case working pantograph is damaged and even, if no damage to OHE is caused, do not allow the train to move. Call for the TRD staff, secure pantograph and then only allow the train to move further. But do not allow any train on rear in the block section unless it is certified safe by TRD staff.

CEE/OP CEDE

VANDE BHARAT - Various Loops troubleshooting and isolation procedure

1. BAL(Brake Applied Loop) Isolation

Purpose:

The TCMS(Train Control and Management System)monitors the brake applied status in every coach of the train. Stuck brake is detected, if unwarranted brake is applied when train is either in Motoring or coasting. If stuck brake is detected, the TCMS applies the service brake and brings the train to standstill and is indicated on DDU(Driver Display Unit)

Consequence of Stuck brake:

Traction will be cutoff, if the train speed is > 10 Kmph, and the train will be stopped.

Reason for stuck brake:

- There may be leakage issue in application valve of any BCU (Brake Control Unit) panel or
- There may be problem in any bogie BC pressure switch or Brake Applied Relay which make BAL energized (even if brake is not applied by crew).

Isolation procedure:

If brake is stuck,

- Isolate EP brake physically through BIC (Bogie Isolation Cock) and verify stuck brake symbol on DDU
- After releasing brake, brake applied symbol disappear on DDU, that means the brake was really stuck
- In this case, BAL isolation shall not be done and train can be moved with isolated bogie brake and with restricted speed.

If there is malfunction of BAL loop,

- Isolate EP brake physically through BIC and verify stuck brake symbol on DDU
- After releasing brake, brake applied symbol appear on DDU, that means this is an electrical failure in BAL loop.
- Operate “BAL ISO” switch on the CRW(Cab Rear Wall) panel, changing it from the “normal” to “isolate” position in the occupied cab. This will make BAL loop De-energized.

Implications:

- After bypassing BAL, the TCMS will no longer detects stuck Brake on any coach. However, Brake indication is available on DDU.
- At every stop, the TCMS will warn the Loco Pilot that the BAL is in the isolated position and the stuck brake monitoring is not possible.

Precautions:

- ✓ The driver shall periodically check the Brake status on the DDU to ensure that all Brakes are in the released state during motoring or coasting.

2. ADCR Bypass (Analog to Digital Converter Relay):

Purpose:

- TCMS monitors the door closure status of train through the ADCR loop. If any door remains open, the ADCR loop will be de-energized, and the TCMS will cut off the traction.

In such cases, the Loco Pilot/Guard shall issue a door closure command to close the door again.

Consequence of ADCR not closed: Traction will not be allowed.
Isolation procedure:

If door is not closing physically even after close command,

- Close the door manually.
- Isolate the door through local isolation switch on the door.
- Check status of the ADCR after closing and isolating the door.
- If ADCR is energised, no need to do ADCR bypass.

If there is malfunction of ADCR loop,

- Even after closing all the doors, ADCR is not energised, that indicates malfunction of ADCR loop.
- Maintenance person shall bypass ADCR by operating “ADCR BYPASS” switch on the CRW panel, moving it from the “normal” to the “isolate” position in the occupied cab.

Implications:

- After bypassing the ADCR, ADCR loop will be energized.
- At every stop, the TCMS will remind the Loco Pilot that the ADCR is in an isolated position and monitoring of open doors is not possible.
- The Loco Pilot must acknowledge this fault. Traction will be allowed after acknowledgment only.
- If acknowledgment through the DDU is not feasible, the TCMS will flash the “Fault Reset” lamp, and the pilot must acknowledge the fault by pressing the “Fault Reset” button.

Precautions:

- ✓ The pilot should verify that all doors are closed on DDU before acknowledging fault in normal mode
- ✓ Door must be physically verified, for door closure in RDM mode (Rescue Drive Mode).

<u>3.PB Isolation (Parking Brake)</u>

Purpose:

TCMS monitors the parking Brake application status in every coach of the train. If any parking Brake remains unreleased even after a release command, the TCMS detects a stuck brake. Upon detecting a stuck parking brake, the TCMS applies the service brake. The TCMS identifies the coach with the detected stuck parking brake and same will be displayed on DDU. It is also indicated as “minimum one parking brake applied”.

Consequence of Stuck parking Brake: Traction will not be allowed.

Isolation procedure:

A. If parking Brake is really applied,

1. Physically check for application of parking Brake in respective coach. If brake is applied and not releasing, then parking brake to be released manually.

2. After releasing parking brake, from occupied cab, isolate the parking brake through PB isolation switch.
3. Go to DDU for PB override for respective car and override parking brake of that car.
4. Verify Vmax and do the motoring in normal mode.

B. If parking Brake is not applied, and still applied status is showing as high,

1. Verify that the Brake is not applied.
2. After verifying the 'released parking brake', from occupied cab isolate parking brake though PB isolation switch on CRW.
3. Go to DDU for PB override for TC car and override parking brake of that car
4. Verify Vmax and do the motoring in normal mode.

Implications:

1. After bypassing the PB loop, the TCMS will no longer detect a stuck parking Brake for the particular coach.
2. However, the stuck parking Brake condition in all other coaches will continue to be monitored, provided those coach TCMS units are in the network.
3. At every stop, the TCMS will remind the Loco Pilot that the PB is in an isolated position, and monitoring for stuck parking Brakes is not possible.

4. <u>EBL Bypass (Emergency Brake Loop)</u>

Purpose:

Each coach in the train set is equipped with an emergency brake. The emergency brake valve in each coach is released by three independent loops, forming a two-out-of-three logic. The EBL bypass serves as an additional loop to bypass the emergency brake only in case of electrical fault. The emergency brake is applied if atleast two loops are triggered, and it is released if atleast two loops are energized. In case of emergency brake application, indication is available on DDU, and also faults are available. For EBL MCB trip also indication is available on DDU.

Consequence of Applied EBL:

- Traction will not be allowed.

Isolation Procedure:

If any particular coach EBL MCB is tripped,

- Emergency brake will be applied in that particular coach.
- Go to that particular coach where MCB is tripped and then try to close the MCB.
- If MCB is ON, No need to do any isolation. Train can be driven in normal mode.
- If MCB is tripping repeatedly, then release the brake through isolation of BIC as it is done in stuck brake condition.
- Verify released brake physically.
- After releasing brake move the train in normal mode.

If EBL is triggered without actuation,

- This can happen if EBL input used for actuation of EBL is faulty (or) two loops of EBL faulty. This kind of failures are very rare and comes under critical failure.
- This lead to emergency brake activation in complete train.
- In this case, EBL loop shall be bypassed with EBL Isolation switch of CRW panel.
- After isolation of EBL move the train in RDM mode.

Implications:

- ✓ Emergency brake still apply through EB Switch and emergency position of master controller
- ✓ The train speed will be limited to 60 kmph, which is the set limit in RDM mode.

Precautions:

- ✓ After energizing the emergency brake via EBL Bypass, the operation of the emergency brake shall be confirmed by placing the MCH handle in the emergency position.

Note: In case of mal-function with "EMR Brake" switch, it can be by passed by using "EB Sw. Bypass".

5. EOL Bypass (Emergency Off Loop)

Purpose:

The EOL Bypass is designed to lower the pantograph and open the Vacuum Circuit Breaker (VCB) of all Trailer Coaches (TC) in case of emergency, which can be done using the Emergency Off button located on the Driver's Desk. Each TC coach is equipped with a relay that will open the VCB and lower the pantograph if the Emergency Off button is pressed. This relay is powered by three separate loops, forming a two-out-of-three logic. In case of 'Emergency Off' button fail, all pantographs will be lowered, and VCBs will be opened. To recover from this situation, the Loco Pilot must perform an EOL Bypass.

Consequence of Applied EOL:

- ✓ Pantograph will not be UP and VCB can't be closed.

Isolation procedure:

- ✓ The Loco Pilot shall operate the "EOL Bypass" switch on the CRW panel, to change it from "normal" to the "isolate" position in the occupied cab.

Implications:

- ✓ After bypassing the EOL loop, the Pantograph can be lowered and UP through normal switch but in case of emergency, pantograph can't be lowered and VCB can't be switched OFF with 'Emergency OFF' push button.

Troubleshooting points...

a) Ensure "Driver Authentication" switch should be in Auto position, for normal operation. When Authorization required, then with valid credentials operate the switch to ON position.
b) In case, Traction not available due to TSL loop mal-function, then change the 'Traction selection' switch to Loop2 from Loop1.
c) In case, Cab is not occupying, change the 'Cab Selector' switch from LPT to HPT mode
d) In case of Master Controller faulty, work the Train with redundant Master Controller (Shunting operation).
e) Emergency Brake applying due to VCD relay mal-function, keep VCD By pass switch in ON position.

Joint Procedure Order on “FLAT TYRE”

There have been several instances where Flat-tyre has caused extensive damage to track by causing rail fractures and weld failures resulting into serious accidents. In order to prevent recurring of such incidences, following guidelines are to be followed:

PREVENTIVE MEASURES:

The TXR staff in Depots / Sick lines must check the flatness of wheel tread with the help of tyre-defect gauge during Examination since; it is possible to detect flatness of tyre only when the train is stationary. The permissible flat on wheel tread is limited to 60mm for Goods Stock and 50mm for Coaching Stock / Locomotive. All train examination staff shall adhere to the provisions of Rule 2.8.4, 3.2.2 and 'S' 4.21.1 "Tyre Defects" of Part IV IRCA Conference Rules for Coaching Stock and Para 4.18.1 of Part III of IRC A Conference Rules for Freight Stock.
The train crew and Shunting staff should release brakes whenever DV Isolating Cock is operated by them.
The empty / load device should be kept in the relevant position to avoid skidding of wheels, resulting into flatness of tyre during run by the GLP at the time of clearing empties from the Sidings.

DETECTION OF FLAT TYRE:

The Loco-Pilot and Guard should be vigilant in detection of unusual/hammering sound in the formation.

TXR staff during 'rolling-in' examination at all major train examination points to detect flat face on wheel tyre in train while in motion. Such a wagon in a motion train can be located by them as per procedure given below;
Station Operating Staff while exchanging 'all-right' signals shall be vigilant and attentive to hear any unusual / hammering sound in the running train and make efforts to stop and examine the train. If they hear such sound, they should start counting the location of such a wagon (counting it as one) till the BV. It will demarcate location of such a wagon in moving train and communicate it to control and next station.
Traffic & Engineering Gatemen shall also be vigilant in detecting any unusual / hammering sound on a running train and they should be in readiness to exhibit STOP hand signal and stop the train; or intimate the SM if they failed to stop train. Such a wagon in moving train can be located by them as per procedure given above;
Engineering Staff and Supervisors while at worksites or while doing trolley inspection or foot-plate inspection should also be advised to be vigilant towards detection of flat-tyre on the passing train/s and take suitable action for stopping the train or informing the train Crew / SM by the quickest means of communication available. Such a wagon in moving train can be located by them as per procedure given above;
On-board staff like TTEs, Coach Attendants, AC Mechanics and other Supervisor / Officers travelling by the train can also detect any unusual / hammering sound in the coach / train.

ROLE OF STAFF AFTER DETECTION OF A FLAT TYRE:

1.0 Loco Pilot & Guard of the train:

On detecting / getting information about the hammering sound on the formation in the block section, the train crew shall observe a speed restriction of 30 KMPH for clearing the section up to next station. After clearing the block section, the LP and Guard of the train shall ask for the TXR staff for examining the concerned coach / wagon.
If no TXR staff is posted to work at that station, and it is likely to take more time for TXR staff to come, the LP, Guard and ASM shall decide in consultation with the SCOR to detach the coach / wagon at the same station. If the coach / wagon are detached at that station, the detached

coach / wagon shall be moved by another train / loco as planned by the SCOR up to the next TXR examination point with a restricted speed of 30 KMPH.
If TXR staff is available at that station or they can come quickly from other station, the flat tyre shall be examined by them and they will certify whether the flatness is within the permissible limits or beyond. If the flatness is within the permissible limit, they can certify for running the train further at normal speed and if flatness is beyond the permissible limit, the wagon has to be detached at the same station.

2.0 Mechanical (C&W) Staff:

Mechanical staff /TXR staff working at the station shall inspect the wagon/ coach which were reported with flat tyre and take action as per the above mentioned guidelines in Para 1.0 above.

3.0 Operating Staff:

Once report about hammering sound is reported in the train from the SM in rear or by any Gateman from the rear block section, the SM shall definitely stop the train. Arrange to issue a memo to the TXR staff if available; to measure the length of flatness and allow the train further only if the measured flat is within the permissible limits. If no TXR staff is posted to work at that station, the SM shall take action to detach the coach/wagon in consultation with Control and allow the remaining train to proceed with normal speed. Under no circumstances, ASM shall allow the train to run with a suspected flat tyre, once the information is received.

4.0 Functions of Control Office:

The SCOR after getting information from the SM, shall stop the train at the next immediate station duly taking the advice seriously as reported by stations and advice Deputy Controller and Chief Controller. He shall take action as stated in Para 1.0 & Para 3.0 in consultations with LP, Guard & ASM. Deputy Controller shall co-ordinate with Engineering Control and depute the SSE (P. Way) / JE/P. Way / P. Way Supervisor of Engineering Department to inspect the rear block section either by travelling in a light engine / Tower Car with a restricted speed of 30 KMPH or by proceeding on a motor / push trolley if Loco/Tower car is not readily available or arranging the same is likely to take more time.

5.0 Engineering Staff:

On getting the advice from the Control (Engineering or Traffic) they shall be in readiness to proceed for inspection and certification of track in the rear affected block section duly taking protective action for any failure noticed during such inspection.

6.0 Engineering Control:

Engineering control shall co-ordinate with Traffic Control in alerting SSE/JE/P.Way Supervisor of Engineering department and getting the section inspected by Engineering official as laid down in Para 4.0 and 5.0 above. Thereafter, engineering control in consultation with SSE/JE-P.Way Supervisor who has inspected the section shall impose SR of 50 KMPH for Passenger trains as well as for empty Goods trains in the affected section till USFD in the affected section (point of detection of unusual sound to next station) is completed and protective action thereafter is taken. <u>No loaded goods train shall be allowed to run unless USFD testing is completed</u>. Adequate number of Ultrasonic teams for checking the affected section shall be arranged, if required by pooling them from other Divisions so as to complete testing within the earliest possible time. On completion of USFD testing, speed of passenger trains and that of empty goods trains shall be raised to 75 KMPH and after observing for 24 hours, normal sectional speed shall be restored for these trains. Loaded goods shall be permitted at 50 KMPH on completion of USFD and after observing for 24 hours, normal speed shall be restored for such trains.

Joint Procedure Order on Freight Train Examination C&W JPO No 04/2023

This consolidated JPO supersedes all the previous JPOs and covers all connected letters on Freight examinations of SCR and all amendments thereof.

While formulating this JPO the references drawn from the following Railway Board letters:

a. 98/M (N)/951/12 dated 24.09.2003 (BPC revalidation by SSE/JE (C&W)).
b. 94/M (N)/951/57/Vol II /Pt dated 25.10.04 (RB JPO on freight examination).
c. M (N)/2005/Train Examination dated 25.05.05 (Premium, End to End Rake for covered stock).
d. 98/M (N) /951/12 dated 7.6.2005 (GLP Check for covered stock).
e. M (N)/2005/Train Examination dt 07.04.06 (Premium End to End for BOXN stock).
f. 2005/M (N)/951/13 dt 8.2.2006 & 05.11.07 (Various instruction related to Freight Train examination and GLP check for open airbrake stock etc).
g. 2005/M (N)/951/13/pt dt.31.01.07 (Premium examination of freight trains).
h. 2007/M (N) /951/11 dated 11.02.08 (Movement of rakes with invalid BPC on GLP).
i. 2007/M (N)/951/67 dated 19/20.11.2008 (Examination of container trains).
j. 2009/ M (N)/951/4 dated: 04.03.2009 (Procedure to prevent dissipation/ loss of CC rakes).
k. 2002/M (N)/204/10/Vol.I dt: 30.07.2009 (Validity of BPC of BLCA/B Wagon rakes)
l. 2008/M (N)/951/13/ CC Rakes date: 11.03.2010 (Pattern of examination for CC rakes).
m. 2010/M (N)/951/5 dated: 29.08.2012 (Issue of BPC for CC BLC rakes at SNF)
n. 2013/TT-I/27/19 dated: 13.12.2013 (Holding of CC rakes and circuits for BOXN/BOXNHL & BCN/ BCNHL).
o. 2013/M (N)/951/22 CC Rakes dated: 26.12.13. (CC bases of BTPN/ BTFLN rakes).
p. 2013/M (N)/951/25 dated: 02.01.14 (Distance covered by the rake is discontinuous or not mentioned, Retrieving the details from FOIS).
q. RDSO letter no.MW/APB/BMB dated 28.01.2022 (Maintenance of APM for proper functioning of BMBS in freight stock).
r. RDSO letter no. EL/3.2.19/3-phase dated 10.05.2022 (Running of loaded trains (more than 3000T) BOXNHL and similar rakes with BMBS).
s. RDSO letter no. MW/APB/BMB dated 15.07.2022 (Investigation of issues reported related to Brake power in BOXNHL rakes and sudden dropping of BP pressure in LHB coaches).
t. RDSO letter no. MW/APB/BMB dated 08.11.2022 (Guidelines for calculation of Brake power percentages in rakes having both conventional and BMBS wagons.
u. 2017/M (N)/951/14 dated 10.10.2018 (Periodicity of BPC for RE vehicles).

1.0 Examination points in SCR

The examination points on SCR shall be as under:

Div	CC+ Premium base depot	Premium Examination Point	End to End examination
SC	RDM , BPA & SNF	RDM, BPA, SNF, DKJ	RDM, BPA, SNF, DKJ & KZJ
BZA	BZA & COA	BZA, COA & BTTR	BZA, COA, BTTR & RJY*
GTL	GY	GY	GY
NED	-	PAU	PAU
GNT	-	NLPD	NLPD
HYB	-	-	NZB

* 62 Nos of privately owned Tank Wagons (BTCS) loaded with Caustic soda owned by M/s Andhra sugar Ltd, Tanuku, being examined on end-to-end pattern at freight examination facilities developed at KVR by the firm.
For only material train (Depots): GY, KZJ, RJY, BTTR, NLPD & PAU

Note:

a. All CC rake and premium points should be upgraded to ‘A’ category, and works sanctioned should be completed.
b. RDM, BPA, SNF (for BLC, BCFC & BCCW), BZA and GY are nominated asROH depots.
c. For carrying out CC & Premium rake examination, Divisions should plan and provide the following infrastructure facilities, Machinery & Plants without fail.

Infrastructure & facilities:

i. Centre to centre distance between tracks for examination lines should be minimum 7.5 meters.
ii. Concrete pathways, material handling equipment, multi utility vehicle to facilitate movement of men and material smoothly from one end to other end.
iii. Proper illumination, specially covering bogies and brake gear locations so that the wagons needing attention can be easily detected.
iv. Welding grid on the entire length of train of nominated line with proper earthing arrangement so that welding can be carried out without marking the wagon sick.
v. Enough outlets for tapping air pressure for testing of the stock.
vi. Duty room for Section Engineer/Junior Engineer (C&W), staff room, Air compressor room, store room for stocking material, tool room, welding machine room, battery charging room etc.
vii. VHF sets/CUG phones for close monitoring and communication between supervisors, staff and Sr. Section Engineer (In-charge).
viii. Portable LED type inspection lamps.
ix. FOIS, Broadband and Wi-Fi connectivity.
x. Sufficient no. of Desktop systems for working on FMM and record keeping.

Machinery & Plants, Tools & Plants:

i. Diesel and Electrically driven Compressor with air driers..
ii. Welding plants.
iii. Wagon /Rake Test rigs.
iv. Hydraulic jacks of various capacities.
v. Lister truck for carrying material such as brake blocks etc.
vi. DG set (Cap. 200 KVA min.)
vii. Multi utility vehicle for transportation of Men, Materials and Tools from one end of rake to other.
viii. Gas/ Plasma cutting set.
ix. All required T&P items. Latest high productivity, user friendly Tooling shall be provided.

2.0 <u>Type of examinations</u>:

There shall be 3 types of examinations:

1. **CC RAKE EXAMINATION**
2. **PREMIUM RAKE EXAMINATION**
3. **END TO END EXAMINATION**

3.0 Closed Circuit rakes (Periodical Monitoring Examination (PME)

3.1 Closed circuit (CC rake) shall be formed at RDM, BPA, BZA, GY, SNF Container Depot (Only for BLC, BLL, BCFC & BCCW) and COA (for BTAP).

3.2 CC rake shall be given 100 % brake power during periodical maintenance examination (PME) at original base depot.

3.3 The BPC of the rake shall be valid for 7500 Kms or 30+5 days whichever is earlier.

3.4 Rakes should be offered for examination through FOIS and the BPC should be issued through FMM after linking the rakes to FOIS.

3.5 The nomenclature of the CC rake and the region of operation of CC rake shall be as follows:

TABLE A: Closed Circuit rakes

Sl. No.	Div	Stock	Base	Name of the Rake	Region of Operation
1	SC	BOXNHL	RDM	BHADRADRI	SCR/ SR/ SWR/ ECoR/ SECR & CR
2	SC	BOBRN	RDM	GODAVARI	SCR,SWR and CR
3	SC	BOXN	BPA	BLACK ROCKET	SCR/ SR/ SWR/ ECoR/ SECR & CR
4	SC	BLC/BLL	SNF	Container Rakes	OVER IR
5	SC	BLC/BLL	TMX	Container Rakes	OVER IR
6	SC	BCFC	SNF	-	SCR/ SR/ SWR/CR/SECR
7	SC	BCCW	SNF	-	SCR/ SR/ SWR/CR/SECR
8	GTL	BCCW	GY	-	SCR/SWR
9	GTL	BCFCM	GY	-	SCR/SWR
10	GTL	BOXN	GY	RED STARS	SCR/ SR/ SWR/ ECoR/ SECR & CR
11	GTL	BOXNHL	GY	BLUE STAR	SCR/ SR/ SWR/ ECoR/ SECR & CR
12	GTL	BCN	GY	RED ARROW	SCR /SR/SWR/ CR/ ECoR & WR
13	BZA	BCN	BZA	GREEN ARROW	SCR /SR/SWR/ CR/ ECoR & WR
14	BZA	BOXNHL	BZA	AMARAVATHI	SCR /SR/SWR/ CR/ ECoR & SECR
15	BZA	BOXN	BZA	GALAXY	SCR/ SR/ SWR/ ECoR/ SECR & CR
16	BZA	BCNHL	BZA	BLUE ARROW	SCR /SR/SWR/ CR/ ECoR & WR
17	BZA	BTAP	COA	-	SCR/ECoR/SER

3.6 Only the name of the Zones over which the CC rakes ply shall be mentioned in the BPC. The rake shall move over any station to any station in these zones within the validity of the BPC. Loco Pilot must record the kilometres run in the BPC and sign with name, base and date. In case it is found that the record of distance covered by the rake is discontinuous or not mentioned correctly, an effort should be made to retrieve the kilometres run after issue of last BPC through FOIS. In the eventuality of not getting such details even from FOIS, BPC of such CC rakes will deemed to be valid only for 20 days.

3.7 After loading at every loading point the CC rake BPC shall be revalidated in the form of GLP check as stipulated in Para 13.0 of this JPO.

3.8 When a CC rake is unloaded with tippler arrangement, BPC revalidation shall be done by the SSE/JE (C&W) staff at MSEB/Parli, VTPS/KI, RTPS/KSN, and RTPP/MOO as per Para 11. At ICL/KMH, L&T/JUR, YA etc the BPC revalidation by SSE/JE (C&W) should be substituted by GLP check by Train Manager and Loco Pilot as per Para 13.0 of this JPO.

3.9 Overdue CC rakes:

a. When the PME is due and the CC rake is in empty condition, it shall be taken to nearest train examination point with GLP check. At examination point the rake is subjected to safe to run examination and original BPC to be endorsed by SSE/JE (C&W) as under.
"**Safe to run examination conducted and BPC revalidated for onward movement as empty to original base depot…… for PME**".
When the PME is due and CC rake is in empty condition and the rake is required for one cycle of loading/unloading, the rake shall be taken to nearest train examination point with GLP check for intensive examination and endorsement on original BPC by SSE/JE (C&W) as under:

"**BPC revalidated for one cycle of loading/ unloading to specified destinations and onward movement as empty to original base depot….for PME"**
While revalidation of BPC after conducting STR examination and intensive examination of overdue CC rakes, POH/ ROH due wagons may not be detached duly ensuring safe condition of the wagons to run up to destination.

b. When the PME is due and the CC rake is detected in loaded condition, it shall be subjected to GLP check upto nearest train examination point in the direction of movement for intensive examination and endorsement on original BPC as under.
"BPC revalidated for movement up to its destination and after unloading further moved to original base depot……for PME".

c. The unsafe rakes from the point of detection to the nearest train examination point will move on GLP check, as per para No. 13 of this JPO.

3.10 It shall be the responsibility of the division and the signatories of the Agreement between Railways and Plant authorities to ensure periodical Joint Inspection of the tipplers, retarders and their repair to avoid any damage of the wagon in the body, couplers, airbrake hose fittings etc. Periodical Joint Inspection to be carried out by Sr DME/DME(C&W) once in 6 months.

3.11 The integrity of CC rakes shall be maintained and any changes even for Interception of ROH and POH wagons to be done only during PME at base depot only.

3.12 Only off POH/off ROH rake should be inducted as new CC rakes under normal circumstances. For formation of CC rakes other than this, CRSE's approval is required, which should be recorded in writing.

3.13 Colour of the CC BPC shall be yellow.

3.14 CC rakes should come back to base depot only for PME, and no other depot shall utilize this rake as premium/ End to End rake.

3.15 Monitoring of CC rakes:

In order to have effective check /control, close monitoring of the above rakes at Divisional as well as at Zonal Headquarters level has become essential for which both Mechanical & Traffic Controller of the Division shall record the movement particulars of every CC rake of SCR origin. The following instructions should be followed for strict compliance:

a. Details of CC rake after formation and Examination shall be given by SSE/C&W to concerned YM/SM who should ensure that details are fed in FOIS. RDM, BPA, BZA, COA, GY & SNF (CONCOR) should not allow the CC rake movement unless it is entered in FOIS. Operating/Mechanical Officer in Divisions should monitor the movement of CC rakes through FOIS.
b. It should be ensured that CC rakes are returned to the base depots on or before the date of expiry of the validity of BPC. The incoming BPC should be handed over to on duty SSE/ JE (C&W).
c. The last loading of CC rakes should be before 30 days from the date of issue of BPC. This would help in timely movement of CC rakes to the base depot.
d. In the control chart, the CC rake number like BR-1, GA-1, RS-1, BA-1 & BS-1 etc. shall be mentioned in addition to the train number so that proper monitoring of the CC rakes movement can be done. Any failure in this regard will be viewed seriously.
e. At unloading and loading points where no SSE/ JE (C&W) is posted, the YM/SM under whose custody the CC BPC remains shall repeat the cumulative KM logged, detachment of wagons from the CC rakes to the Section Controller on receipt of the BPC. C&W control will collect the KM logged, detachment details from the Section Controller.

However, at train examination points, (GY, RDM, BPA, SNF, BZA, & COA) the details of CC rakes shall be repeated by SSE/JE (C&W) to the respective C&W control directly.

f. If the cumulative KM exceeds 6500 Kms/ 25days the YM/SM concerned shall intimate to Chief controller so that loading of the rake towards PME Depot or within the Railway can be planned sufficiently in advance.
g. The Chief Controller at Divisional and Zonal Headquarters level shall maintain arrival and departure timings during loading/unloading/stabling/crew changing/interchange for all rakes to monitor the detention.
h. The rakes shall be moved in the defined regions of operation as mentioned in ***Table A of Item No.3*** *(Closed Circuit Rakes). As an exception, CFTM can permit them to run on routes/circuits not covered in the specified region of operation, but ensure the return of CC rakes within the stipulated time.*
i. The logging of Kms in the brake power certificate is to be ensured by the LP for CC Rakes. In case it is found that the record of distance covered by the rake is discontinuous or not mentioned correctly, an effort should be made to retrieve the kilometers run after issue of last BPC through FOIS. In the eventuality of not getting such details even from FOIS, BPC of such CC rakes will deemed to be valid only for 20 days.
j. It is necessary to ensure that the CC rakes are not lost/ dissolved. Each case of loss /dissolve of CC rake proper analysis should be made in the concerned Division and Sr.DOM/ Sr.DME (C&W) concerned may fix up responsibility of staff in the event of any wrong dispatch and other defaults by which the rake moves out of the circuit and initiate necessary disciplinary action against them with an advise to Headquarters Office.
k. No overdue rakes shall be permitted to run on SCR. Timely PME must be ensured at the base depots for due/overdue rakes.
l. In case of train running with GLP check (loaded/empty) the GLP check sheet along with invalid original BPC of the train should be produced for train examination at the first train examination point in the direction of movement.
m. Loading of rakes which are due for PME should be avoided as far as possible.
n. If there is a problem of movement of loaded rakes, those rakes whose BPC is expiring should be moved on priority.
o. The details of all overdue rakes running on GLP check should be monitored by Sr.DOM, Sr.DME/C&W.

4.0 Premium rakes:

4.1 Premium rakes will be formed out of Air brake stock (BOXN, BOXNHL, BOBRN, BRN, BOST, BCN, BCNA types etc). On SC Railway, Premium rakes will be examined in empty condition and certified by examination points at RDM, BPA, DKJ, SNF, BZA, COA, GY, BTTR, NLPD and PAU on the nominated lines. Required infrastructure facilities should be provided without fail.

4.2 If any of the conditions i.e. examination in empty condition or at nominated points is not satisfied, rake will not be certified as premium rake and will operate as normal end-to-end rake.

4.3 As per Board letter (Ref. C & E) Premium Examination should be carried out only in ‘A’ category Depots or Depots should be upgraded to ‘A’ category on priority.

4.4 Brake power certificate issued for such premium end-to-end rakes will be valid for 12 days from the date of issue. During this 12 day period, the rakes will be allowed for multiple loading/unloading.

4.5 After each loading/unloading the rake shall be examined by Train Manager and Loco Pilot before commencement of journey and observations shall be recorded under the relevant columns of the Brake Power certificate.

4.6 Stipulation to form rakes out of off POH/ROH wagons as applicable for CC rakes will not apply in case of Premium rakes. However, the rakes shall be turned out with minimum 95% Brake Power.

4.7 a) After the lapse of 12 days, the rake should be offered for next intensive examination at the first examination point in the direction of movement. To avoid examination in loaded condition, a grace period of 3 days be permitted, if the rake is in loaded condition on 12th day. However, after expiry of the grace period i.e. after a lapse of 15 days from the date of issue of BPC, even a loaded premium rake shall be offered for examination at the first train examination point in the direction of movement. Further in no case Premium end to end rake shall be offered for loading through by-pass routes or through yards which are not nominated for examination. After examination the rake will be certified as premium rake subject to fulfillment of above mentioned conditions, otherwise as conventional end to end rake, the incoming BPC should be handed over to on duty SSE/JE (C&W)

b) The last loading should be before 12 days from the date of issue of BPC. However the rake can be moved in loaded condition up to 15 days, the unloading must be completed before 15th day and also the rake should reach at any nominated premium examination yard within 15 days from the date of issue of BPC.

4.8 Premium rakes after examination should be entered in FOIS.

4.9 Movement of Premium rakes will be monitored through FOIS by traffic.

4.10 Loading after 12th day should be prohibited so that rake is not overdue.

4.11 Detachment of overdue POH / ROH wagons from Premium rakes is to be done in premium examination points. ROH due wagons from SNF, DKJ & PAU should be moved to RDM. At COA & NLPD depots, ROH due wagons to be moved to BZA depot duly stenciling on the wagons. All the POH due stock to be moved to RYPS.

4.12 The details of overdue rakes running with GLP check should be monitored by Sr.DOM, Sr.DME/C&W.

5. End to End examination: All trains which are not checked in the CC or premium rake examination will come under this category. This is for all stocks including mixed stock where freight wagons are available.

5.1 Air Brake Rakes:

i. Empty rakes shall be offered in full formation for examination and issue of BPCs. Thereafter, C&W staff will carry out no further examination after loading. After such examination, the empty rake should be moved to the loading station as per the requirement of traffic.
ii. The validity of BPC for an empty rake will be given at the train examining point as “Up to loading point & further up to unloading point”. But after loading the rake, the operating staff (commercial staff in case no operating staff is posted at that station) shall ensure that the destination of the loaded train is clearly mentioned on the BPC and the same BPC valid up to destination.
iii. No Loco Pilot shall move the loaded train from the loading point unless the destination is clearly mentioned on the BPC. BPC of the loaded train without destination shall be treated as invalid.
iv. The empty rake must reach the loading point within 04 days of the issue of BPC including the day of issue, for the loaded rake to move on the same BPC. Otherwise the rake (empty or loaded) will have to be offered for examination for issue of fresh BPC at a suitable examination point in the direction of movement.
v. At the destination after unloading, the rake must be examined once again in the empty condition if it is a train examination point and the above cycle repeats. If the unloading point is not a train examination point then the rake will be cleared with GLP check to the

next examination point in the direction of movement as detailed in Para 13 of this JPO, and should not more than 400km.

vi. Station Master shall inform the section controller to stop the train at the next nominated train examination point in the direction of the movement for examination.

vii. The rake shall not be moved by-passing the next examination point in the direction of the movement.

viii. Green Color BPC shall be used for such rakes.

ix. Minimum brake power should be 90% after end-to-end examination.

x. No freight trains should be allowed to skip train examination and run with invalid BPC. This is a potential safety hazard. To obviate this following procedure should be followed:

(a) Before accepting the train from the adjacent Division/ Railway, the section Controller concerned should obtain the BPC particulars (Station/depot, date of issue & serial number of BPC) from the Division/Railway.

(b) In case it is found that the train is running with an invalid BPC, it would be the responsibility of the forwarding Division/ Railway to have the train examined and is issued with proper valid BPC.

(c) If the train is running on GLP check and no train examination point available en-route after the GLP check, the train may be accepted duly informing to Sr. DOM/Sr.DME/Sr.DEE/TRO of division, and arrange for checking at the next train examination point.

xi. The incoming BPC should be handed over to on duty SSE/JE (C&W).

6.0 Guidelines for attending BMBS (Bogie Mounted Brake System) wagons:

6.1 Ensure 100% working of LSD/APMs during train examination. Make of APM (like Knorr Bremsse/Escorts etc) should be recorded during train examination.

6.2 The type of rake (whether BMBS/Conventional/Mixed BMBS and conventional) and the number of wagons with BMBS in the rake should be endorsed in the BPC.

6.3 In mixed rakes (rakes consisting of wagons with under frame mounted brake cylinder and BMBS), the method of calculation of brake power on BPC should consider that the under frame mounted brake cylinder is equivalent to two brake cylinders.

6.4 All types of Brake vans may be treated as having brake cylinder equivalent to one BMBS cylinder.

6.5 Ensure that the leakage of BP/FP pressures are within permissible limits.

6.6 Ensure that the rakes having twin pipe arrangement are issued with twin pipe BPC only.

6.7 Ensure timely replacement of worn out brake blocks during Train examination.

7.0 Intensive examination for Departmental trains:

7.1 All ballast wagons/sleeper carrier wagons comprising of material train must have a nominated base depot, which should be clearly stenciled on these wagons.

7.2 These trains must touch the base depot at least once in a month where they will be thoroughly examined and issued BPC.

7.3 The originating Brake power of these trains would be 90%. The validity of the BPC for engineering specials subjected to:

i. The validity of BPC for wagons having CASNUB bogies with Air Brake stock is 30 days.

ii. The validity of BPC for wagons having UIC bogies with Air Brake stock is 30 days with fortnightly revalidation.

7.4 After loading/ unloading, GLP check should be conducted.

7.5 For unloading of BOBYN wagons, SSE/P.Way should ensure

i. Complete unloading of wagons.
ii. In case of partial unloading, leveling of ballast on both sides of the wagons.
iii. In case of any defect in door closing, it should be reported to C&W staff for immediate attention.

7.6 Periodicity of BPC of RE vehicles:

i. For all departmental trains used for RE activities, BPC will be issued with validity of maximum 30 days as per existing practice.
ii. Revalidation of BPC of these trains at work site can be done by flying gangs maximum by 30 days, when trains are moving within the Zone/Division on a project.
iii. During the examination preceding such revalidation of such BPC by flying C&W gang, in case any defect detected which can affect safety of train, the train must be brought back to the nominated C&W depot for taking corrective action.
iv. It should be ensured that these trains are brought out to the nominated examination depot for proper examination every 60 days.
v. In case the identified trains are getting transferred for working across Zonal Railways, examination prior to such movement on a nominated depot shall have to be ensured.

8.0 Examination of trains in loaded condition: (other than CC Rakes)

8.1 No train shall be examined in loaded condition except in the following cases:

a. Trains received from adjoining Railway zones with invalid BPC.
b. When loading is required to be done without examination in exigencies.
c. Trains formed out of loaded wagons at different stations, when all wagons should be examined in empty condition before loading.
d. In the above cases, a special report / message indicating the reasons for examination in loaded condition shall be sent to CRSE / CFTM by the division in each case.
e. In all such cases trains in loaded condition, End to End BPC shall be issued after examination at train examination point.

9.0 Back loading of trains/Movement of Stabled loads:

9.1 When back loading is done at a station where freight train examination facilities exists, the loaded rake should be examined at that station only and an End to End BPC will be issued up to destination. In case where back loading is done at a Non-SSE/JE (C&W) station, such trains can be moved on GLP check up to first nominated train examination yard in the direction of movement and issued End-to-End BPC up to destination.

9.2 The movement of unexamined “empty rakes/back loaded rake/ stabled load/Missing BPC” from the respective point to first train examination point will be permitted on GLP check.

9.3 Running of trains on GLP check will be permitted only up to first train examination point. (The distance should not exceed 400 Kms)

10.0 Marking of freight stock for POH/ROH:

Current instructions for making wagons for ROH/POH as given in Rule No.2.4.3.4/2.4.3.6 of IRCA Pt.III are reproduced below:

10.1. Empty wagon will be marked sick for ROH/POH up to 30 days in advance of the due date.

10.2. Loaded wagons may be allowed up to 30 days after the due date for ROH/POH.

Accordingly the marking of POH/ROH wagons on S.C Rly will be as follows:

a. Detachment of wagons in CC rakes for POH/ROH should be done only at their base depots.
b. Detachment of wagons in Premium and End to End rakes (Other than containers, Tanks and departmental stock) for POH/ROH should be done as under: -
RDM, BPA, SNF, DKJ, BZA, COA, GY, NLPD, PAU are the nominated points for POH/ROH detachments.

11.0 Post loading and post tippling examination

11.1 Post loading examination after loading of the rake should be carried out for all type of stock by Train Manager and Loco Pilot as per the GLP check indicated in Item No. **13** except trains loaded with steel consignment.

11.2 Post loading check of all trains that are loaded with steel consignment should be carried out by SSE/JE (C&W) staff. In case the loading point is not a train examination point, necessary C&W staff should be deputed for checking and certifying proper lashing/ securing of steel consignments.

11.3 Post tippling examination will have to be done by Train Manager and Loco Pilot for all types of stock at wherever SSE/JE (C&W) is not available. Post tippling examination is to be done by C&W staff wherever SSE/JE (C&W) is posted.

11.4 Train Manager and Loco Pilot shall carry out GLP check as per checklist given in Item No. **13.3** and will prepare a Joint Check Memo in triplicate on the format indicated in Item No.**13.3.1.**

11.5 SSE/JE (C&W) should check as per check list as given in Item No.**12.1** and will revalidate the BPC.

12.0 BPC revalidation at train examination point (post loading/post tippling):

12.1 BPC revalidation, as mentioned in this JPO, shall mean attention to the following as per Board's letter No. 98/M (N)/951/12 dt 24.09.03 by SSE/JE (C&W) and endorsement of same in the BPC.

Sl. No	SSE/JE (C&W) revalidation Check List
1	Rake integrity is not disturbed by 04 or more than 04 Wagons. Only intensively examined wagons given fitness by train examining staff may be attached.
2	All CBCs and Air Hoses are properly coupled and locked.
3	All the angle cocks are in open condition.
4	The last Angle cock in closed condition.
5	Empty/Load device handle is in proper position.
6	There are no loose fittings/hanging parts like Push pull rod, Brake Beam, Safety Brackets, Brake blocks and Operating handle etc. which may endanger safe running of the train.
7	There are no broken or displaced springs.
8	There are no displaced Elastomeric Pads.
9	Hand brakes are released.
10	Doors of wagons are closed and locked/secured.
11	Ensure visually that there is no excessive body bulging, which is dangerous.
12	Any symptoms of Hot axle like de-colourisation of bearing, Heavy grease oozing, Breakage of axle box cover plate, end plate etc.
13	Any other abnormality noticed which may endanger the safety and if so corrective action taken.
14	Continuity of the brake pipe pressure is to be checked vide JPO No. M.320/C&W/Train Examination/ 256/ Vol. IV Date: 29.07.2013.
15	Endorsement of revalidation to be made on the same BPC.

12.2 Special stock like military specials which are based at nominated depots and are running with invalid BPC, SSE/JE (C&W) can revalidate the BPC up to the base depot. This is to be undertaken only at train examination depots. SSE/JE (C&W) cannot give revalidation of BPC in any other cases.

13.0 GLP Check (Guard & LP Joint check)

13.1 GLP check is required in following circumstances:

a. At every loading/Unloading point the CC and Premium rake BPC shall be revalidated in the form of GLP check before commencement of journey and observations shall be recorded under the relevant columns of the Brake Power certificate.(Para 3.6).
b. When a CC rake is unloaded in a tippler, where C&W staff are not available the BPC is to be revalidated in the form of GLP check by Train Manager and Loco Pilot.
c. For end to end rakes, if the unloading point is not a train examination point then the rake shall be cleared with GLP check to the next examination point in the direction of movement.
d. In case where back loading is done at a non-train examination point, such trains can be moved on GLP check upto first nominated train examination yard in the direction of movement.
e. After rake is stabled for more than 24 hours at way side stations.
f. If BPC is invalid.

13.2 Post loading examination after loading of the rake with steel consignment is to be done by SSE/JE (C&W) only.

13.3 GLP Check List

No	Items to be checked
1	Rake integrity is not disturbed by 04 or more than 04 wagons. Only intensively examined wagons given fit by train examining staff may be attached.
2	All CBCs and Air Hoses are properly coupled and locked.
3	All the angle cocks are in open condition.
4	The last Angle cock in closed condition.
5	Empty/Load device handle is in proper position.
6	There are no loose fittings/hanging parts like Push pull rod, Brake Beam, Safety Brackets, Brake blocks and Operating handle etc. which may endanger safe running of the train.
7	There are no broken or displaced springs.
8	There are no displaced Elastomeric Pads and canted Adopters.
9	Hand brakes are released.
10	Doors of wagons are closed and locked/secured.
11	Ensure visually that there is no excessive body bulging, which is dangerous.
12	Any symptoms of Hot axle like de-colourisation of bearing, Heavy grease oozing, Breakage of axle box cover plate, end plate etc.
13	Any other abnormality noticed which may endanger the safety and action taken.
14	Continuity of the brake pipe pressure is confirmed through VHF/Whistle code before starting the train. Vide JPO No. M.320/C&W/Train Examination/ 256/ Vol.IV Date: 29.07.2013
15	Train Manager and Loco Pilot shall prepare a memo jointly on a plain sheet in triplicate indicating the brake power and deficiency, if any, and shall append their signatures and both of them shall retain a copy of the same. Guard should obtain SM/YM's endorsement on two copies of Joint Memo and hand over the third for SM/YM's record. SM/YM will inform the Section controller after making the endorsement on the Joint Memo and obtain clearance for the train to move.

13.3.1 Performa for joint check by the Loco Pilot and Train Manager (SR 4.31.5)

1	Date	:	
2	Train & Loco No.	:	
3	From…	To	……
4	BPC No., Date & Station of Issue		
5	Loaded at.		Tippled at
6	Time of Locomotive attached	:	…….
7	Total Load	:	…….
8	Air levels	Loco	BV

(Signature of the Loco Pilot)
Loco Pilot 's name:……
HQrs

(Signature of Train Manager)
Train Manager's name:……
HQrs.

(This memo should be prepared in 3 copies, one copy to be kept with LP, one with the Train Manager and one will be given by the Train Manager to the Station Master/Yard Master).

13.4 SM shall not start the train until he receives the Joint Memo duly signed by Loco Pilot and Train Manager to the effect that the rake is fit to proceed.

14.0 BPC becomes invalid under the following conditions for different types of examinations:

No.	CC	Premium	End to End
1	Rake integrity disturbed by more than 4 wagons within the validity of the BPC. Only up to 4 wagons attachment/ detachment of CC fit wagons is permitted	Rake integrity disturbed by more than 4 wagons within the validity of the BPC. Only up to 4 wagons attachment/ detachment is permitted enroute during validity of BPC.	Rake integrity disturbed by more than 4 wagons within the validity of the BPC. Only up to 4 wagons attachment/ detachment is permitted enroute during validity of BPC.
2	The rake shall not be stabled for more than 24hrs at Train examination Yard.	The rake shall not be stabled for more than 24hrs at Train examination Yard.	The rake shall not be stabled for more than 24hrs at Train examination Yard.
3	CC rakes moved to any other Zone not mentioned in the circuit.	--	--
4	Overdue CC rake is not moved in the direction of PME depot.	Premium rake moves for loading after 12 days from the date of issue of BPC.	
5	CC Rake running more than 35days/7500kms or as per latest guidelines issued by Railway Board.	Empty rake running after the 12th day of issue of BPC or as per latest guidelines issued by Railway Board.	Destination stations not mentioned or unsigned corrections of destination name in the BPC of loaded rakes.

Note: As per Railway Board letter No. 2002/M (N)/204/10/Vol.I dated 30.07.2009 regarding validity of BPC for detachment/ attachment of 5 BLC/BLL wagons permitted en-route during validity of BPC.

15.0 Under trial items:

The following items are under trial as directed by Railway Board.

15.1 Extension of validity of BPC for CC rakes of BOXN/BOXNHL wagons from 7,500Kms or 30+5 days, whichever is earlier to 10,000Kms or 35+5 days, whichever is earlier as special measure as advised vide Railway Board letter no. 2022/M(N)/951/34 Pt.2 dated 14.04.2022, 30.05.2022, 30.06.2022, 26.08.2022,29.11.2022 and 29.03.2023.

15.2 Special Premium (SP) pattern of examination of BCN/BCNA rakes with BPC validity of 20+5 days and 100% Brake Power to be examined at RDM, BPA, SNF, BZA, COA and GY yards over SCR as advised vide railway Board letter no. 2022/M(N)/951/34 Pt.1 dated 11.04.2022 and 06.01.2023.

15.3 Enhancement of validity of BPC of CC rakes of BCN stock from 7,500Kms to 9000 kms or 30+5 days whichever is earlier, on trial basis for one year as advised vide Railway Board letter no. 2022/M (N)/951/34 dated 06.12.2022.

15.4 Enhancement of validity of BPC of CC rakes of container rakes from 7,500Kms to 9000 kms or 30 days whichever is earlier, on trial basis for one year as advised vide Railway Board letter no. 2022/M (N)/951/34 dated 06.12.2022.

15.5 Enhancement of validity of BPC of CC rakes of BOBRN stock is 7,500Kms or 35+5 days whichever is earlier, on trial basis for one year as advised vide Railway Board letter no. 2022/M (N)/951/34 dated 06.12.2022.

15.6 As part of rationalization of CC examination on South Central Railway and Twinning of CC depots on trial basis as advised vide Railway Board letter no. 2022/M(N)/951/34 Pt.3 dated 22.06.2022, RDM, BZA & GY depots are grouped for BOXN/BOXNHL stock and BZA & GY depots are grouped for BCN stock. Vide Railway Board letter no: 2022/M(N)/951/34 Pt.3 dated 17.03.2023, approval for additional twinning of BPA depot with other 03 depots RDM, BZA, GY for CC examination of BOXN rakes.

16.0 Rake composition:

16.1 It shall be the responsibility of the Station Master / Yard Master to ensure that the intensively examined rakes should leave the depot with full length of standard formation as prescribed by Railway Board. The Station / Yard Masters of loading / unloading station / sidings shall be responsible for ensuring the rake integrity and for returning the rake after loading / unloading with the proper BPC.

16.2 SMs, SSE/JE(C&W) and Loco Pilot should ensure that the rake composition is not altered.

16.3 SMs / CGSRs will also be responsible for ensuring closing of doors and correct setting of empty / load lever of BOXN wagons after loading / unloading as the case may be.

16.4 The above rake composition will continue till further orders. Any change in rake composition needs thorough trial for load factor and approval of PCME/PCOM.

16.5 The divisions shall observe strict compliance of these instructions for freight train examination so that proper maintenance and safe running of wagon stock is ensured.

16.6 Detachment of embedded empties from CC rakes is permitted at any CC base depot subject to detachment/attachment of 4 Wagons only within the validity of the BPC. Whenever, such embedded empties have identified concerned SM/CGSR at loading/unloading points should immediately inform to division/Headquarters control to make necessary arrangements for replacement of embedded empties at base depots. The same should be entered in BPC.

16.7 It will be the responsibility of the operating and mechanical departments in the Zonal Railways to ensure that JPO issued for the Railway do not violate any of the provisions of the JPO issued by the RB in any manner and no train should run without proper and valid BPC.

CFTM CRSE/Freight

JOINT PROCEDURE ORDER FOR LOADING, UNLOADING AND TRANSPORTATION OF BALLAST DEPARTMENTAL MATERIAL TRAINS (DMTs)

No.W.506/General/Track/Ballast loading-Unloading/JPO/2023 Date: 14.09.2023.

This JPO is issued to curb the cases of derailments involving the Departmental Material Trains.

Derailments of ballast trains occur primarily due to the following reasons:

i. Obstruction of running rails with excess ballast / heaps during unloading of ballast.
ii. Ballast between the running rail and check rail at the locations like Points & Crossings, Level Crossings, etc.
iii. Partial unloading of wagons leading to uneven loading.
iv. While backing of Ballast DMT during block without ensuring clear flange way clearance towards the gauge face side.

1. General:

i. All the relevant rules given in G&SR chapter IV, GR No's. 4.62, 4.63, & 4.64 and the relevant SRs pertaining to Working of material trains and Para 806 (I) of IRPWM-2020 are to be scrupulously followed.
ii. Sr.DEN/DEN/ADEN should counsel the P.Way staff responsible for loading/unloading of ballast hopper wagons. Trackmen with sufficient experience only should be deputed for DMT working.
iii. In case Ballast is unloaded by contractual agency, ensure that contractor's supervisor is available with authorized photo identity card. Contractor's Supervisor/workmen should be trained to work on the ballast train and properly counseled about the safety measures to be followed during loading/unloading.
iv. Staff overdue for Medical/refresher course should not be deputed to undertake the DMT work.
v. Ensure proper planning and preparation before going for block working and ensure sufficient block before going for unloading.
vi. Any defect noticed on the wagons which may endanger the safety should be brought to the notice of C&W department i.e Control & Base depot for immediate attention by Engineering Department officials during the course of DMT (Departmental Material Trains) working.

2. Duties of Train Manager/Loco Pilot/SSE/(P.Way):

i. Respective SSE/JE/P.Way supervising the unloading shall be responsible for efficient functioning of the unloading operation of ballast train.
ii. The Sectional P.Way Engineer, not below the rank of JE/P.Way shall be responsible for:
   a. Supervising safe unloading of ballast.
   b. Clearing of unloaded ballast, so that ballast does not infringe the Standard Moving Dimensions.
iii. The loco pilot of ballast train shall be vigilant and follow the instructions of P.Way Engineer available in loco driving cab, who shall be on constant look out for signals from sectional P.Way Engineer/Guard while unloading of ballast and follow the signals given from rear of the train or otherwise.
iv. A continuous proceed hand signal shall be shown by the Train Manager throughout the movement of the train during unloading.
v. During engine reversal, entire formation brakes are to be released by Train Manager/P. Way staff.

3. Examination of rake before sending to ballast depot for loading:

i. All ballast wagons/sleeper carrier wagons of material trains should have a nominated Base depot and name of the nominated depot should be clearly stenciled on these wagons.

ii. These trains should be offered for examination at the Base depot at least once in a month where they will be thoroughly examined as per prescribed maintenance instructions.
iii. Door operating mechanism of all the ballast wagons should be maintained properly to ensure smooth and trouble free operation of doors.
iv. The rake should be offered for checking in empty condition at the time of issue of BPC, train examination staff should ensure that all the doors are kept in working condition with door fittings & gears intact. All the doors should be properly closed. BPC should be clearly endorsed by hand or with Stamp as **"All Doors Checked and kept in working condition"**.
v. The originating Brake power of these trains should not be less than 90%. The validity of the BPC for DMT is 30 days.
vi. The nominated Base depot should ensure adequate stock of maintenance spares for these wagons.
vii. The BPC is validity for movement of the rakes over SCR jurisdiction only.
viii. It is the responsibility of SSE/P.way in-charge of Ballast depot to move the rake to Base depot in Empty condition prior to expiry of BPC, so that running of these trains with invalid BPC is completely avoided.
ix. After loading/unloading, TMLP check should be conducted for ensuring safe running of DMT.

4. Pre-loading of the Ballast at depot:

i. SSE/P.Way In-charge of Ballast Depot must ensure oiling and greasing of door operating mechanism in all the wagons of BOBYN rakes at Ballast Depot before loading of every trip and must keep a proper record in the form of a Log Book. The sectional ADEN and Sr. DEN during their inspection at ballast Depot should check the Log Book and ensure that the same is properly maintained.
ii. Door operation of all the wagons should be checked before offering the rake for loading of ballast.
iii. Wagon with defective doors should not be permitted for loading and prominently marked as "Not to be loaded" and the same to be informed to C&W control for attending repairs.
iv. Defective wagon should be examined and attended by C&W staff. If it is not possible to attend the repairs, same should be booked to Base depot for attention.
v. SSE/P.Way/In-charge of Ballast Depot will maintain a Log Book on the following pro-forma in which deficiencies observed before loading of rake should be entered:

Date of Checking	BOBYN Nos. in which doors are badly jammed and could not be opened	BOBYN Nos. in which gap observed even in closed position of doors	BOBYN Nos. in which door opening assembly is very tight and is not working smoothly and doors opened with a lot of extra effort	BOBYN Nos. in which Oiling and Greasing done and doors handles have free movement	Any other remark of the inspecting officials	Signature of the inspecting officials
1	2	3	4	5	6	7

vi. Before entering into block section, opening of doors should be checked and if some of the doors of any BOBYN are not opening properly, unloading should not be done from that wagon and C&W staff should be booked on the next day to attend the same in the depot.
vii. The list of deficiencies should be handed over to TXR when rake goes for issuing BPC.

5. Action to be taken prior to departure of Ballast DMT from depot:

The In-Charge of the Ballast Depot should ensure that the BOBYNs are loaded & levelled up to the pre-determined paint mark depending on the Carrying Capacity of the BOBYN.

6. Action to be taken prior to departure of Ballast DMT before taking the block:

i. Unloading should be done during day light hours only.
ii. The ballast train should be accompanied by a qualified Engineering Official-in-charge not below the rank of JE(P.Way) and one efficient Blacksmith with required tools. He should be well conversant with the rules & regulations pertaining to the working of DMT. The Official-in-charge should have the details of exact location at which the ballast has to be unloaded, duly approved by SSE/P.Way or ADEN. Proper planning for unloading of ballast hoppers TP wise should be done by SSE/JE/P.Way in advance and clear signal should be shown to drivers to stop at exact required locations.
iii. SSE/JE/P.Way should always be available during unloading of Ballast DMTs. SSE/JE should remain at site after completion of unloading and clear the track from heaps of ballast which obstruct DMT movement duly ensuring closing of the doors of empty hopper wagons.
iv. Adequate trained/competent experienced labour shall be made available during unloading of Ballast DMT.
v. Ballast train should not be taken in to section for unloading if any hopper is having uneven load. The unevenly loaded wagon should be adjusted before taking in to the section.
vi. Ensure that the safety equipment and first aid boxes are available with supervisor and are in good working order and in updated condition.
vii. In case of non-operation of doors detected after loading of ballast/movement of DMT, a message to be given to C&W control for arranging staff to attend.

7. Action to be taken during unloading of Ballast DMT by SSE/JE (P.Way) for unloading:

i. Direct unloading of ballast on Platform lines should not be undertaken. Ballast may be first unloaded on the adjoining non-platform lines in phases and then taken to Platform lines.
ii. DMT should not be moved at speeds higher than 8 to 10 KMPH while unloading ballast. Also DMT shall move only in one direction and no pushing back without clearing flange way.
iii. While ballast train is working, it should be ensured that all the doors are opened slowly to avoid sudden discharge and uniform spreading of the ballast. On curves, inner door should be adjusted so that the required quantity of unloading is ensured on both the sides.
iv. While unloading ballast from hoppers, care should be taken in Point and Xing Zones, so that check rails and gap between tongue rail and stock rail are clear. (Motors of points be covered with any wooden/MS sheet to avoid dropping of ballast between point rods)
v. DMT should not be stopped while unloading is in process. If the ballast train has stopped during unloading, it should be ensured that the ballast is clear off the top table of rail and flange way before start of the train.
vi. All TL JB (Track Lead Junction Box) should be kept clear off ballast. OHE mast should be clear off ballast so that it can be checked whether bonding of mast with rail is intact or not.
vii. If for any reason one side door is not opened opposite door should also be closed so that uneven unloading is avoided.
viii. Due to poor visibility at the time of unloading, if it becomes difficult to exchange signal between LP and Train Manager/SSE/JE/P.Way, Walkie-Talkie sets should be made available to the LP and Train Manager/ SSE/JE/P.Way for proper and safe working of DMTs. Walkie-Talkie sets should have particular channel for Engg. staff so that loco pilot will not get disturbed and loco pilot will be advised of movements through the person available on engine orally. Sufficient Nos. of P.Way staff should be provided to exchange signal between driver and Guard/SSE/JE/P.Way.
ix. Wagons which cannot be opened / unloaded even with the help of Blacksmith, empty rake with such unloaded wagons shall be taken to nearest yard/stabling lines for getting the door attended by TXR. After repair of defective doors, ballast from these wagons shall be unloaded at convenient locations, ballast accounted for and empty rake dispatched to loading depot. By mistake, if unloading done unevenly those rakes should not be taken on to loop line via turnouts and also try to move such wagons on curves with restricted speed with all precautionary measures.

8. Action to be taken after unloading of Ballast DMT by SSE/JE(P.Way):

i. After unloading the ballast, it must be physically ensured that no uneven unloading of ballast exists. In case of uneven unloading in rake is noticed and the same cannot be attended to in the block, ballast in the wagon to be levelled manually duly taking care of OHE lines, the DMT must be taken to nearest station with speed restriction as considered necessary ensuring that speed is not more than 10 kmph.
ii. SEJs should be cleared off stone ballast after unloading.
iii. Ensure clearance of ballast heaps properly to avoid jamming of signal rods, gears and lock bars after unloading.
iv. Ensure that unloaded ballast from train should be kept clear off moving dimensions. If required suitable SR may be imposed.
v. SSE/JE/P.Way who is official In-charge of DMT will ensure before leaving the site that no stone is left inadvertently between the stock rails, tongue rail, Check rail & nose of crossings etc.
vi. Ballast which has fallen between the running rail and check rail on curves & LCs should be cleared invariably before cancellation of block.
vii. Ballast heaps should not obstruct the movement of wheel.
viii. While giving the Memo to ASM for clearing the block of unloading of ballast, it must be ensured by SSE/JE (P.Way) supervising the work that there is no infringement to moving dimension.
ix. Despite all precautions it is likely that some ballast may hit the foot board of the train resulting in rising of dust etc. It is therefore, recommended that a speed restriction of 45 KMPH be imposed for the first two trains which passes over the portion where the ballast had been unloaded. Caution order shall indicate the location where the ballast had been unloaded and also that the temporary engineering indicator Board are not displayed at station.
x. SSE/JE(P.Way)/Mate with gang shall remain at site standing at gaps to cover entire unloaded length until next two trains have passed. Without ensuring unloaded ballast clear off running gears of train Track FIT certificate should not be issued.
xi. After each unloading, SSE/P.way in-charge of Ballast depot should ensure clearing of the ballast dust from gear wheels of door operating mechanism and then oiling and greasing of door operating mechanism should be carried.
xii. In order to ensure complete unloading of ballast, the hopper doors must be in working order after unloading of ballast hoppers (BOBYN rakes), SSE/JE (P.Way) supervising unloading must also invariably record the unloading details in the following tabular form in a register.

No. of hoppers unloaded			
Empty	Partly unloaded	Fully unloaded	Total

CRSE/Freight CELE CFTM CTE

JPO for preventing open doors of wagons hitting Railway structures

Railway Board vide letter no.2018/M(N)/951/34 pt dated 23.6.2020 has issued instructions with approval of MT & MRS on GDR check and door working. These instructions are placed as annexure-1. In Railway Board letter, activities and responsibilities of Guards & Driver, Operating and Commercial staff on duty at terminals and Mechanical staff have been given in detail. This must be followed strictly.

1. Responsibility of closing and securing of the wagon doors, on both sides after loading/unloading lies with parties. Railway Supervisor including CGSR/Commercial Clerk

or other staff of the goods shed shall ensure door closure before accepting the release of the rake. This should be explicitly mentioned in the release memo.

2. Loading/unloading party will inform to CGSR/SMR by a memo with wagon and defective door details, if any door is unfit for locking or cannot be secured. After receipt of the memo, CGSR/Dy.SS/SMR will take decision to call C&W staff for necessary repair if required.

3. GDR check has to be conducted as per RB guidelines before drawing out of the rake and GDR memo has to be signed as prescribed.

4. At the time of issue of fresh BPC, Train Examination Staff should ensure that all doors are in working condition with all door fittings, all the doors are properly closed and secured. BPC should be clearly endorsed by hand or by rubber stamp as "**ALL DOORS CHECKED AND FOUND WORKING**".

5. Crew shall ensure that BPC has endorsement of "**ALL DOORS CHECKED AND FOUND WORKING**" during issue of fresh BPC after C&W examination.

6. The JCB or other machines shall not be deployed for closing of wagon doors. Coal or material accumulated in the door grooves should be cleaned by the unloading party instead of forcefully closing or mishandling of the door.

7. For closing and locking of doors, unloading party staff should carry required tools.

8. In case minor defect in the door, wagon may be permitted with door secured properly in such that there is no possibility of its opening during run or hitting any fixed structures or causing damage to any person. Details of such wagons should be informed to Divisional Control for taking required follow up action.

9. During loading/unloading wagon door should not be mishandled and allowed to be hit by truck etc. Adequate distance of truck from wagon door should be maintained to eliminate chances of damage to wagon doors.

10. In case any damage to the wagon door or wagon by the loading/unloading party, the same should be recorded by CGSR/SMR and inform to C&W staff. The cost of such damages shall be raised.

11. Wherever C&W staff is not posted and in case the problem of doors not closing is highlighted, the C&W staff shall be informed by CGSR/SMR to attend such work promptly.

12. On receiving information, C&W staff shall rectify/secure defective doors and give fitness of these wagons. In case wagons cannot be repaired they should be detached.

13. Enroute detection of open/hanging door is an important issue from safety and operational point of view. All Gateman, Pointsmen, ASM/Dy.SS, Station staff, patrolling staff and the crew of the passing train should lookout for unsafe wagon doors and inform to next station.

14. The crew on run should look back frequently to see whether the doors are in safe condition. In case any unsafe door is noticed, Station master of next station should be informed giving approximate location of the wagon in the rake. Station staff along with Asst. Driver and Guard and any other Railway staff available in that station, will make all possible efforts to close/secure the doors.

15. When the door could not be closed due to any defect, the decision of calling C&W staff at that station/detachment of wagon/permitting rake up to the next operationally convenient point will be taken by the Operating staff. While calling C&W staff, details of wagons like

wagon number and type of defect should be informed to them. Before allowing movement of such wagons, concerned staff should ensure its safety.

16. In case an unsafe door is detected in the block section, then Guard and LP/ALP with the help of any available Railway staff in the section will try to secure the door by all means available with them. If it is not possible to close/secure the door, train crew shall clear the block section in consultation with Control. Such trains should be received on non-platform lines.

17. RPF personnel wherever posted in Goods sheds/sidings or yards should ensure that no tampering takes place with the closed wagon doors. As it is possible that some miscreant may open the door for the purpose of pilferage or collection of residual material in the wagon.

18. Proper investigation for open door incidents must be done and responsibility fixed.

19. Cameras should be installed at major loading/unloading terminals to capture recording of rakes while entering/leaving the siding.

20. During Loading of commodity ‘’Loading Pattern” as recommended by RDSO to be strictly followed to avoid contents falling on doors.

21. Engineering, S&T departments should ensure that fixed structures installed are as per Indian Railway Schedule of Dimensions 2004 and amendments there in.

CCM/FS **CRSE/Freight** **CFTM**

Procedure for Brake Continuity Test on Air Brake Passenger Carrying Trains
(*Authority RDSO Lr.No.MC/AB dt.18/19-04-2006*)

Before starting the train either from originating station or after any attachment/detachment of coaches/loco change of locomotive (from diesel to electric or vice versa en-route, the Loco Pilot and Guard must carry out this test as soon as possible after the locomotive or coaches are coupled or re-coupled to ensure continuity of the brake pipes throughout fitted portion of the train when all shunting work has been completed.

1. The Brake Continuity Test must be carried out on the train in the following circumstances without exception.

1.0 Locomotive or additional locomotive is attached to the front of the train.
1.1 One or more coaches attached in any position of the train.
1.2 One or more coaches detached from any position other than extreme rear.
1.3 After any brake defect or irregularity attended by closing Angle Cock or detaching BP or FP hose of any coach or locomotive on the train, which has affected the continuity.
1.4 Loco Pilot and Guard should ensure the removal of safety dummy plug provided in the Air Hoses before fitment /coupling of Air Hoses, whenever replacement is required in the reroute/mid-section.

2. The Brake Continuity Test need not be carried out on the train in the following circumstances.

2.1 When locomotive other than train locomotive is detached from the extreme front of the train.
2.2 When train locomotive is used for ‘complete’ brake test of the whole train and is not there after detached before starting.
2.3 When the train locomotive or coach is detached from the extreme rear of the train.

3. The following procedure shall be followed for carrying out the Continuity Test:

3.1	First of all it must be ensured that all angle cocks of BP & FP are in open position. However, rear end angle cocks of rear most coach and free end angle cocks of locomotive should be kept in closed position.
3.2	The Loco Pilot and Guard must confirm for the test by means of communication.
3.3	The Loco Pilot must charge the BP & FP pressure of the train and check that 5.0+0.1Kg/sq.cm & 6.0+0.1Kg/sq.cm pressure is registered respectively in BP & FP Guage in the leading driving compartment and confirm from the Guard that minimum 4.8 Kg/sq.cm and 5.8 Kg/ sq.cm pressure is registered respectively in BP & FP Gauges in the rear SLR.
3.4	The loco pilot must then without delay carryout the following: The loco pilot must reduce BP pressure to 4.0 Kg/sq.cm by moving the A- 9 Automatic brake valve handle towards application position and confirm that the guard that the pressure registered in BP Gauge in the rear SLR within the range of 3.6 to 4.0 Kg/sq.cm, otherwise it indicated discontinuity in brake pipe which should be attended by the SSE/C&W staff. After correction any fault a further brake continuity test commencing at step 3.3 must be carried out.
3.5	After step at 3.4, the loco pilot must then recharge the BP pressure by moving A- 9 automatic brake valve handle to “RELAESE” position and check that 5.0 + 0.1Kg/sq.cm pressure is registered in BP Gauge in the loco motive and confirm from the Guard that minimum pressure is registered in BP Gauge in the rear SLR.
3.6	After the brake pipe pressure has stabilized in the locomotive and rear SLR/Last vehicle the loco pilot must then cut off air supply for the brake pipe either by moving the automatic brake valve handle to “HANDLE OFF/NEUTRAL” position if available or by closing the brake pipe isolating cock handle providing between additional C- 2 relay valve and brake pipe of the locomotive. The Guard must then without delay carryout the following:
3.6.1	*If SLR is rear vehicle, the guard must then open the Emergency brake valve handle in the rear SLR to reduce the BP pressure to 3.6 Kg/sq.cm. As soon the pressure in the BP Gauge of the rear SLR is dropped to the specified limit 3.6 kg/sq.cm the guard must then close the Emergency brake valve.*
3.6.2	*If SLR is not the rear vehicle, the guard must open the cut off angle cock of the BP on the last vehicle to reduce the BP pressure to 3.6Kg/sq.cm. As soon as the pressure in the BP Gauge is dropped to the specified limit 3.6 kg/sq.cm, the guard must then close the cut off angle cock of last vehicle. Wherever SSE/C&W staff is posted they should assist the Guard in this*
3.6.3	*After step 3.6.1 (or) 3.6.2, the guard must then confirm from the loco pilot that the pressure is registered in BP Gauge in the locomotive is within the range of 3.6 to 4.0 Kg/Sq.cm, otherwise it indicates discontinuity in the brake pipe, which should be attended by the SSE/C&W staff. After correction of any fault, Brake continuity test commencing at step 3.3 to 3.6 must be repeated.*
3.7	When continuity is assured and Guard’s emergency brake valve in rear SLR/Cut off angle cock of last vehicle is closed, the loco pilot must open the air supply of brake pipe to recharge the air pressure and check that 5.0 + 0.1 Kg/Sq.cm pressure is registered in BP Gauge in leading driving compartment and confirm from the Guard that minimum 4.8 Kg/Sq.cm, pressure is registered in BP Gauge in rear SLR.

4.0 Originating Trains:

(a) For the originating trains after Primary/Secondary maintenance

The Continuity Test will be done after attachment of locomotives by the Loco Pilot and Guard in the presence of SSE/SE/C&W. (SSE/SE/C&W will remain near SLR) The SSE/SE/C&W, after being satisfied with the Continuity, will issue BPC to the Loco Pilot and Guard. Guard's copy will have the signature of only SSE/SE/C&W & Guard whereas Loco Pilot's copy will have the signatures of Guard, SSE/SE/C&W & Loco Pilot.

(b) For Originating trains after turn round attention.

(b.1) Where SSE/SE/C&W is Posted : Continuity check will be done by the Loco Pilot and Guard in the presence of SSE/SE/C&W and SSE/SE/C&W will make the endorsement on the reverse of the original BPC of both Loco Pilot & Guard's copy.

(b.2) Where SSE/SE/C&W is not Posted: For Stations, like CT, SRUR, SHNR, TEL, RAL, MCLA, NDKD, BVRM, NDD, etc, Loco Pilot and Guard will check the Continuity as per the procedure and they will also make the endorsement on the reverse of original BPC of their copies.

5.0 Brake feel test:

After starting the train, when train attains the speed around 15 kmph Loco Pilot should apply A9 value and feel the brake power. 'BRAKE FEEL TEST" to be conducted at crew changing points, after crew changing, and also if train is detained en-route (for more than 30 mts.)

Note: - 1) In case VHF/Walkie-Talkie sets are not available; the Loco Pilot shall sound one long whistle before step 3.4 and as a confirmation of step 3.6.3

2) Only during recharging/recreation of BP after brake application, initial charging or resetting of ACP/TP/GVA, the “RELEASE/RUN” Push button switch must be kept in “RELEASE” position otherwise it should always be kept in ‘RUN’ position.

CRSE CELE CPTM

JOINT PROCEDURE ORDER

(In suppression of JPO dated 13-08-2015)

ON HAULAGE OF DIESEL/ELECTRICAL DEAD LOCOMOTIVES w.e.f OCTOBER 2021.

The following are the instructions to haul dead locomotives by goods train and passenger carrying trains except Rajdhani/Shatabdi/Duranto trains:

a) Need for haulage of dead locomotives;

Locomotives may be required to be moved as dead:

i. To clear a block section and take locomotive to its destination in case of failure or breakdown on the railroad.
ii. For sending the locomotive to work shop/running shed for repairs and /or maintenance schedules.
iii. For link balancing from Shed/station/division to another station/division.
iv. Diesel loco bridging over made dead electric loco in Non-RE patch sections.

b) Movement of 2 dead locos + 2 working locos on coaching trains(Except Rajdhani, Duranto and Shatabdi trains) is permitted on the following sections of S.C.Railway:

No	Div	Section UP & DN (both directions)	Distance in KM
1	HYB	KCG-DHNE	290
2		MUE- NZB- KCG	247
3	NED	MMR-ANK-PAU-MUE	371
4		MUE-ADB	162
5		PAU-AK	207
6		PBN-PRLI	63
7	SC	HYB/SC-WD	184
8		VKB-PRLI	267

No	Div	Section UP & DN (both directions)	Distance in KM
9		PDPL-KRMR-NZB	178
10		HYB/SC-KZJ*	143
11	GTL	DHNE-GY/GTL-RU	337
12		GTL-DMM-TPTY	370
13		GTL-WD	230
14	BZA	BZA-GDV	43
15		NS-BVRM-NDD	76

**Already permitted as per JPO dated 13-08-2015.*

c) The following combination of dead locos along with working locos are permitted.

1. For goods trains-
i) One live/working loco + One dead loco.
ii) One live/working loco + Two dead locos
iii)Two live/working locos + One dead loco.
iv) Two live/working locos + Two dead locos.

2. For coaching/passenger carrying trains except Rajdhani/Shatabdi/Duranto-
i) One live/working loco + One dead loco.
ii) One live/working loco + Two dead locos
iii)Two live/working locos + One dead loco.
iv) Two live/working locos + Two dead locos.

3. However, the movement of two dead locomotives with two live/working locomotives on coaching trains(except Rajdhani/Shatabdi/Duranto) is permitted only during exigencies/failure of train engine (MU/SH)in the sections of SCR mentioned above, up to next loco change station or where the failed / dead locos can be detached.

d) Movement of two dead locomotives with two live/working locomotives on coaching trains (except Rajdhani/Shatabdi/Duranto) is permitted in sections mentioned above subject to compliance of following conditions vide RDSO L.No.SD.DFM.A.7, dated 10.02.2015.

1. Dead locomotives are attached next to working locomotives (train engine) and brakes on dead locomotives are functional.
2. Dead locomotives can be attached to a mail/express/passenger trains including superfast trains excluding Rajdhani/Shatabdi/Duranto trains.
3. As a result of attachment of dead locomotives, the maximum permissible length and maximum permissible load of the train should not be exceeded.
4. In case of maximum permissible speed of the dead locos is less than the maximum permissible speed of the train, suitable speed restriction shall be imposed on the train while attaching the dead locomotives.
5. Certificate for FIT to run shall be issued by Senior Section Engineer/Loco Inspector or power controller.
6. As a final check, the coupled locos should be run about 500meters and the Loco Pilot shall check for any abnormal rise in temperature of wheels/axle boxes of dead locomotives and shall also check it at subsequent stops / halts during journey.
7. Locomotives with defect(s) in under gear equipment should not be attached.
8. The other conditions mentioned in General and Subsidiary Rules for train operations are to be followed.

e) Other guidelines issued vide RDSO instruction bulletin No.MP.IB.BK.01.05.05, Rev-03, April-2010 insection-1 for recommended instructions to haul dead diesel & electric locomotives are to be complied in addition to the conditions mentioned in RDSO L.No.SD.DFM.A.4.7, dt.10.02.2015 as under;

1. Basic requirements under para 2.3:

a. As far as possible brakes should be applied on dead locomotives in synchronization with working locomotive.
b. On dead locomotives all the circuit breakers and battery knife switch shall be off and such other steps taken to ensure that the dead locomotives cannot be started inadvertently.
c. On diesel/electric locomotives it should be ensured that reverser handle placed in neutral position and removed.
d. The locomotives brakes shall be released fully before starting.
e. The brake pipe and main reservoir pressures shall be fully discharged. The MU2B or Lead trail switch should be placed in trail/dead position.
f. The Loco Pilot shall be informed that he should work the train carefully as dead locomotives are attached.

2. Haulage of dead locomotives by Goods and mail/express/passenger trains under para 2.5 &2.6 of RDSO instruction bulletin No.MP.IB.BK.01.05.05, Rev-03, April-2010.

Haulage of dead locomotive by Goods train	Haulage of dead locomotive by mail/express/passenger/superfast trains.
Para 2.5.1: If the dead locos brakes are functional, it is attached next to working locomotive(s) and MR and BC equalizing pipes are connected so that the brake power of the dead locomotives can be utilized. Para 2.5.2: The dead locomotives to be treated as piped vehicle i) If the dead locos brake are functional but it is not attached next to working locomotive or. ii) MR & BC equalizing pipes are not connected. iii) Dead locomotives brakes are not functional. The conditions to be satisfied in these cases are as under a) Only one dead diesel/electric locomotive is permitted to haul. b)If the dead locomotive is not placed next to train locomotive, It may be marshalled anywhere on the goods train provided that the distance between dead loco and the train loco/banking loco (if any) shall be equalled to the largest span of bridge in the section duly following the below given safety requirements from the point of view of brakes. Brake pipe of dead loco: -Brake pipe of dead locomotive shall be attached to brake pipe of the train and at least ten fully braked wagons shall be attached behind the locomotive.	Para 2.6.1: If the dead locos brakes are functional, it is attached next to working locomotive(s) and MR and BC equalizing pipes connected so that the brake power of the dead locomotives can be utilized. Para 2.6.1.2: Dead locomotive may be attached at originating station or en-route provided that the brake power of mail/express/passenger trains(excluding dead locos) is at least 90% when dead locomotive is attached. Para No.2.6.2:Dead locomotive brakes are not functional and it is hauled as piped vehicle. i) Only one dead diesel/electric locomotive is permitted to haul. ii)Brake power of mail/express/passenger trains (Excluding dead locos) is at least 90% when dead locomotive is attached.
Note: -It should be ensured that the brakes of dead locomotive is functional/ piped (synchronization of brakes),*when attached in rear of the train as last vehicle.* i) Only one dead locomotive is permitted to haul. ii) Dead locomotive shall be accompanied by a competent person not less than ALP. This competent person should be provided with suitable equipment including walkie-talkie set, flags, detonators etc., The Guard of the train to which dead locomotive has been attached shall personally ensure that the dead locomotive is accompanied by such a competent person. It will be the duty and the responsibility of competent person to switch on the flasher light and secure in case uncouple occurs.	

3. RDSO instruction Bulletin No.MP.IB.BK.01.05.05, Rev-03, April-2010 in section-2: Instructions concerning brake system for hauling dead locomotive should be notified to the crew through SOB for both diesel and electric locomotives separately.

4. RDSO instruction bulletin No.MP.IB.BK.01.05.05, Rev-03, April-2010 in section-1 of Para 3.0:

Bridges: Instructions if any, related to Bridges on SCR for haulage of dead locomotives (Two live and two dead) will be advised by Engineering department to CPTM for incorporation in WTT.

CPTM/SCR CMPE/SCR CBE/SCR CELE/SCR CEE/OP/SCR

JPO for power interception/loco reversal of Passenger carrying trains dated 23.9.2016.

1.0 Before detaching the loco.

a. Outdoor Dy.SS/YM/Shunting Master/Guard shall supervise the entire activity related to power interception/loco reversal of passenger carrying trains.
b. On arrival of the train, front SLR Guard compartment door will be opened by the C & W Staff.
c. Shunting Staff of the station shall apply the hand brake of the front SLR before the LP applied A-9 and also ensure placing two iron skids/wedges under the wheels of the last vehicle before detaching the loco.
d. Incoming Guard of the train is responsible to apply hand brakes in the rear SLR Shunting staff of the station shall place two iron skids/wedges under the wheels of the last vehicle before authorizing the loco for detachment.
e. Outdoor Dy.SS/YM/Shunting Master/Guard who is supervising shunting operations (after confirming from the Shunting Staff in front and Guard in rear regarding application of hand brakes in SLRs) shall advise the LP to apply formation brakes i.e. A-9.

2.0 Detaching the loco

a. Shunting Staff shall close both FP & BP cut-off-angle cocks and uncouple the BP& FP air hoses between loco and formation.
b. BP cut-off angle cock of the formation shall be opened by the Shunting Staff and rain out the PF pressure so that formation brakes are applied. Secure both the BP & FP air hoses in their hangers and also ensure closing of COC of BP & FP.
c. Shunting Staff shall ‘open’ the screw/CBC coupling and allow the loco to proceed forward.

3.0 Attaching loco onto the formation.

a. Shunting Staff should ensure that loco is stopped 20m before the formation and proceed at walking speed to couple with the formation.
b. After attaching the loco to the formation, following shall be ensured;

- Shunting Staff shall tighten the screw/locking of CBC.
- FP& BP air hoses to be coupled by C& W Staff.
- FP COC of the formation to be opened by the C & W Staff.
- FP COC of the loco to be opened by the C & W Staff.
- After ensuring 6 Kg/cm2 in FP in engine by the LP and 5.8 kg/cm2 in the rear SLR Guard compartment by the Guard, BP COC of the formation to be opened by the C & W Staff.
- BP COC of the engine to be opened by the C& W Staff.
- Ensure 5 kg/cm2 in engine by the LP and 4.8 kg/cm2 in the rear SLR by Guard and C & W Staff.
- Iron skids which are placed for securing the formation is removed by the Shunting Staff on either end of the formation.

c. Releasing of front SLR Guard compartment hand brake should be done by the Shunting Staff and rear SLR hand brake by the Guard.
d. Shunting Supervisor (YM, SM & Guard)/ Outdoor Dy.SS should inform the C& W Staff to release the formation. The formation releasing activity is the responsibility of C & W Staff which may be coordinated by the Operating Staff. However, C&W shall ensure that releasing the formation should take place only after attaching the loco to the formation.
e. In case of wayside stations where C & W Staff shall be carried out by the GLP and Pointsman.
f. Proper communication should be maintained between Operating and C & W staff.

g. On receipt of confirmation from C & W Staff about releasing of the formation, Guard and LP should conduct air-continuity test as per the procedure in vogue.
h. After carriage watering and removal of water pipes, C & W Staff shall also ensure that the front SLR Guard compartment door is locked and then endorse on the face of BPC.
i. Entire activity reiterated above needs to be executed within the time allotted.

CTM/G& PP CRSE

Attachment of Inspection Carriages

As per Railway Board L.No.88/CHG.II/34/2 dated 16.06.2006, NOT MORE THAN ONE INSPECTION CARRIAGE SHALL BE ATTACHED WITH MAIL/EXPRESS TRAINS AT A TIME.

JPO - For Running Head on Generation (HOG) trains

All trains running on EOG are provided with power car for feeding lights, fan, air-conditioning and other auxiliary loads. As such power cars are adequate to cater for entire load of the rakes. 750 Volts power from HOG facility availability in 3-phase locomotives is being used in select trains for feeding light/fan/AC and other auxiliary loads of coach as an alternative. This facility will progressively be extended to more number of trains as HOG loco population increases. While providing power from HOG facility of loco, the DG sets in power car remain on standby and can be taken on load in the event of HOG power from loco not being available for any reason.

In order to streamline use of power from HOG following procedure shall be adopted.

1	At originating station after attachment of locomotive to the train the HOG power & Control couplers between train & loco shall be coupled & locked by power car manning staff. The HOG couplers shall be coupled/uncoupled, only after ensuring that both pantos are in lowered condition. Permission shall be obtained from Shunter/LP before coupling/uncoupling.
2	After coupling LP shall be informed by power car manning staff in writing that “HOG couplers have been fixed and locked and that the HOG can be switched ON”
3	Only after ensuring that HOG couplers are connected & locked and on getting written confirmation from power car manning staff, Loco Pilot/Shunter shall raise the panto, close VCB and switch ON BLHO switch (spring loaded). LSHO lamp shall glow.
4	Till the time the loco is connected and HOG is switched “ON”, power car manning staff should ensure the power supply to coaches for pre-cooling etc is available through DG set.
5	On availability of HOTEL load supply and after ensuring that the supply is stable, changeover to HOTEL load shall be affected by Power car manning staff.
6	Power car manning staff shall continuously monitor the power supply from loco and ensure proper voltage is displayed in each phase in the control panel of power car.
7	The power car manning staff to ensure availability of power supply to rake either from HOG or Generator. In case of any trouble in coupling or difficulty in extending HOG supply from loco, the train shall not be detained. The train shall be worked with power car.
8	In case of loco/OHE failure, Loco Pilot shall inform to Guard, Guard in turn shall inform power car manning staff to switch over the supply from HOG to power car. Loco Pilot shall inform TLC within 05 minutes of such failure and TLC in turn will inform Electrical Control. Electric controller shall verify availability of power supply to the coaches.
9	At destination or en-route station before disconnection of the HOG couplers, Loco Pilot shall switch OFF the BLHO switch and ensure that the LSHO lamp is not glowing. Loco Pilots shall also ensure that both panto are lowered.
10	Power car manning staff shall disconnect the HOG couplers from locomotive, before detachment of loco at destination/en-route. Before disconnecting of HOG couplers power

	car manning staff shall take permission from Shunter/LP and ensure that both panto of the loco are lowered.
11	Loco Pilot/Shunter shall ensure that all three HOG couplers are disconnected, before detaching the locomotive.
12	Maintenance of power couplers and replacement in case of necessity and availability of adequate spare couplers should be ensured by respective SSE of coaching depot or SSE of ELS/Trip shed.
13	Utilization of Hotel load (HOG) facility in nominated trains shall be ensured by both SSE/Coaching and SSE/Loco shed/trip shed by ensuring smooth functioning of associated circuit and components. For monitoring purpose details in enclosed format be recorded by SSE/Coaching at the end of each return trip of rake of each nominated train. These details to be monitored by respective divisional officers for effective utilization. Weekly report on utilization of HOG (i.e. % of KWH generated through HOG and % of KWH generated through Dsl) for each nominated trains be sent to CESE and CELE on every Friday.

Depot	Date	Train No.	Running days	Run time (hrs)	Use on HOG		Use on Dsl		Diesel consumption liters	Reason for Dsl running
					Hrs	KWH generated	Hrs	KWH generated		

The responsibility of supplying power to train entirely rests on power car staff deputed there with. Supply of HOG power of loco is only an alternative to save Diesel fuel consumption. In case of unforeseen tripping of loco/detachment of HOG powered loco in en-route, the power car staff shall immediately switch over from HOG to Diesel engine and ensure uninterrupted supply to all coaches.

Any punctuality loss may be booked on “Electrical Account”.

CELE/SCR CEE/OP/SCR CESE/SCR

JPO for rectification of failures in Automatic Signals with MSDAC/Axle Counters

1. On coming to know about an Automatic Signal failure either through the Loco pilot or through the panel indications or through any other means, the SM shall advise concerned signal staff as per SR 9.11.4 “The Station master on receipt of signal failure shall at once advise by telephone the concerned signal maintainer, the SCOR, and the station master in rear, giving the correct number of the signal that has failed duly making suitable entry in the S&T failure register.”

2. In case of Automatic signal failure due to an MSDAC/Axle counter failure, as visible on VDU/indication board, the on-duty Station Master shall observe whether preparatory reset got activated; and after passing one train, the failure got restored. In case of restoration, the SM shall advise the Signal Maintainer concerned, the SCOR and the SM in rear, duly making suitable entry in the S&T failure register.

3. On continuation of the failure, the Signal maintainer shall issue Disconnection notice to SM and proceed to site. On reaching the site, the Signal maintainer shall disconnect the fuse and link of Yellow, Double Yellow and Green aspect of the concerned signal in that particular Goomty / location ensuring the signal will never get any Green, Yellow or Double Yellow aspect during failure time.

4. The trains shall continue to be run as per the Automatic Block System rules, even under such disconnection of Automatic Signal(s) for failure attention.
5. After rectification of failure, the Signal maintainer shall advise that the failure has been attended and if required, seek on duty Station Master to initiate manual resetting procedure as prescribed in SWR.

6. Before initiating manual reset, the on-duty Station Master shall ensure that no further train is dispatched towards the affected section till the completion of reset procedure.

7. On completion of manual reset procedure, the on-duty Station Master shall observe for appearance of preparatory reset indication on the VDU/indication panel and shall communicate the same to the Signal maintainer at site.

8. On ascertaining the preparatory reset indication through station master, the Signal maintainer shall connect the links of fuses of Yellow, Double Yellow and Green aspects.

9. Once Axle counter accepted preparatory reset mode, Station master shall allow one train in to the section in order to clear and reset the faulty MSDAC/Axle counter. Only on clearance of the train beyond the affected section, further trains shall be dispatched in to the section.

10. If failure restored S&T staff will issue restoration message to SM, record the rectification time in his diary and inform the same to S&T controller. The SM shall advise the restoration message to the SCOR and the Station master in rear. Signal maintainer after reaching the station shall issue reconnection notice to SM and make suitable entry in S&T failure register.

CSE/I/SCR COM/G/SCR

No.T.411/JPO/2022/1 Date: 06.05.2022.

Joint Procedural Order for Placement and Removal of Container Rakes into & out of Goods Sheds/Sidings/Private Freight Terminals

x-x-x

The following Joint Procedural Order shall be followed while placing and clearing of container rakes into and out of sidings.

I. Securing of the rake before placement:

1. After shunting into siding, the Shunting staff shall ensure that the container rake is standing within fouling mark/signals of the concerned line on both ends.
2. The rake shall be secured as per the rules for securing of vehicles laid down vide SR 5.23 of SCR G&SR.
3. The In-charge of the Shunting Staff shall ensure that the above instructions have been complied and sign in the ‘Stabled Load Register’ at the station, duly filling all the required columns given in the Register, along with date and time.
4. In the absence of separate shunting staff, Guard of the train shall supervise the shunting and stabling of the rake and sign in the Stabled Load Register.
5. If the siding is away from the Station, a separate Stabled Load Register shall be maintained in Siding, under control of Goods Supervisor/Goods Clerk. If there is no Goods Supervisor/Goods Clerk is posted, the Register shall be maintained by the siding in-charge designated by the siding authorities, under advice to the Station Master.
6. The Station Master/Goods Supervisor/Goods Clerk/the designated Siding in-Charge shall countersign against the signature of the Shunting-in-charge/Guard in the respective column in the ‘Stabled Load Register’, along with date and time.

II. Precautions while Lifting-on and Lifting-off Containers:

1. Private operator supervisor at Goods Sheds/Sidings/Private Freight Terminals should monitor the Lifting-on (placing a container on the BLC wagon) and Lifting-off (lifting a container off the BLC wagon) Containers and all possible care should be taken to prevent damage to wagons by rough and careless handling. They will be held responsible for any damages.
2. Containers must be evenly loaded so that the load is equally distributed on all springs. No overloading beyond carrying capacity is to be allowed.
3. Before 'Lifting-on' containers, siding authorities should check the condition of Automatic Twist Locks. In case of any defect/deficiency, same should be brought to the notice of the Railway staff for corrective action.
4. Containers should be lowered equally, parallel to locks and positioned without any jerk or sudden drop by the Reach stacker, duly ensuring that twist locks are properly locked.
5. The Reach Stacker deployed should be in good working condition.
6. Crane Operator should work very carefully and should blow horn to alert if extra load is exerted while unloading of containers. Road mobile cranes preferably should have the provision of load cell should be used for unloading.
7. One supervisor should be exclusively deputed by the siding authorities for ensuring proper locking/unlocking of ATLs. He will also guide the crane driver suitably. The supervisor shall also ensure that wagon is not lifted along with the container. In case any wagon is lifted, the supervisor shall alert the crane operator in this regard and ensure that the wagon's all wheels are again placed properly on the rails and will inform the same to the Siding authorities and Railway Authorities for further action.
8. While Containers are being lifted, it should be ensured that lifting is done gently, evenly and vertically and see that twist locks are unlocked and under frame is not lifted while lifting the container.
9. Crane operator and site supervisor should check and ensure that wagon is properly seated on bogie, wheels are not mounted on rails and wagon/bogie/wheel is not derailed while unloading/loading the containers.
10. Before releasing the unloaded/loaded rakes, the Yard Supervisor of CONCOR shall ensure that all the wagons are properly seated on bogies, wheels are not mounted on rails and wagon/bogie/wheels are not derailed while unloading/loading the containers and all the containers loaded are positioned on the wagons properly and locked.
11. Committee of Divisional Officers of Mechanical, Operating & Commercial departments should jointly inspect container sidings at regular intervals for ensuring availability and working condition of suitable machinery, facilities and proper Lift-on and Lift-off practices by the siding authorities.
12. Precautions to be taken before releasing the rake:
13. On duty Commercial Staff/SMR on duty at Lift-on-Lift-off operated terminals of containers at Goods-sheds/sidings/Private Freight Terminals (PFTs) should issue Release Memo mentioning the loading and unloading particulars as per the extant guidelines and after obtaining Certificate/Memo/Letter from the container Operator, duly indicating the following:
14. Checked the rake and found all the wheels of wagons are intact on the rails.
15. There are no abnormalities with regard to twist locks.
16. Commercial staff should ensure that copies of Release Memo and Certificate/Memo/Letter of the Container Operator are handed over to the on duty Station Master.

III. Removal of rake from the siding:

1. All rakes examined on CC pattern should be subjected to safe to run examination by TXR (at TXR point) or GLP check by Guard &Loco pilots (at other than TXR points) after every

loading/un-loading. Such safe to run examination should be followed by endorsement on original BPC. In such safe to run examination brake power, hanging parts and other defects which can be noticed visually on wagon loaded with containers, should be checked and given proper attention.

2. Container rakes detained for more than 24 hours at a TXR point should be subjected to safe to run examination and endorsement on BPC should be made by TXR that rake is safe to run for the remaining validity period of BPC. At non TXR point GDR check should be conducted.
3. The rake shall be drawn forward slowly while backing/bringing onto station's running line. The Guard/Shunting staff shall travel by the brake van and see that the train is moving safely. One of the Shunting staff shall stay at the end of the line where from the rake is being drawn and be watchful for any unusuals and be ready to alert the Loco Pilot to stop the train. The Loco Pilot too shall be in an alertness to stop the train immediately upon Guard's/Shunting Staff's warning.

General:

1. Siding Authorities shall provide pathways and lighting on both sides of the line(s), where from rakes will be cleared, for movement of Shunting staff/Guard/Loco Pilot while checking the rakes.
2. The Station Superintendents of Serving stations, Section TIs and SSE/C&W shall inspect the sidings regularly and counsel the siding staff, Shunting staff and Guards, who are involved in the activities detailed above. Acknowledgements shall be obtained from the staff who have been counselled.
3. This JPO does not supersede any Agreements/Circulars, Manuals, etc., in this regard.

CME/Plg CEE/OP CCM/FS COM/G

No.T.411/JPO/KAVACH/Operations Date: 11.09.2024

Joint Procedural Order for Kavach Ver 3.2 Operations in SCR in Nagarsol-Mudkhed-Secunderabad-Dhone- Guntakal and Bidar-Parli-Parbhani sections of SC Railway.

1.1 Kavach Ver 3.2 is installed in Nagarsol-Mudkhed- Secunderabad- Dhone- Guntakal and -Bidar-Parli-Pharbhani sections in Nanded, Hyderabad, Guntakal and Secunderabad divisions as an additional safety aid to the Loco Pilots.

1.2 The Loco Pilot/Assistant Loco pilot shall always act accordingly to the Track side signals aspects, warning boards and stop boards as per the General and Subsidiary Rules of SCR. At any point given of time, LP/ALP shall not fully rely upon the signal aspects displayed on the DMI. The operation of Kavach shall, never, interfere/infringe or override the stipulations of regular train operations mentioned in the G&SR in SCR, unless otherwise specified through amendments in G&SR.

1.3 Kavach Ver 3.2 fitted Loco shall run in the Kavach territory as per Kavach Loco links.
1.4 Training on Kavach Ver 3.2 is being imparted to CLI/LP/ALPs in STTC/MLY and competency certificates are being issued on successful completion. The LPs/ALPs with valid competency certificate shall be booked to work in Kavach fitted Locos.

1.5 To ensure the authorized access to the Onboard TCAS, sealing of Onboard Computers, Break Interface Unit and Driver Machine Interface (DMI) shall be ensured. In case of tampering of seal, Onboard TCAS shall be declared defective. LP shall inform TLC, isolate LTCAS and shall work the Train.

1.6 Signal Sighting Committee in Division shall carry out the Quarterly Inspection of existing Kavach system functionality based on the Kavach documents (RFID layout and Table of Control). Whenever there are alterations in existing Kavach installation or introduction of Kavach in Station/LC/IBS/ABS in the Kavach working territory, the Signal Sighting Committee shall also carry out the inspection of Kavach system, to check the correspondence of Track side Signals with signal aspects displayed on Kavach Driver Machine Interface (DMI). After verification, a certificate shall be issued in the format enclosed as Annexure-1.

1.7 The Loco pilot shall follow the existing laid down procedures as per G&SR 4.08 in case of defective Speedometer of Loco irrespective of Speed Indication on Kavach DMI.

1.8 After energizing the Locomotive, the Loco Pilots shall boot up Kavach loco system and configure the trailing load as per the train consist in DMI. Further, the LP shall configure trailing load whenever attaching/detaching any coach/coaches en-route.

1.9 In case of report of any Accidents and Unusual occurrences, the Station Master shall follow the laid down procedures as per G&SR 6.01. Further, the procedure issued vide JPO No. T.411/JPO/KAVACH/SMs dated 26.06.2024 shall be followed for generation of SoS through SMOCIP by Station Masters. The SoS facility shall be available only between two functional Kavach trains. The same shall be incorporated in SWRs. On receipt of SoS, SM shall act as per G&SR 6.01 and 6.07.

1.10 G&SR 6.07 shall be followed by the Loco pilot, Guard and Station Masters as per the laid down procedures in case of any unusual circumstances. Further, the Loco pilot and Station Masters shall also generate SoS in addition to the laid down procedures. The SoS facility shall be available only between two functional Kavach trains.

1.11 Limitations of Kavach Ver 3.2 functionality in detection of collision scenarios at Junction stations where different kilometres converge from multiple directions shall be mentioned as PSRs in Caution Orders based on the information given by Sr.DSTE/Dy.CSTEs as per the format mentioned below. At such locations, LPs/ALPs shall follow the normal train operations with Kavach working. A special condition shall be incorporated in the SWRs of adjoining stations.

Sl. No.	**Station**		**Line UP/DN**	**Kilometer**		**Speed limit in Kmph**	**Reasons/ Remarks**	**Date and time of imposition**
	From	To		From	To			
						LPs/ALPs shall follow the normal train operations with Kavach	Kavach collusion prevention is not available from Km xx/xx-yy/yy due to limitation of Kavach Ver 3.2 functionality at Junction stations	Permanent imposition in Kavach till further advice.
Note: LP/ALPs shall follow PSR, if imposed in these KMs.								

1.12 There are limitations of Kavach functionality when Exit RFID tags are provided at stations/Locations, wherever, a new Station/LC/IBS/ABS commissioned or any modifications in Signalling Interlocking without Kavach modifications exist or during Non-Interlocking period. Kavach modifications as per the revised Signalling arrangements require some time to implement Kavach system. The Kilometre details of such locations shall be mentioned in Caution Orders based on the information given by Sr.DSTE/Dy.CSTEs. At such locations, LPs/ALPs shall follow the normal train operations procedures with Kavach working in Staff Responsible (SR) mode.

Sl. No.	Station		Line UP/DN	Kilometre		Speed limit in Kmph	Reasons/ Remarks	Date and time of imposition
	From	To		From	To			
						LPs/ALPs shall follow the normal train operations	Kavach will be in staff responsible mode.	Temporary imposition in Kavach from .. hrs of DD/MM/YYYY until further advice.
Note: LP/ALPs shall follow PSR/TSR, if imposed in these KMs.								

1.13 Whenever a new PSR is introduced or existing PSR removed/relaxed or Speed restriction or Kilometre details are changed, the TI Caution Order will inform Test room staff, and they will in turn inform OEM and Project unit for carrying out necessary modifications in Kavach. The PSR modifications in Kavach shall be done expeditiously. LPs/ALPs shall follow the caution order only and if necessary, isolate the Kavach to avoid undesirable braking.

1.14. Whenever a Loco pilot encounters any issue related to Kavach working during run with Kavach fitted Locos, the LP/ALP shall inform the TLC. TLC in turn shall inform the on-duty Test room staff of the division. The Test room staff shall guide the LP/ALP with the help of OEM Engineer to resolve the issue. If issue is resolved the LP can work normally. If the issue is not solved, then the LP shall isolate the Kavach and work the Train and shall make an entry in the CMS and Loco log book. The issue recorded in the CMS shall be passed on to the Projects unit and the OEM, by divisional Test room staff and the issue has to be resolved at the earliest, when the Loco comes back to Trip shed/Home shed based on the severity and time period required for attention. In case of any delay in attending of Loco Kavach, Loco can be given for service without Kavach in operations if there is traffic requirement or any operation exigency.

1.15. After attending the Kavach related issues, the OEMs along with Project/Divisional S&T staff and Loco shed staff shall check the working of Kavach as per the check list issued and shall sign in check list and Loco log book.

1.16 The periodic maintenance of Pulse Generators shall be done by OEMs in coordination with Loco shed staff during the scheduled maintenance as per the procedure and schedule mentioned in the check list issued.

1.17 Whenever there is change in wheel diameter due to turning of wheels done by Loco shed staff, the details shall be informed to OEM by Loco shed staff to carryout necessary modifications in the Loco Kavach. After modification in Loco Kavach, it will be jointly checked by OEM and Loco shed staff as per the check list enclosed.

1.18 In case of Kavach SMOCIP is not functioning, Station Masters shall act as per the JPO issued vide JPO No. T.411/JPO/KAVACH/SMs dated 26.06.2024, and inform Divisional Test room staff for necessary action.

1.19 Networking Monitoring System (NMS) is provided in Divisional Test rooms of SC, HYB, NED and GTL divisions to monitor the working of Kavach system. The Divisional Test room staff shall monitor the Kavach system performance on 24x7 basis and guide the field staff to resolve the issues.

1.20 Train Punctuality loss and asset failure cases due to failure or malfunctioning/limitations of Loco Kavach or Station Kavach system shall be shown on S&T-Kavach account. However, the cases of Punctuality loss and asset failure due to wrong operation by LP (with Kavach 3.2 Competency Certificate) shall be shown on Loco crew account.

1.21 In case of Maintenance or for carrying out alterations in the Kavach system at Stations/LCs/IBS/ABS locations, the existing procedure of disconnection/reconnections of S&T gears shall be followed.

1.22 At present the Kavach Ver 3.2 is deployed in the Nagarsol-Mudkhed-Secunderabad-Dhone-Guntakal and Bidar-Parli-Pharbhani sections of South Central Railway. Based on the feedback from LP/ALPs the suggestions shall be advised by S&T to RDSO and CoE for necessary action.

1.23 In view of the above observations, as Amendments in G&SR are to be approved by Railway Board, till such time as a temporary measures, the Kavach Ver 3.2 system shall be made Operational in the Nagarsol-Mudkhed-Secunderabad-Dhone-Guntakal and Bidar-Parli-Pharbhani sections of South Central Railway based on this JPO to take advantage of Kavach protection.

CSE/SC CSTE/P-I/SC COM/G/SC CELE/SC

Automatic closing/opening of hinged door system provided in T. No. 22705/ 22706 TPTY – JAT - TPTY weekly Humsafar Superfast Express - Reg.

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Train No. 22705/ 22706 TPTY – JAT - TPTY weekly Humsafar Superfast Express. This train has been supplied with Automatic door opening /closing mechanism by M/S Bony polymers (P) Ltd as per RDSO specification 2014_CG_03.

The salient features of the system are:

1. When the train is stationary at station and the formation (rake) main doors are in open condition, the formation brakes are applied by dropping BP pressure through a door system brake line solenoid valve in LWLRRM coaches and the train cannot be moved.
2. Before departure, the On duty Train Manager of the train has to close the formation main doors through Master door controller, then only the formation brakes are released after closing of all doors, and train can be moved.
3. If because of any reason any of the door is not closed, the mechanical isolating cock provided in front of the door system brake line solenoid valve in LWLRRM to be closed. Then the formation brakes are released and train can be started.
4. After giving CLOSE command in the door controller by the On duty Train Manager, there will be audio indication for 15 seconds and afterwards the doors will CLOSE in 4 to 6 seconds. It takes 19 to 21 seconds for complete closing of the doors after giving the close command and 15 to 20 seconds for releasing of the entire formation brakes. Altogether, it takes 34 to 41 seconds from giving door close command to complete releasing of formation brakes.
5. When the train speed is above 5 kmph, the Emergency push buttons provided inside and outside of the main doors get isolated and the doors cannot be opened.
6. In case of any emergency, for opening of main doors, first the train has to be stopped by ACP and then Emergency push buttons can be pressed and doors can be opened.
7. Similarly, after giving OPEN command in the door controller by the On duty Train Manager, there will be audio indication for 15 seconds and afterwards the doors will OPEN in 4 to 6 seconds. It takes 19 to 21 seconds for complete OPENING of the doors after giving the OPEN command.

Details of Railway Owned Weighbridges over S.C. Railway

Sl. No	Name of the Weigh Bridge	Type	Date of Commission
1	Rajahmundry	Electronic	14.06.06
2	Bitragunta	Electronic	05.05.06
3	Sarpavaram	Electronic	08.11.20
4	Samalkot	Electronic	24.10.14
5	Annavaram	Electronic	06.09.18
6	Gudivada	Electronic	18.07.22
7	Guntakal west	Electronic	12.04.97
8	Garladinne	Electronic	15.02.21
9	Malkapuram	Electronic	28.02.09
10	Koduru	Electronic	11.01.10
11	Nallapadu	Electronic	10.01.06
12	Nandyal	Electronic	30.06.20
13	Nadikudi	Electronic	24.03.23
14	Tondalagopavaram	Electronic	27.07.11

Sl. No	Name of the Weigh Bridge	Type	Date of Commission
15	Manikgarh	Electronic	31.03.08
16	Kazipet	Electronic	30.10.06
17	Sulahelli	Electronic	24.01.20
18	Sultanabad	Electronic	09.06.15
19	Charlapalli	Electronic	10.02.15
20	Shankarpalli	Electronic	10.06.15
21	Hasanparthi Road	Electronic	11.06.15
22	Metpalli	Electronic	08.11.22
23	Sadashivapet Road	Electronic	13.03.23
24	Shivani Shivapur	Electronic	06.09.19
25	Maltekdi	Electronic	08.11.21
26	Aurangabad	Electronic	28.08.12

Details of Railway Owned Weighbridges for weighment of Parcel vans over S.C. Railway

Sl. No	**Name of the Weigh Bridge**	**Type**	**Date of Commissioning**
1	Secunderabad	Electronic	11.11.2011
2	Hyderabad	Electronic	12.12.2011
3	Vijayawada	Electronic	09.11.2011

Electric Locomotive Axle Load

Sl. No	Details of Locomotive	WAM4	WAG5	WAG7	WAP1	WAP4	WAP5	WAP7	WAP7 HS	WAG 9
	Service	Chg	Goods/ Chg	Goods/ Chg	Chg	Chg	Chg	Chg	Chg	Goods
1	Axel load (Tonnes)	18.8	20	20.5	18.8	19	19.5	20.5	18.08	20.5

Sl. No.	Details of Locomotive	WAG 9H	WAG 9HH	WAG 9HC	WAG 12B	WAG 11	WCAM 3	WAG C3
	Service	Goods	Goods	Goods	Goods	Goods	Goods	Goods
2	Axel load (Tonnes)	22	22	22	22.5	21	20.2	20.5

Speed restriction for breakage of Coil Spring or deflated Air spring in en-route

Sl. No	Coach Type	SpringType/ Suspension	Observation	Action to be taken	Max. Speed Restriction	Reference
1	ICF & Hybrid	Primary Coil	Breakage	If only one broken axle box coil spring with no excessive tilt of the axle box is detected enroute a running train, the coach may be allowed to continue journey upto the destination with the condition that the speed shall not exceed 100 kmph.	100 kmph	RDSO L.No. MC/SPC dated 17.01.1991
2	ICF	Bolster Coil	Breakage	A coach shall not be allowed to continue its journey in case of breakage of its bolster spring as unlike primary springs it may shift out of its position.	Not allowed	RDSO L.No. MC/SPC dated 17.01.1991
3	Hybrid & LHB	Secondary Air Spring	Heavy Leakage or Deflated	In case of heavy leakage or deflated air spring, the defective bogie is to be isolated with the help of isolaing valves and driver should observe a speed restriction of 60 kmph upto terminal point for maintenance.	60 kmph	1. RDSO L.No.MC/CB/MM dated 09.09.2009 2. RDSO L.No. SV.AS.ML dated 30.10.2019
4	LHB	Secondary Outer Flexi coil	Breakage	In case of en-route breakage of outer flexi-coil spring of secondary stage suspension the LHB coach can be permitted to run with a restricted speed of 90 kmph upto the destination with TXR staff to escort the train and critically monitor the broken spring. The following should be ensured while permitting such movement: 1. Only one spring is in broken condition. 2. The spring is broken at one location which falls top or bottom two coils. 3. The springs is not displaced from its position. 4. Bump stop gap should not be zero.	90 kmph with accompany	RDSO L.No. SV.FIAT spring dated 05.02.2015
5	LHB	Primary Outer Fexi Coil	Breakage	In case of en-route breakage of outer flexi-coil spring of primary stage suspension, the LHB coach can be permitted to run upto destination with escorting TXR staff at a restricted speed of 80 kmph. The following should be ensured while permitting such movement: 1. Only one primary outer spring is broken and all other coil springs/air springs in primary as well as secondary suspension are in good condition. All springs must be checked critically before permitting the coach with restricted speed.	95 kmph with accompany	RDSO L.No. SV.FIAT spring dated 08.11.2018

Sl. No	Coach Type	SpringType/ Suspension	Observation	Action to be taken	Max. Speed Restriction	Reference
				2. The primary outer spring is broken at only one location which falls within one and a half (1.5) coil length from top/bottom end. The corresponding rubber pad primary bump stop must be intact and there should be no oil-leakage or any physical damage to the Primary Vertical Damper. Further, the control arm lugh should not have any marks of hitting with the Head Brackett. 3. The broken spring is not displaced form its position. 4. The coach is to be escorted upto destination accompanied with TXR staff. Note: At the destination, broken spring should necessarily be replaced and detailed investigation of failure should be carried out.		

Leading dimensions of conventional ICF coaches

Sl. No.	Description	Code	Length over Buffers (mm)	Length over Body (mm)	Overall Width (mm)	Height of floor from RL (mm)	Tare Weight (T)	Carrying Capacity (T)	Bogie Centres (mm)	Wheel Base (mm)	Max. Axle Load (T)	Accommodation (Seating/ Sleeping)
1	A/C FIRST CLASS COACH (SELF GENERATING)	WGFAC	22297	21337	3250	1313	46.2	1.4	14783	2896	16.25	18 TO SEAT/SLEEP
2	SECOND CLASS 3-TIER SLEEPER COACH	WGSCNY	22297	21337	3250	1303	39.85	5.76	14783	2896	13	72 TO SEAT/SLEEP
3	SECOND CLASS COACH DAY COACH (108 BERTH)	WGSCZ	22297	21337	3250	1278	36.90	8.64	14783	2896	13	108 TO SEAT
4	SECOND CLASS, LUGGAGE & BRAKE VAN	SLR	22297	21337	3250	1303	36.92	9.92	14783	2896	13	42 TO SEAT
5	SECOND CLASS LUGGAGE & BRAKE VAN	LR	22297	21337	3250	1295	35	17	14783	2896	13	--
6	SECOND CLASS COACH	WGS	22297	21337	3250	1278	36.79	7.2	14783	2896	13	90 TO SEAT
7	PANTRY CAR	WGCB	22297	21337	3250	1303	40.30	1.92	14783	2896	13	22 TO SEAT/SLEEP
8	A/C FIRST CLASS CUM A/C 2-TIER SLEEPR (SELF GENERATING)	WGACFCW	22297	21337	3250	1313	50.05	2.4	14783	2896	16.25	10 TO SEAT-I AC 20 TO SEAT- II AC
9	A/C II CLASS CHAIR CAR (WITH AIR BRAKE)	WSCZAC	22297	21337	3250	1313	49.2	5.68	14783	2896	16.25	73 TO SEAT

Sl. No.	Description	Code	Length over Buffers (mm)	Length over Body (mm)	Overall Width (mm)	Height of floor from RL (mm)	Tare Weight (T)	Carrying Capacity (T)	Bogie Centres (mm)	Wheel Base (mm)	Max. Axle Load (T)	Accommodation (Seating/ Sleeping)
10	A/C 3-TIER SLEEPER COACH (WITH AIR BRAKE)	WACCN	22297	21337	3250	1313	52.53	5.12	14783	2896	16.25	64 TO SEAT/SLEEP
11	SELF GENERATING A/C SLEEPR CAR(WITH ROOF MOUNTED A/C PACKAGE)	WGACC W	22297	21337	3250	1313	50	3.7	14783	2896	16.25	46 TO SEAT/SLEEP
12	HIGH CAPACITY PARCEL VAN	VPH	22297	21337	3250	1284	32	23	14783	2896	13	23 t TO CARRY
13	HIGH CAPACITY MOTOR CUM PARCEL VAN (16.25t AXLE LOAD BOGIE)	VPU	22297	21337	3250	1295	31.1	18	14783	2896	13	18 t TO CARRY
14	MILK TANK VAN TYPE 40,000 LTRS/ 9000 GALLONS	VVN	14070	12800	2750	--	33.7	41.2	7925	2515	18.72 5	40,000 LTRS/ 9000 GALLONS
15	NEW MILK TANK VAN (44,660 LITRES CAPACITY) ON ICF ALL COILED BOGIE	VVNH1	12588	11318	3006	1269	29.70	51.58	6794	2896	20.32t	44,660 LITRES CAPACITY
16	INSPECTION CARRIAGE	RA	22297	21337	3250	1303	41.3	1	14783	2896	13	--
17	FIRST CLASS	FC	22297	21337	3250	1303	40.03	3.12	14783	2896	13	39 TO SEAT/SLEEP
18	NMG (NEW MODIFIED GOODS)	NMG	22297	21337	3250	1303	32	9.2	14783	2896	13	--
19	ICF DESIGN AUTOMOBILE CARRIER COACH	NMGH	22297	21337	3245	1378	32	12	14783	2896	16.25	--
20	ICF DESIGN AUTOMOBILE CARRIER COACH WITH SIDE ENTRY	NMGHS	22297	21337	3245	1378	32	18	14783	2896	16.25	--
21	A/C FIRST CLASS COACH	WFAC	22297	21337	3250	1303	44	---	14783	2896	---	18 TO SEAT/SLEEP
22	A/C 2-TIER SLEEPER COACH (WITH AIR BRAKE)	WACCW	22297	21337	3250	---	---	---	14783	2896	---	---
23	SELF GENERATING A/C 3-TIER SLEEPER COACH (WITH AIR BRAKE)	WGACC N	22297	21337	3250	1312	---	---	14783	2896	16.25	64 TO SEAT/SLEEP

Leading dimensions of Hybrid SG Variant Coaches (LHB Shell with ICF Bogie) with air spring suspension

Sl. No.	Description	Code	Length overBuffers(mm)	Length overBody (mm)	Overall Width (mm)	Height of floor from RL (mm)	Tare Weight (T)	Carrying Capacity (T)	Bogie Centres (mm)	Wheel Base (mm)	Max. Axle Load (T)	Accommo-dation (Seating/Sleeping)
1	AC IstClass	SWGFAC	24000	23540	3240	1320	47.52	2.04	14900	2896	16.25	24/24
2	AC 2 tier	SWGACCW	24000	23540	3240	1320	46.87	4.44	14900	2896	16.25	54/54
3	AC 3 tier	SWGACCN	24000	23540	3240	1320	50.60	5.66	14900	2896	16.25	72/72
4	AC Ist class cum 2 tier sleeper	SWGFCWAC	24000	23540	3240	1320	47.20	3.16	14900	2896	16.25	10-Ist 28- 2 tier
5	AC First class cum 3 tier sleeper	SWGFCNAC	24000	23540	3240	1320	49.10	4.96	14900	2896	16.25	10- Ist 38- 3 tier
6	AC 2 tier cum 3 tier sleeper	SWGCWNAC	24000	23540	3240	1320	48.70	5.24	14900	2896	16.25	24-2 tier 40- 3tier
7	AC chair car	SWGSCZAC	24000	23540	3240	1320	44.66	5.10	14900	2896	16.25	83 seats
8	AC 3 tier sleeper cum AC pantry car	SWGCBNAC	24000	23540	3240	1320	51.2	6	14900	2896	16.25	35/35
9	2nd class cum luggage & brake van with AC &Non AC disabled compartment	SGSLRDAC	24000	23540	3240	1320	48.1	10.3	14900	2896	16.25	40-2nd
10	2nd class with disabled friendly compartment lugg& brake van	SGSLR	24000	23540	3240	1320	38.30	16.0	14900	2896	16.25	60-seat
11	High capacity motor cum parcel van	SVPHU	24000	23540	3240	1320	34	30	14900	2896	16.25	30 tonne
12	2nd class	SGS	24000	23540	3240	1320	37.6	12	14900	2896	13	99 seat
13	2nd class sleeper	SWGSCN	24000	23540	3240	1320	39.6	6	14900	2896	13	80/80
14	2nd class with disabled friendly compartment lug & brake van	SGSLRD	24000	23540	3240	1320	37.9	3.3	14900	2896	13	30-2nd 4- disabled
15	2nd class with disabled friendly compartment and brake van	SGSRD	24000	23540	3240	1320	37.9	3.3	14900	2896	13	69-sleeper 4- disabled
16	2nd class day coach	SSGCZ	24000	23540	3240	1320	42.4	8.8	14900	2896	13	86-seat
17	Non AC Pantry cum sleeper class	SWGCBN	24000	23540	3240	1320	40.2	6.2	14900	2896	13	40/40 12- pantry
18	Chair car (Non AC)	SWGSCZ	24000	23540	3240	1320	39.1	9.7	14900	2896	13	114-seat

Leading dimensions of LHB SG Variant coaches with FIAT bogies

Sl. No	Description	Code	Length over Buffers (mm)	Length Over Body (mm)	Overal l Width (mm)	Height of floor from RL (mm)	Tare Weight (T)	Carrying Capacity (T)	Bogie Centres (mm)	Wheel Base (mm)	Max. Axle Load (T)	Accommodation (Seating/ Sleeping)
1	AC Ist class Sleeper	LWGFAC	24000	23540	3240	1320	45.90	4.80	14900	2560	16.25	24 to SEAT/ SLEEP
2	AC 2 tier Sleeper	LWGACCW	24000	23540	3240	1320	48.00	7.04	14900	2560	16.25	54 to SEAT/ SLEEP
3	AC 3 tier Sleeper	LWGACCN	24000	23540	3240	1320	50.50	8.00	14900	2560	16.25	72 to SEAT/ SLEEP
4	Non-AC 3-Tier sleeper	LWGSCN	24000	23540	3240	1320	36.28	6.63	14900	2560	16.25	78 to SEAT/ SLEEP
5	Non-AC second class	LGS	24000	23540	3240	1320	35.29	15.20	14900	2560	16.25	99 to SEAT
6	A/C First class cum 2Tier sleeper	LWGFCWAC	24000	23540	3240	1320	---	---	14900	2560	16.25	---
7	A/C First class cum 3-Tier sleeper	LWGFCNAC	24000	23540	3240	1320	---	---	14900	2560	16.25	---
8	A/C 2-Tier cum 3-Tier	LWGCWNAC	24000	23540	3240	1320	---	---	14900	2560	16.25	---
9	Non-AC Second class Luggage cum Guard van	LGSLR	24000	23540	3053	1320	35.40	9.10	14900	2560	16.25	36 to SEAT

Leading dimensions of ICF type Garibrath coaches (EOG)

Sl. No	Description	Code	Length over Buffers (mm)	Length Over Body (mm)	Overall Width (mm)	Height of floor from RL (mm)	Tare Weight (T)	Carrying Capacity (T)	Bogie Centres (mm)	Wheel Base (mm)	Max. Axle Load (T)	Accommodation (Seating/ Sleeping)
1	AC SLEEPER 3 tier	WACCNH	22297	21337	3245	1313	44	5.12	14783	2896	16.25	74-sleep
2	AC chair car	WSCZACH	22297	21337	3245	1313	43.1	5.36	14783	2896	16.25	102-seat
3	Power car with disabled compartment	WRRMDAC	22297	21337	3245	1313	56.52	--	14783	2896	16.25	2- disabled 2-attendent
4	AC SLEEPER 3 TIER	WACCNH1	22297	21337	3245	1313	44	5.42 approx	14783	2896	16.25	78-sleep

Leading dimensions of LHB Variant coaches with FIAT bogies

Sl. No	Description	Code	Secondary Suspension (Coil/Air Spring)	Length over Buffers (mm)	Length Over Body (mm)	Overall Width (mm)	Height of floor from RL (mm)	Tare Weight (T)	Carrying Capacity (T)	Bogie Centres (mm)	Wheel Base (mm)	Max. Axle Load (T)	Accommodation (seating/ sleeping)
1	Non-AC second class	LWS	140 kN Air spring	24000	23540	3240	1320	43.2	13.00	14900	2560	16.25	passengers to seat -100
2	Non-AC second class	LS2	Coil Spring	24000	23540	3240	1320	43.19	13.00	14900	2560	16.25	200/16t
3	Non-AC second class	LS3	Coil Spring/ 140kN	24000	23540	3240	1320	43.0	13.00	14900	2560	16.25	passengers to seat -99
4	Non-AC second class	LS5	140 kN Air spring	24000	23540	3240	1320	43.19	13.00	14900	2560	16.25	passengers to seat -100
5	Non-AC second class	LS 5A	160 kN Air spring	24000	23540	3240	1320	41.19	13.00	14900	2560	16.25	passengers to seat -100
6	Non-AC Second class chair car	LWSCZ	Coil Spring	24000	23540	3240	1320	40.55	8.64	14900	2560	16.25	106 to seat
7	Non-AC Second class chair car	LWSCZ1	Coil Spring	24000	23540	3240	1320	41.60	8.64	14900	2560	16.25	102 to seat
8	Non-AC Second class chair car	LWSCZA	140 kN Air spring	24000	23540	3240	1320	43.29	8.64	14900	2560	16.25	102 to seat
9	Non-AC Second class chair car	LWSCZAA	160 kN Air spring	24000	23540	3240	1320	43.29	8.64	14900	2560	16.25	108 to seat
10	AC 2nd class chair car	LWSCZAC	Coil Spring	24000	23540	3240	1320	41.03	9.27	14900	2560	16.25	78 to seat
11	AC 2nd class chair car	LWSCZAC2	120 kN Air spring	24000	23540	3240	1320	41.03	9.27	14900	2560	16.25	78 to seat
12	AC Ist class chair car (executive chair car)	LWFCZAC	Coil Spring	24000	23540	3240	1320	41.37	7.36	14900	2560	16.25	56 to seat
13	AC Ist class chair car (executive chair car)	LWFCZAC2	120 kN Air spring	24000	23540	3240	1320	41.37	7.36	14900	2560	16.25	56 to seat
14	AC chair car double Decker	LWCZDAC	120 kN Air spring	24000	23540	3050	353/ 1320	49.15	10.24	14900	2560	16.25	120 to seat
15	AC chair car double Decker	LWSCZDAC1	120 kN Air spring	24000	23540	3053	353/ 1320	49.60	8.64	14900	2560	16.25	120 to seat
16	AC Vista Dome Chair Car	LWCTZAC	120 kN Air spring	24000	23540	3240	1320	45.07	4.64	14900	2560	16.25	44 to seat
17	Non-AC 3-Tier sleeper	LWSCN	Coil Spring	24000	23540	3240	1320	36.28	6.63	14900	2560	16.25	78 to seat/ sleep
18	Non-AC 3-Tier sleeper	LWSCN1	Coil Spring	24000	23540	3240	1320	41.63	--	14900	2560	16.25	80 to seat/ sleep
19	Non-AC 3-Tier sleeper	LWSCNA	140 kN Air spring	24000	23540	3240	1320	42.73	6.4	14900	2560	16.25	80 to seat/ sleep
20	Non-AC 3-Tier sleeper	LWSCNAA	160 kN Air spring	24000	23540	3240	1320	44.43	---	14900	2560	16.25	80 to seat/ sleep
21	AC Ist class SLEEPER	LWFAC	Coil Spring	24000	23540	3240	1320	43.30	1.92	14900	2560	16.25	24 to seat/ sleep

Sl. No	Description	Code	Secondary Suspension (Coil/Air Spring)	Length over Buffers (mm)	Length Over Body (mm)	Overall Width (mm)	Height of floor from RL (mm)	Tare Weight (T)	Carrying Capacity (T)	Bogie Centres (mm)	Wheel Base (mm)	Max. Axle Load (T)	Accommodation (seating/ sleeping)
22	AC Ist class SLEEPER	LWFAC2	120 kN Air spring	24000	23540	3240	1320	45.59	2.0	14900	2560	16.25	24 to seat/ sleep
23	A/C First class cum 2Tier sleeper	LWFCWAC	Coil Spring	24000	23540	3240	1320	47.35	3.20	14900	2560	16.25	ac 1 tier to seat/sleep -10 ac 2 tier to seat/sleep -28
24	A/C First class cum 2Tier sleeper	LWFCWACA	120 kN Air spring	24000	23540	3240	1320	47.05	3.20	14900	2560	16.25	ac 1 tier to seat/sleep -10 ac 2 tier to seat/sleep -28
25	AC 2 tier SLEEPER	LWACCW	Coil Spring	24000	23540	3240	1320	44.50	4.32	14900	2560	16.25	52 to seat/ sleep
26	AC 2 tier SLEEPER	LWACCW2	120 kN Air spring	24000	23540	3240	1320	44.49	4.32	14900	2560	16.25	52 to seat/ sleep
27	AC 3 tier SLEEPER	LWACCN	Coil Spring	24000	23540	3240	1320	45.60	5.76	14900	2560	16.25	72 to seat/ sleep
28	AC 3 tier SLEEPER	LWACCN2	120 kN Air spring	24000	23540	3240	1320	45.3	5.76	14900	2560	16.25	72 to seat/ sleep
29	AC 3 tier SLEEPER	LWACCNAA	160 kN Air spring	24000	23540	3240	1320	45.3	5.76	14900	2560	16.25	72 to seat/ sleep
30	Third AC economy coach	LWACCNE	160 kN Air spring	24000	23540	3240	1320	47.67	6.72	14900	2560	16.25	80 to seat /sleep
31	AC Hot buffet car	LWCBAC	Coil Spring	24000	23540	3240	1320	40.80	1.44	14900	2560	16.25	18 to seat/ sleep
32	AC Hot buffet car	LWCBAC2	120 kN Air spring	24000	23540	3240	1320	40.81	4.440	14900	2560	16.25	18 to seat/ sleep
33	AC Hot buffet car	LWCBACDQ	120 kN Air spring	24000	23540	3240	1320	43.61	---	14900	2560	16.25	40 to seat-dining
34	AC Inspection Carriage-Administrative.	LRAAC	120 kN Air spring	24000	23540	3240	1320	49.122	1.26	14900	2560	16.25	---
35	AC Track Recording Car	LRZAC	Coil Spring	24000	23540	3240	1320	40.0	---	14900	2560	16.25	04 to seat/ sleep
36	A/C First class cum 3-Tier sleeper	LWFCNAC	---	24000	23540	3240	1320	45.30	5.76	14900	2560	16.25	---
37	A/C 2-Tier cum 3-Tier	LWCWNAC	---	24000	23540	3240	1320	45.30	5.76	14900	2560	16.25	---
38	High capacity parcel van without luggage racks	LVPH	140 kN Air spring	24000	23540	3240	1320	33.50	24.00	14900	2560	16.25	24 t to carry
39	High capacity parcel van without luggage racks	LVPHR	140 kN Air spring	24000	23540	3240	1320	33.50	24.00	14900	2560	16.25	24 t to carry
40	Second class cum luggage and brake van with compartment for Divyangjan passengers	LSLRD	140 kN Air spring	24000	23540	3240	1320	48.84	8.82	14900	2560	16.25	other passengers to seat -31 Divyangjan passengers/ attendant to seat-6 Divyangjan

Sl. No	Description	Code	Secondary Suspension (Coil/Air Spring)	Length over Buffers (mm)	Length Over Body (mm)	Overall Width (mm)	Height of floor from RL (mm)	Tare Weight (T)	Carrying Capacity (T)	Bogie Centres (mm)	Wheel Base (mm)	Max. Axle Load (T)	Accommodation (seating/ sleeping)
													passengers/ attendant to sleep – 2+2
41	Second class cum luggage and brake van with compartment for Divyangjan passengers	LSLRDAA	160 kN Air spring	24000	23540	3240	1320	43.84	8.82	14900	2560	16.25	other passengers to seat -31 Divyangjan passengers/ attendant to seat – 6 Divyangjan passengers/attendant to sleep – 2+2
42	Power car with underslung DG set having compartment for luggage, second class unreserved passengers & disabled passengers	LDSLRA	140 kN Air spring	24000	23540	3240	1320	48.90	8.60	14900	2560	16.25	other passengers to seat -30 no. of pwds to seat – 6 no. of pwds to sleep -2 no. of attendants to sleep -2
43	Generator car	LWLRRM	Coil Spring	24000	23540	3240	1320	53.60	3.05	14900	2560	16.25	5 (4-crews & 1-guard)
44	Generator car	LWLRRM2	120 kN Air spring	24000	23540	3240	1320	54.90	4.380	14900	2560	16.25	5 (4-crews & 1-guard)
45	Non-AC EOG/HOG Brake, Luggage cum Generator Van (on board DA sets)	LWLRRMD	140 kN Air spring	24000	23540	3240	1320	53.60	---	14900	2560	16.25	divyangjan passengers/ attendant to seat – 9 divyangjan passengers/ attendant to sleep – 3+3
46	Non-AC SLR Coach with Under Slung DG set.	LWLRRMU	120 kN Air spring	24000	23540	3240	1320	40.0	---	14900	2560	16.25	5 (4-crews & 1-guard)

Leading dimensions of Vande Bharat Train Set (8/12/16 Car formation)

Sl. no.	Description	Code	Length over Buffers (mm)	Length Over Body (mm)	Overall Width (mm)	Height of floor from RL (mm)	Tare Weight (T)	Carrying Capacity (T)	Bogie Centres (mm)	Wheel Base (mm)	Max. Axle Load (T)	Accommodation (Seating/Sleeping)
1	DRIVING TRAILER CAR	DTC	24000	23100	3240	1320	48.615	4.327	14900	2700	17	Seat– 44 Loco Pilot – 02 Technical Crew – 03 Pantry Crew - 02
2	TRAILER CAR	TC	24000	23100	3240	1320	54.044	6.48	14900	2700	17	Seat– 78
3	NON DRIVING TRAILER COACH	(NDTC/ EC)	24000	23100	3240	1320	48.397	4.416	14900	2700	17	Passenger – 52
4	NON DRIVING TRAILER COACH	(NDTC/ EC2)	24000	23100	3240	1320	48.397	4.416	14900	2700	17	Passenger – 52 Pantry Crew - 02
5	MOTOR COACH	MC	24000	23100	3240	1320	54.703	6.48	14900	2700	17	Passenger – 78 Pantry Crew - 02
6	MOTOR COACH	MC2	24000	23100	3240	1320	54.703	6.48	14900	2700	17	Passenger – 78 Pantry Crew - 02

Leading dimensions of PUSH–PULL Train (Non AC LHB train with a rake comprising of maximum 22 (HOG/EOG) variant coaches with single WAP5/WAP7 Locomotive at front of rake and same Locomotive at rear of rake)

Sl. no.	Description	Code	Length over Buffers (mm)	Length Over Body (mm)	Overall Width (mm)	Height of floor from RL (mm)	Tare Weight (T)	Carrying Capacity (T)	Bogie Centres (mm)	Wheel Base (mm)	Max. Axle Load (T)	Accommodation (Seating/Sleeping)
1	LHB Non-AC Second class sleeper coach (Push Pull rake)	LWSCNPP	24000	23540	3240	1320	44.0	---	14900	2560	16.25	80 to seat /sleep
2	LHB Non-AC Second class GS coach (Push Pull rake)	LWSPP	24000	23540	3240	1320	43.4	---	14900	2560	16.25	100 to seat
3	LHB Non-AC Second class cum luggage & Brake van with compartment for Divyangjan passengers (Push Pull rake)	LSLRDPP	24000	23540	3240	1320	---	---	14900	2560	16.25	other passengers to seat -31 Divyangjan passengers/ attendant to seat – 6 Divyangjan passengers/ attendant to sleep – 2+2

MEMU Technical details

Sl. No	Details of MEMU & EMU	Conv. MEMU (Steel Spring)	Conv. MEMU (Air Spring)	3-Phase MEMU (on Board) IGBT based Propulsion (MEDHA)	3-Phase MEMU (Under Slung) IGBT based propulsion (MEDHA)	3-Phase MEMU (on Board) IGBT based propulsion (BT)
1	Service	Coaching	Coaching	Coaching	Coaching	Coaching
2	Lenth (mm)	21337	21337	21337	21337	21337
3	Height (mm)	4255	4255	4255	4255	4255
4	Weight (in tons)	60	60	60	60	60
5	Horse power	900 (TM – 4601) 1120- (4303/C1005)	900 (TM – 4601) 1120- (4303/C1005)	1450	1450	1450
6	Maximum Speed Certified by RDSO	100	105	100	110	110
7	Maximum speed sanctioned by CRS/GM	100	105	100	110	110
8	Axle load (in Tons)	MC : 20.32T TC : 16.25 T	MC : 20.32T TC : 16.25 T	MC : 18.135T TC : 14.633 T	MC : 19.124 T TC 7 : 16.816 T TC 8 :17.103	MC : 18.35T TC : 14.00 T
9	Type of Propulsion	Conventional (Tap Changer & DC Traction Motors)	Conventional (Tap Changer & DC Traction Motors)	IGBT	IGBT	IGBT
10	Type of Suspension	Steel Spring	Air Spring	Air Spring	Air Spring	Air Spring
11	Tractive effort (in Tons)	9.6	9.6	14.27	14.28	13.4
12	Traction motor type	DC series motor	DC series motor	3 Phase Squirrel Cage Induction Motor	3 Phase Squirrel Cage Induction Motor	3 Phase Squirrel Cage Induction Motor
13	Dynamic brake	No	No	Regenerative	Regenerative	Regenerative
14	Gear ratio	1:4.55	1:4.55	23:103	23:103	23:103
15	Brake system	EP brake system	EP brake system	EP brake system	EP brake system	EP brake system
16	No.of motors	04	04	04	04	04
17	Passenger Seating Capacity (per Motor Coach)	65	65	55	84	65
18	Passenger Standing Capacity (per Motor Coach)	150	150	171	195	142
19	Passenger Seating Capacity (per Trailer Coach)	80	80	84	96	80
20	Passenger Standing Capacity (per Trailer Coach)	200	200	241	247	245

EMU Technical details

Sl. No	Details of MEMU & EMU	Conv. EMU (Air Spring)	3-Phase EMU (On Board) IGBT based propulsion (MEDHA)
1	Service	Coaching	Coaching
2	Lenth (mm)	21521	21521
3	Height (mm)	4398	4398
4	Weight (in tons)	60	60
5	Horse power (in HP)	900	1450
6	Maximum Speed Certified by RDSO	105	105
7	Maximum speed sanctioned by CRS/GM	100	105
8	Axle load (in Tons)	20	20
9	Type of Propulsion	Conventional (Tap Changer & DC Traction Motors)	IGBT
10	Type of Suspension	Air Spring	Air Spring
11	Tractive effort (in Tons)	9.6	13.76
12	Traction motor type	DC series motor	3 Phase Squirrel Cage Induction Motor
13	Dynamic brake	No	Regenerative
14	Gear ratio	1:4.55	23:103
15	Brake system	EP brake system	EP brake system
16	No.of motors	04	04
17	Passenger Seating Capacity (per Motor Coach)	80	93
18	Passenger Standing Capacity (per Motor Coach)	197	433
19	Passenger Seating Capacity (per Trailer Coach)	84 (C coach) 76 (D coach)	93 (DTC) 104 (TC) 110 (NDTC)
20	Passenger Standing Capacity (per Trailer Coach)	272 (C coach) 277 (D coach)	433 (DTC) 449 (TC) 402 (NDTC)

Technical details of Diesel Loco Parameters

Sl No	Description	WDM2	WDM 3A	WDG 3A	WDP1	WDM3D		WDM 3F	WDG4	WDP4	WDP4B	WDP4D	WDG 4D	WDG 4G (Dual cab)	WDG 6G
						*	#								
1	Induction in IR	1960	1995-96	1995-96	1998-99	2003	2009	2009	2000-01	2001-02	2001-02	2001-02	2001-02	2021	2021
2	Service	Mixed	Mixed	Freight	Coaching	Mixed		Mixed	Freight	Coaching	Coaching	Coaching	Freight	Freight	Freight
3	Length in mm (over Buffers)	17120	17145	19132	16092	18632		19920	21240	21240	19182	21700	22982	22573	22319
4	Width in mm	3010	3010	3016	3016	3090		3084	3070	3070	3000	3050	3050	3200	3250
5	Height in mm	4185	4185	4162	4162	4265		4265	4220	4220	4185	4211	4258	4227	4227
6	Buffer height from Rail (mm)	1090	1090	1090	1090	1090		1090	1090	1090	1090	1090	1090	1090	1090
7	Weight in working order (t)	112.8	112.8	123.6	80	117	118.2	120	126	117	121	123	130.2	132	138
8	Axle Load in (t)	18.8	18.8	20.5	20	19.5	19.7	20	21	19.5	20.2	20.5	21.7	22	23
9	Adhesion in %	27	27	33	25	33			42	42	42	42	42	42	42
10	Type of bogie & Wheel arrgt.	Trimount CO-CO type, 2 side bearers, 1 centre pivot		Bolsterless high adhesion HAHS Co-Co type, 4 side load pads, 1cent pivot	Bolster less BO-Bo type, Flexi coil (side spring groups, centre pivot)	Bolsterless high adhes HAHS Co-Co type, 4 side load pads, 1 center pivot			Bolsterless high adhes HTSC CO-CO type, 4 side load pads, 1 centre pivot	Bolsterless high adhes HTSC A-A-1,1-A-A type, 4 side load pads, 1centre pivot	Bolsterless high adhes HTSC CO-CO type, 4 side load pads, 1centre pivot	Bolsterless high adhes HTSC CO-CO type, 4 side load pads, 1centre pivot	Bolsterless high adhes HTSC CO-CO type, 4 side load pads, 1centre pivot	CO-CO fabricated type, 4 side load pads,	CO-CO fabricated type, 4 side load pads,
11	Bogie Structure	Cast steel	Cast steel	Fabricated	Fabricated	Fabricated			Cast steel (HTSE)	Cast steel (HTSE)	Cast steel (HTSE)	Cast steel (HTSE)	Cast steel (HTSE)	fabricated high adhesion	fabricated high adhesion
12	Weight transfer	C.P 60% S.B 40%	C.P 60% S.B 40%	Side load pads 100%	Side spring group 100%	Side load pads 100%			Side load pads 100%	Side load pads 100%	CP/side springs	Side load pads 100%	Side load pads 100%	Side load pads 100%	Side load pads 100%
13	Tractive effort in Kgs - Max.	30450	30450	40600	20000	38610		38500	53000	27550	39200	39200	540 KN	54.4t	58.1

Sl No	Description	WDM2	WDM 3A	WDG 3A	WDP1	WDM3D *	WDM3D #	WDM 3F	WDG4	WDP4	WDP4B	WDP4D	WDG 4D	WDG 4G (Dual cab)	WDG 6G
14	Tractive effort in Kgs -Cont.	24600	28050	31920	16400	25950		----	40774	20377	30570	30570		405KN	420KN
15	Maximum rated speed Kmph	120	120	105	120	120			105	160	135	135	100	100	100
16	Min.continues speed in KMPH	18	22.8	20	29	26.1		----	20	22.5	22.5	22.5	22.5	----------	----------
17	Fuel oil capacity in Liters	5000	5000	6000	3000	6000		----	6000	4000	5000	5000	6000	6000	8000
18	Lube oil capacity in Liters	1070	1270		760	1270		----	950	1073	1073	1073	1073	2400	2400
19	Cooling water capacity in Ltrs	1210	1210	1210	1210	1210	1210	----	1045	1045	1045	1045	1045	1249	1468
20	Sand cap.(cu.m)/ No.of boxes	0.40/4	0.16m^3/4			0.16m^3/4		----	0.04/8	0.028/8	0.028/8	0.028/8	0.028/8	0.085/8	0.085/8
21	Rated HP of Eng	2600	3100	3100	2300	3300		3600	4500	4000	4500	4500	4500	4500	6000
22	HP available for traction	2400	2750		2000	2950		2750	3726	3726	4150	4150	4150	4260	5686
23	Engine RPM idle	400			350	400			269/200	269/200	269/200	269/201	269/200	440	440
24	Engine RPM Max	1000	1050		1000	1050			904	904	954	954	954	1050	1050
25	Engine RPM during OSTA tripping	1110-1150	1160-1200	1180-1220	1110-1150	1180-1220			4000HP-1035-1050 4500HP-1085-1100	1085-1100	1085-1100	1085-1100	1085-1100	1150	1150
26	Type of Transmission	DC/DC	AC/DC	AC/DC	AC/DC	AC/DC		AC/DC	AC/AC	AC/AC	AC/AC	AC/AC	AC/AC	AC/AC	AC/AC
27	Type of Turbo	720 A, ABB/Napier	ABB/Napier		ABB/Napier	GE 7S 1716 / ABB TPR-61			EMD Model G		EMD Model G	EMD Model G	EMD Model G	GE Model no.7S1712	GE Model no. 7S1408D5/D9

Sl No	Description	WDM2	WDM 3A	WDG 3A	WDP1	WDM3D *	WDM3D #	WDM 3F	WDG4	WDP4	WDP4B	WDP4D	WDG 4D	WDG 4G (Dual cab)	WDG 6G
28	Type of Engine Governor	GE/WW	GE/WW EDC		PGEV	PGEV		----------	WW	WW	WW	WW	WW	EUI	EUI
29	Traction motor isolation	Individual motors can be isolated	Individual motors can be isolated	Individual motors can be isolated	Individual motors can be isolated	Individual motors can be isolated		Individual motors can be isolated	**EMD/Siemens**-Full truck to be isolated in which deffective motor is available **Medha-** Individual motor	**EMD/Siemens**-Full truck to be isolated in which deffective motor is available **Medha-** Individual motor	**EMD/Siemens**-Full truck to be isolated in which deffective motor is available **Medha-** Individual motor	**EMD/Siemens**-Full truck to be isolated in which deffective motor is available **Medha-** Individual motor	**EMD/Siemens**-Full truck to be isolated in which deffective motor is available **Medha-** Individual motor	Individual motor	Individual motor
30	No.of transitions	3	1	1	0	2		**----**	0	0	0	0	0	0	0
31	Traction motor arrange-ment	LLR/LRR	LLR/LRR	LLL/RRR	LR/RL	LLR/LRR		LLL/RRR	LLL/RRR	LL/RR	LLL/RRR	LLL/RRR	LLL/RRR	LLL/RRR	LLL/RRR
32	No.of T.M's	6			4	6			6	4	6	6	6	6	6
33	Gear ratio	18/65		18/74	18/65	18/65			17/90	17/77	17/77	17/77	17/90	18/85	16/85
34	Engine cranking done by	Traction Generator	Exciter & Auxliary generator		Exciter & Auxliary generator				2 DC Startor motors	2 DC Startor motors	2 DC Startor motors	2 DC Startor motors	2 DC Startor motors	Starter motor	Starter motor
35	Brake system	28 LAV-1	IRAB-1		28LAV-1	IRAB-1			CCB	CCB	CCB	CCB	CCB	EAB	EAB
36	Dynamic brake facility	Available			Not Available	Available			Available	Available	Available	Available	Available	Available	Available
37	Dynamic brake working in case of traction motor isolation	Can not be used			**----------**	Can not be used			Effective for one truck	Effective for one truck	Effective for one truck	Effective for one truck	Effective for one truck	Effective for remaining TMs	Effective for remaining TMs
38	Dynamic braking force	22.0t	22.0t	21.0t	----------	17.94t		19.8	26.25t	16.3t	26.25t	26.25t	27t	27.52t	29.15t

*** With Equal beam** **# Without Equal beam**

WAGON DATA (ALL TYPE OF WAGONS)

Sl.No.	Type of wagon/ Description	Length over Hd. Stock in mm	Length over buffer/ couplers in mm	Length inside in mm	Width inside/overall in mm	Height inside/from rail in mm	Bogie Centers in mm	Journal Centers in mm	Wheel Dia On tread in mm	Nominal Max. axle load in tonnes	Tare in tonnes	Pay Load in tonnes	Ratio pay Load /Tare	Gross Load in tonnes	No. of wagons per rake	Throughput per rake in tonnes	Loading Density - tonne/m3	Cubic Capacity in Cu.m	Speed (Load/Empty) in kmph	Type of Coupler	Type of Bearing.	Braking system (Air/Vacuum)
1	BOXNM1-22.32t	9784	10713	9784	2950/3200	1950/3233	6524	2260	1000	22.32	22.53	66.75	2.96	89.28	58	3871	8.33	56.29	60/80	CBC	CTRB	A
2	BOXNM1-22.82t	9784	10713	9784	2950/3200	1950/3233	6524	2260	1000	22.82	22.53	68.75	3.01	91.28	58	3987	8.52	56.29	60/80	CBC	CTRB	A
3	BOXNM2-22.82t	9784	10713	9784	2950/3200	1950/3233	6524	2260	1000	22.82	22.53	68.75	3.01	91.28	58	3987	8.52	56.29	75/100	CBC	CTRB	A
4	BOXNHS-20.32t	9784	10713	9784	2950/3200	1950/3233	6524	2260	1000	20.32	22.51	58.77	2.61	81.28	58	3410	7.59	56.29	100/100	CBC	CTRB	A
5	BOXNHSM1-22.32t	9784	10713	9784	2950/3200	1950/3233	6524	2260	1000	22.32	22.53	66.75	2.96	89.28	58	3871	8.33	56.29	60/90	CBC	CTRB	A
6	BOXNHSM1-22.82t	9784	10713	9784	2950/3200	1950/3233	6524	2260	1000	22.82	22.53	68.75	3.05	91.28	58	3987	8.52	56.29	60/80	CBC	CTRB	A
7	BOXNHSM2-22.82t	9784	10713	9784	2950/3200	1950/3233	6524	2260	1000	22.9	22.53	69.07	3.06	91.6	58	4006	8.59	56.29	75/100	CBC	CTRB	A
8	BOXNHA-22.82t	9784	10713	9784	2950/3200	2175/3450	6524	2260	1000	22.82	23.17	68.11	2.94	91.28	58	3950	8.52	62.8	75/100	CBC	CTRB	A
9	BOXNHAM-22.82t	9784	10713	9784	2950/3200	1950/3233	6524	2260	1000	22.82	23.1	68.18	2.95	91.28	58	3954	8.52	56.28	75/100	CBC	CTRB	A
10	BOXNHL-22.9t	10034	10963	10034	3022/3250	2028/3301	6690	2260	1000	22.9	20.52	71.08	3.46	91.6	58	4123	8.35	61.5	75/100	CBC	CTRB	A
11	BOXNHL-25t	10034	10963	10034	3022/3250	2028/3301	6690	2260	1000	25	20.52	79.48	3.87	100	58	4610	9.12	61.5	45/100	CBC	CTRB	A
12	BOXNEL-25t	9784	10713	9784	2950/3200	1950/3233	6524	2260	1000	25	22.77	77.23	3.39	100	59	4556	9.33	56.29	45/85	CBC	CTRB	A
13	BOXNS-22.9t	9784	10713	9784	3111/3135	2300/3581	6524	2260	840	22.9	19.85	71.75	3.615	91.6	59	4322.25	8.55	69.36	75/100	CBC	CTRB	A
14	BOXNS-25t	9784	10713	9784	3111/3135	2300/3581	6524	2260	840	25	19.85	80.15	4.04	100	59	4729	9.33	69.36	45/100	CBC	CTRB	A
15	BOXNRM2	9784	10713	9784	2954/3176	2127/3408	6524	2260	1000	22.9	21.2	70.4	3.32	91.6	58	4083	8.55	61.47	75/100	CBC	CTRB	A
16	BOXNRHS-22.9t	9784	10713	9784	2954/3176	2127/3408	6524	2260	1000	22.9	21.2	70.4	3.32	91.6	58	4083	8.55	61.47	75/100	CBC	CTRB	A

Sl.No.	Type of wagon/ Description	Length over Hd. Stock in mm	Length over buffer/ couplers in mm	Length inside in mm	Width inside/overall in mm	Height inside/from rail in mm	Bogie Centers in mm	Journal Centers in mm	Wheel Dia On tread in mm	Nominal Max. axle load in tonnes	Tare in tonnes	Pay Load in tonnes	Ratio pay Load /Tare	Gross Load in tonnes	No. of wagons per rake	Throughput per rake in tonnes	Loading Density - tonne/m3	Cubic Capacity in Cu.m	Speed (Load/Empty) in kmph	Type of Coupler	Type of Bearing.	Braking system (Air/Vacuum)
17	BOXNLWM2-22.82t	9784	10713	9784	3022/3250	1990/3263	6524	2260	1000	22.82	20.52	70.76	3.45	91.28	58	4104	8.52	58.84	75/100	CBC	CTRB	A
18	BOST-20.32t	12800	13729	12800	2850/3100	1805/3077	8800	2260	1000	20.32	25.5	55.78	2.19	81.28	45	2510.1	5.92	65.79	75/80	CBC	CTRB	A
19	BOST-22.9t	12800	13729	12800	2850/3101	1805/3077	8800	2260	1000	22.9	25.5	66.1	2.59	91.6	46	3040.6	6.67	65.79	50/80	CBC	CTRB	A
20	BOSTM1-22.32	12800	13729	12800	2850/3100	1805/3077	8800	2260	1000	22.32	25.5	63.78	2.5	89.28	45	2870	6.5	65.79	60/65	CBC	CTRB	A
21	BOSTHS-20.32t	12800	13729	12800	2850/3100	1805/3078	8800	2260	1000	20.32	25.5	55.78	2.19	81.28	45	2510.1	5.92	65.79	75/100	CBC	CTRB	A
22	BOSTHSM1-22.9t	12800	13729	12800	2850/3100	1805/3080	8800	2260	1000	22.9	25.5	66.1	2.59	91.6	46	3040.6	6.67	65.79	60/80	CBC	CTRB	A
23	BOSTHSM2-22.32t	12800	13729	12800	2850/3100	1805/3078	8800	2260	1000	22.32	25.5	63.78	2.5	89.28	45	2933	6.5	65.79	75/100	CBC	CTRB	A
24	BOSTHSM3-22.32t	12800	13729	12800	2850/3100	1805/3078	8800	2260	1000	22.32	25.3	64.03	2.54	89.28	45	2933	6.5	65.79	75/100	CBC	CTRB	A
25	BOMN-16.4t	18460	19724	18460	3100/3200	1275	13890	2260	1000	16.4	29.78	35.85	1.2	65.62	31	-	3.324	-	75/75	CBC	CTRB	A
26	BCNM1-22.32t	14500	15429	14494	2944/3100	2446/3789	10000	2260	1000	22.32	27.2	62.08	2.28	89.28	40	2483	5.79	104	60/80	CBC	CTRB	A
27	BCNM1-22.82t	14500	15429	14494	2944/3100	2446/3789	10000	2260	1000	22.82	27.2	64.08	2.36	91.28	40	2563	5.92	104	60/80	CBC	CTRB	A
28	BCNM2-22.82t	14500	15429	14494	2944/3100	2446/3789	10000	2260	1000	22.82	27.2	64.08	2.36	91.28	41	2627.28	5.92	104	75/100	CBC	CTRB	A
29	BCNHSM1-22.32t	14500	15429	14494	2944/3100	2446/3786	10000	2260	1000	22.32	27.2	62.08	2.28	89.28	41	2545	5.79	104	60/90	CBC	CTRB	A
30	BCNHSM1-22.82t	14500	15429	14494	2944/3100	2446/3786	10000	2260	1000	22.82	27.2	64.08	2.36	91.28	41	2627	5.92	104	75/90	CBC	CTRB	A
31	BCNHL-22.9t	10034	10963	10034	3345/3450	3024/4305	7153	2260	1000	22.9	20.8	70.8	3.4	91.6	58	4106	8.35	92.54	75/70	CBC	CTRB	A
32	BCNAM1-22.32t	13521	14450	13515	2944/3200	2677/4017	9500	2260	1000	22.32	24.6	64.73	2.63	89.28	44	2848	6.18	103.4	60/80	CBC	CTRB	A
33	BCNAM1-22.82t	13521	14450	13515	2944/3200	2677/4017	9500	2260	1000	22.82	24.6	66.73	2.71	91.28	44	2936	6.32	103.4	60/80	CBC	CTRB	A
34	BCNAHS-	13521	14450	13515	2944/3	2677/	9500	2260	1000	20.32	24.6	56.73	2.3	81.28	43	2439	5.625	103.4	100/100	CBC	CTRB	A

Sl.No.	Type of wagon/ Description	Length over Hd. Stock in mm	Length over buffer/ couplers in mm	Length inside in mm	Width inside/overall in mm	Height inside/from rail in mm	Bogie Centers in mm	Journal Centers in mm	Wheel Dia On tread in mm	Nominal Max. axle load in tonnes	Tare in tonnes	Pay Load in tonnes	Ratio pay Load /Tare	Gross Load in tonnes	No. of wagons per rake	Throughput per rake in tonnes	Loading Density - tonne/m3	Cubic Capacity in Cu.m	Speed (Load/Empty) in kmph	Type of Coupler	Type of Bearing.	Braking system (Air/Vacuum)
	20.32t				200	4017																
35	BCNAHSM1-22.32	13521	14450	13515	2944/3200	2677/4017	9500	2260	1000	22.32	24.6	64.73	2.63	89.28	43	2783	6.18	103.4	60/100	CBC	CTRB	A
36	BCNAHSM1-22.82t	13521	14450	13515	2944/3200	2677/4017	9500	2260	1000	22.9	24.6	67	2.72	91.6	43	2881	6.34	103.4	75/100	CBC	CTRB	A
37	BCNAHSM2-22.82t	13521	14450	13515	2944/3200	2677/4017	9500	2260	1000	22.82	24.6	66.98	2.71	91.6	44	2947	6.32	103.4	75/100	CBC	CTRB	A
38	BCBFG	11861	12790	11770	3140/3250	/4260	8661	2260	1000	21.82	25.96	61.32	2.36	87.28	48	2942	6.82	81.76	75/75	CBC	CTRB	A
39	BCCNR-A-10.5t	19071	20000	-	2895/3150	/4265	13621	2260	840	10.5	28.3	13.7	0.484	42	12	164.4	2.1	-	75/75	CBC	CTRB	A
40	BCCNR-B-10.5t	19071	20000	-	2895/3150	/4265	13621	2260	840	10.5	28.3	13.7	0.484	42	18	246.6	2.1	-	75/75	CBC	CTRB	A
41	BCACM-A-8.28t	13625	14569	-	/2600	4305	9675	2260	810	8.28	26.3	6.825	0.259	33.125	_	_	2.27	_	100/100	CBC	CTRB	A
42	BCACM-B-7.9t	12212	13171	-	/2600	4305	8812	2260	810	7.906	24.8	6.825	0.275	31.625	_	_	2.4	_	100/100	CBC	CTRB	A
43	BCACBM-A – 12.715	22626	23555	_	/2900	/4305	14345	2260	840	12.715	35.86	15	0.418	50.86	6	_	2.16	_	90/90	CBC	CTRB	A
44	BCACBM-B-12.680t	22626	23555	_	/2900	/4305	14345	2260	840	12.68	35.72	15	0.419	50.72	21	_	2.15	_	90/90	CBC	CTRB	A
45	BCFC-22.32	9784	10713	10084	3128/3245	/4165	6684	2260	1000	22.32	22	67.3	3.06	89.3	58	3904	8.335	72.8	60/65	CBC	CTRB	A
46	BCFCM-22.9	9784	10713	10084	3128/3245	/4265	6684	2260	1000	22.9	23.1	68.5	2.97	91.6	59	4041.5	8.55	78.98	60/100	CBC	CTRB	A
47	BCFCM1-22.9	9784	10713	10084	3128/3245	/4265	6684	2260	1000	22.9	23.1	68.5	2.97	91.6	59	4041.5	8.55	78.98	75/100	CBC	CTRB	A
48	BRN-20.32	13716	14645	13716	2845	-	9144	2260	1000	20.32	24.39	56.88	2.33	81.28	42	2389	5.55	-	65/65	CBC	CTRB	A
49	BRN-22.9t	13716	14645	13716	2930	-	9144	2260	1000	22.9	23.3	68.3	2.93	91.6	42	2868	5.42	-	65/65	CBC	CTRB	A
50	BRN-22.9M1	13716	14645	13716	2930	-	9144	2260	1000	22.9	23.3	68.3	2.93	91.6	42	2868	5.42	-	75/100	CBC	CTRB	A
51	BRNA-20.32	13716	14645	13716	2845	2544	9144	2260	1000	20.32	23.54	57.73	2.452	81.28	42	-	5.55	-	75/80	CBC	CTRB	A
52	BRNM1-20.32t	13716	14645	13716	2845	-	9144	2260	1000	20.32	24.39	56.88	2.33	81.28	42	-	5.55	-	100/100	CBC	CTRB	A
53	BRNAM1-20.32t	13716	14645	13716	2845	2544	9144	2260	1000	20.32	23.54	57.73	2.452	81.28	42	-	5.55	-	100/100	CBC	CTRB	A
54	BRNAHS-	13716	14645	13716	2845	2544	9144	2260	1000	20.32	23.54	57.73	2.452	81.28	42	-	5.55	-	100/100	CBC	CTRB	A

Sl.No.	Type of wagon/ Description	Length over Hd. Stock in mm	Length over buffer/ couplers in mm	Length inside in mm	Width inside/overall in mm	Height inside/from rail in mm	Bogie Centers in mm	Journal Centers in mm	Wheel Dia On tread in mm	Nominal Max. axle load in tonnes	Tare in tonnes	Pay Load in tonnes	Ratio pay Load /Tare	Gross Load in tonnes	No. of wagons per rake	Throughput per rake in tonnes	Loading Density - tonne/m3	Cubic Capacity in Cu.m	Speed (Load/Empty) in kmph	Type of Coupler	Type of Bearing.	Braking system (Air/Vacuum)
	20.32t																					
55	BRHNEHS-20.32t	13716	14998	13716	3049	2008	9144	2260	1000	20.32	22.6	58.68	2.596	81.28	41	-	5.419	-	65/65	CBC	CTRB	A
56	BRHNEHSM1-20.32t	13716	14998	13716	3049	2008	9144	2260	1000	20.32	22.6	58.68	2.596	81.28	41	-	5.419	-	100/95	CBC	CTRB	A
57	BRSTN-20.32t	13716	14998	13716	3200	1264	9144	2260	1000	20.32	25.01	56.27	2.25	81.28	41	-	5.419	-	80/75	CBC	CTRB	A
58	BFNS-20.32t	13716	14645	13716	3045	2772	9144	2260	1000	20.32	26.71	54.57	2.043	81.28	42	-	5.55	-	75/80	CBC	CTRB	A
59	BFNS-22.9t	13716	14645	13716	3045	2772	9144	2260	1000	22.9	26.71	64.89	2.429	91.6	42	-	6.25	-	60/60	CBC	CTRB	A
60	FLATCOIL3-22.9t	13716	14645	13716	3045	2776	9144	2260	1000	22.9	26.71	64.89	2.429	91.6	43	-	6.25	-	75/100	CBC	CTRB	A
61	BFNSM-22.9t	10034	10963	-	2945	1791	6690	2260	1000	22.9	23.6	68	2.88	91.6	58	3944	8.35	-	60/60	CBC	CTRB	A
62	BFNSM1-22.9t	10034	10963	-	2945	1791	6690	2260	1000	22.9	22	69.6	3.16	91.6	58	4036	8.35	-	75/95	CBC	CTRB	A
63	BFNV-22.9t	10034	10963	-	2800	-	6690	2260	840	22.9	22	69.6	3.16	91.6	58	4036.8	8.355	-	60/100	CBC	CTRB	A
64	BTALNM1 (20.03t)	16600	17529	16325	/3050	/4265	11570	2260	1000	20.03	47.97	32.13	0.67	80.1	33	-	-	60.663	90/100	CBC	CTRB	A
65	BTAPM1 (21.82t)	11400	12329	-	/3200	/4350	8300	2260	1000	21.92	27.32	60.36	2.21	87.68	47	-	7.11	62	60/65	CBC	CTRB	A
66	BTPN	11491	12420	11434	2850	/4265	8391	2260	1000	20.32	27	54.28	2.01	81.28	47	2552	6.54	67.58	75/80	CBC	CTRB	A
67	BTPNM1 (20.32t)	11491	12420	11434	2850	/4265	8391	2260	1000	20.32	27	54.28	2.01	81.28	47	2552	6.54	67.58	80/100	CBC	CTRB	A
68	BTPGLN-19.8t	18000	18929	17960	2400/3049	2400/4285	12970	2260	1000	19.8	41.6	37.6	0.9	79.2	31	-	4.184	79.48	90/90	CBC	CTRB	A
69	BTFLN-20.32t	11491	12420	11522	2950/3191	2950/4358	8391	2260	1000	20.32	23.33	57.95	2.48	81.28	47	2724	6.54	76	65/65	CBC	CTRB	A
70	BTFLNM1-20.32t	11491	12420	11522	2950/3191	2950/4359	8391	2260	1000	20.32	23.53	57.75	2.45	81.28	47	2714.25	6.54	76	85/100	CBC	CTRB	A
71	BTCS	9784	10713	9760	2300/2834	2300/4110	6524	2260	1000	20.32	24.77	55.28	2.23	81.28	-	-	7.59	38.75	60/60	CBC	CTRB	A
72	BLC-A (S.S)	13625	14566	-	/2438	3893 *	9675	2260	840	20.32	19.1	61	3.19	80.1	18	1098	5.5	-	100/100	CBC/ SDB	CTRB	A
73	BLC-B (S.S)	12212	13165	-	/2438	/3893 *	8812	2260	840	20.32	18.1	61	3.39	79	27	1647	6	-	100/100	SDB	CTRB	A

Sl.No.	Type of wagon/ Description	Length over Hd. Stock in mm	Length over buffer/ couplers in mm	Length inside in mm	Width inside/overall in mm	Height inside/from rail in mm	Bogie Centers in mm	Journal Centers in mm	Wheel Dia On tread in mm	Nominal Max. axle load in tonnes	Tare in tonnes	Pay Load in tonnes	Ratio pay Load /Tare	Gross Load in tonnes	No. of wagons per rake	Throughput per rake in tonnes	Loading Density - tonne/m3	Cubic Capacity in Cu.m	Speed (Load/Empty) in kmph	Type of Coupler	Type of Bearing.	Braking system (Air/Vacuum)
74	BLCS-A-22.32t(S.S)	13625	14554	-	/2438	3893 *	9675	2260	840	25	19.2	80.8	4.21	100	18	1454.4	6.87	-	60/65	CBC/ SDB	CTRB	A
75	BLCS-B 22.32t(S.S)	12212	13141	-	/2438	/3893 *	8812	2260	840	25	18.1	81.9	4.52	100	27	2211.3	7.6	-	60/65	SDB	CTRB	A
76	BLC & BLCM A Car (DSDC)	13625	14566	-	2600	/4877	9675	2260	840	20.32 & 22	19.1	62.18 &68. 9	3.25 & 3.6	81.28 & 88	18	1463 & 1584	5.58 & 6.04	-	65/65	CBC/ SDB	CTRB	A
77	BLC & BLCM B Car (DSDC)	12212	13165	-	2600	/4877	8812	2260	840	20.32 & 22	18	63.28 & 70	3.51 & 3.89	81.28 & 88	27	1708.5 & 1891	6.17 & 6.68	-	65/65	SDB	CTRB	A
78	BLL-A (S.S)	15220	16161	-	/2438	3/893 *	10700	2260	840	20.32	19.8	61	3.08	80.8	16	976	5	-	100/100	CBC/ SDB	CTRB	A
79	BLL-B (S.S)	13810	14763	-	/2438	/3893 *	9810	2260	840	20.32	19	61	3.21	80	24	1464	5.42	-	100/100	SDB	CTRB	A
80	BLSS-A (S.S) (22.9t)	13607.5	14537	13607.5	2480	/3893 *	9657.5	2260	840	25	18.85	72.75	3.8594	91.6	4	291	6.3	-	65/65	CBC/ SDB	CTRB	A
81	BLSS-B (S.S) (22.9t)	12177	13106	13106	2480	/3893 *	8777	2260	840	20.32	17.6	74	4.2045	91.6	44	3256	5.6463	-	65/65	SDB	CTRB	A
82	BWTB	15510	16792	-	/3048	1306	11850	2260	1000	22.9	31.21	60.39	1.93	91.6	-	-	5.45	-	65/65	CBC	CTRB	A
83	BVZI	13540	14469	-	/3200	2448/ 3894	9026	-	915	5.875	23.5	-	-	-	1	-	1.624	-	-/100	CBC	SRB	A
84	BVZC	8540	9469	-	/3200	/3894	5400	2240	1000	7	13.97	-	-	-	1	-	1.499	-	-/100	CBC	RB	A
85	BVCM	9784	10713	_	/3200	/3894	6524	2260	1000	20.32	21.10	-	-	-	1	-	1.97	-	-/100	CBC	CTRB	A
86	BOBR/ BOBRM1	10671	11600	8732	3340/3 500	2461/ 3735	7571	2260	1000	22.32	26.4	62.88	2.38	89.28	53	3333	7.7	57.2	60/75	CBC	CTRB	A
87	BOBRN	9671	10600	9327	3340/3 500	2466/ 3735	6790	2260	1000	20.32	25.61	55.67	2.174	81.28	58	3229	7.67	56.78	70/75	CBC	CTRB	A

Sl.No.	Type of wagon/ Description	Length over Hd. Stock in mm	Length over buffer/ couplers in mm	Length inside in mm	Width inside/overall in mm	Height inside/from rail in mm	Bogie Centers in mm	Journal Centers in mm	Wheel Dia On tread in mm	Nominal Max. axle load in tonnes	Tare in tonnes	Pay Load in tonnes	Ratio pay Load /Tare	Gross Load in tonnes	No. of wagons per rake	Throughput per rake in tonnes	Loading Density - tonne/m3	Cubic Capacity in Cu.m	Speed (Load/Empty) in kmph	Type of Coupler	Type of Bearing.	Braking system (Air/Vacuum)
88	BOBRNM1	9671	10600	9327	3340/3500	2466/3735	6790	2260	1000	22.9	25.61	65.99	2.5767	91.6	58	3827.42	8.65	56.78	65/80	CBC	CTRB	A
89	BOBRNHS	9671	10600	9327	3340/3500	2466/3735	6790	2260	1000	20.32	25.61	55.67	2.173	81.28	58	3228.86	7.67	56.78	100/100	CBC	CTRB	A
90	BOBRNHSM 1 - 22.9t	9671	10600	9327	3340/3500	2466/3735	6790	2260	1000	22.9	25.61	65.99	2.5767	91.6	58	-	8.65	56.78	65/65	CBC	CTRB	A
91	BOBRNHSM 2-22.32t	9671	10600	9327	3340/3500	2466/3735	6790	2260	1000	22.32	25.61	63.67	2.48	89.28	58	-	8.42	56.78	75/100	CBC	CTRB	A
92	BOBRNEL	9671	10600	9327	3340/3500	2466/3735	6790	2260	1000	25	26.61	74.39	2.8	100	58	4314.62	8.6415	-	45+5/60+5 (provisional)	CBC	CTRB	A
93	BOBRNAL	9671	10600	9327	3316/3500	2466/3735	6790	2260	1000	20.32	22.4	58.88	2.62	81.28	58	3414	7.67	56.6	_	CBC	CTRB	A
94	BOBRNAL HSM1	9671	10600	9327	3316/3501	2466/3736	6790	2260	1000	21.82	23.54	63.74	2.7077	87.28	58	_	_	_	60/65	CBC	CTRB	A
95	BOBSN-22.9	10668	11597	9296	2743/3020	/3301	7112	2260	1000	22.9	30	61.6	2.07	91.6	-	_	7.9	34	45/60	CBC	CTRB	A
96	BOBSNS - 22.9t	9784	10713	_	/3015	/3435	6524	2260	1000	22.9	28.5	63.1	2.214	91.6	59	3723	8.55	34	75/100	CBC	CTRB	A
97	BOBSNM1(25t)	10668	11597	9296	2743/3020	/3301	7112	2260	1000	25	30	70	2.33	100	-	-	8.62	34	45/55	CBC	CTRB	A
98	BOBY/BOBYN	10718	11647	9000	2863/3189	2018/3287	7470	2260	1000	22.9	25.2	66.4	2.6	91.6	54	3320	7.86	46.1	65/65	CBC	CTRB	A
99	BOBYNM1 (22.32)	10718	11647	9000	2863/3189	2018/3050	7470	2260	1000	22.32	24.9	66.3	2.59	89.28	54	3580.2	7.86	46.16	75/100	CBC	CTRB	A
100	BOBYNHSM 1-22.9t	10718	11647	9000	2863/3189	2024/3293	7470	2260	1000	22.9	25.2	66.4	2.6	91.6	54	3586	7.86	46.16	75/100	CBC	CTRB	A
101	BOSM - 22.9t	12600	13529	12592	3052/3250	2250/3530	8500	2260	840	22.9	23.4	68.2	2.9	91.6	47	3205.4	6.77	86.46	75/85	CBC	CTRB	A
102	BOY/IR BOY/ Iron ore Spl	11000	11929	10990	2924/3134	1175/2450	7330	2260	1000	22.9	20.71	70.89	3.422	91.6	52	3686	7.678	37.8	65	CBC	CTRB	A
103	BOYEL	11000	11929	10990	2924/3134	1175/2450	7330	2260	1000	25	20.71	70.89	3.422	91.6	52	-	8.38	37.8	45/100	CBC	CTRB	A

Sl.No.	Type of wagon/ Description	Length over Hd. Stock in mm	Length over buffer/ couplers in mm	Length inside in mm	Width inside/overall in mm	Height inside/from rail in mm	Bogie Centers in mm	Journal Centers in mm	Wheel Dia On tread in mm	Nominal Max. axle load in tonnes	Tare in tonnes	Pay Load in tonnes	Ratio pay Load /Tare	Gross Load in tonnes	No. of wagons per rake	Throughput per rake in tonnes	Loading Density - tonne/m3	Cubic Capacity in Cu.m	Speed (Load/Empty) in kmph	Type of Coupler	Type of Bearing.	Braking system (Air/Vacuum)
104	BCN	14500	15429	14494	2944/3100	2446/3788	10000	2260	1000	20.32	27.2	54.08	1.99	81.28	40	2163	5.268	104	75/80	CBC	CTRB	A
105	BCCNA	19071	20000	-	2895/3150	/4265	13621	-	840	10.425	31.7	10	1.315	41.7	12	-	2.085	-	100/100	CBC	RB	A
106	BCCNB	19071	20000	-	-	/3617	13621	-	840	10.5	32	10	1.312	42	18	-	2.1	-	100/100	CBC	RB	A
107	BOXN-22.82	9784	10713	9784	2950/3200	1950/3233	6524	2260	1000	22.82	23.1	68.18	2.95	91.28	58	3954	8.52	56.29	75/80	CBC	CTRB	A
108	BOXN-22.32	9784	10713	9784	2950/3200	1950/3233	6524	2260	1000	22.32	23.1	66.18	2.86	89.28	58	3838	8.33	56.29	75/80	CBC	CTRB	A
109	BOXNR	9784	10713	9784	2594/3176	2127/3408	6524	2260	1000	22.9	21.2	70.04	4.32	91.6	58	-	8.55	61.47	75/100	CBC	CTRB	A
110	BOXNCR	9784	10713	9784	2950/3200	1950/3233	6524	2260	1000	20.32	23.2	58.08	2.5	81.28	58	-	7.59	56.29	75/80	CBC	CTRB	A
111	BOXNLW	9784	10713	9784	2066/3341	1990/3263	6524	2260	1000	20.32	20.41	60.87	2.98	81.28	58	3530	7.59	58.84	100/100	CBC	CTRB	A
112	BOXNAL	9784	10713	9784	3022/3250	2066/3341	6524	2260	1000	20.32	18.26	63.02	3.45	81.28	58	3655	7.59	61.09	-	CBC	CTRB	A
113	BFAT	14500	15782	-	/3550	/4406	10000	-	-	20	45	75	-	120	-	-	-	-	25/40	CBC	Cylin drical	V
114	BAFRDR	-	-	-	/2438	/3910	-	2260	1000	20.32	-	-	-	-	50	-	-	-	70/75	CBC	CTRB	A
115	FMP-22.0t (A Car)	14371	15300	-	/2990	/4080	9681	2260	840	22	26	60/62	-	88	45#	2770/2860	5.75	-	90$	CBC	CTRB	A
116	FMP-22.0t (B Car)	12871	13800	-	/2990	/4080	8681	2260	840	22	24	60/64	-	88			6.38	-		CBC	CTRB	A
117	BCCW	9784	10713	9776	/3248	/4115	6524	2260	1000	22.9	23.25	64.3	2.77	87.55	59	3793.7	8.2	70	65/65	CBC	CTRB	A
118	ACT1	18343	19272	-	2500/2600	/4875	13700	2260	840	20.32	30	14	0.47	44	33	462	2.28	-	95/100	CBC	CTRB	A

*** for 9'6" high container # A car-10 & B Car-35 $ Empty (without trucks) &100-Empty & Loaded.**

Followings are different Paper Authorities to be used in different circumstances
Relevant GR and SR should also be referred

Situations	Absolute		Automatic	
	SL	DL	SL	DL
Home / Inner Home / Routing Home/ Starter / Intermediate Starter failure	T/369(3b)			
LSS / Advanced Starter failure	PLCT (T/C or T/D 1425)		T/369(3b)	
IBS failure				
Advanced authority to pass defective Home signal	T/369 (1)			
Dispatching Relief Engine / train into occupied block section	T/A 602		T/C 912	
TSL working –		T/D 602		T/E 912
Reception of train from wrong line		T/510		T/510
Authority to proceed during prolonged failure of signals			T/D 912	
Authority to receive a train on to an obstructed line	T/509			
Authority to receive on non-signaled line	T/510			
Authority to start from a non-signaled line	T/511			
Authority to start from lines with common starter	T/512			
Trolley/Lorry/OHE Ladder Trolley Notice	T/1518			
Authority to dispatch a Motor Trolley	T/A 1525			
Authority to dispatch a Motor Trolley following a train/motor trolley	T/1525			
Authority to proceed for Tower wagon and return to starting station	T/1708			
Authority to proceed for Tower wagon to proceed to station in advance	T/A 1708			
Authority to proceed for Material Train into block section and return to starting station	T/462			
Authority to proceed for Material Train into block section and clear to next station	T/A 462			
Authority to proceed for	T/465			

Situations	Absolute		Automatic	
	SL	DL	SL	DL
Track Machine into block section and return to starting station				
Authority to proceed for Material Train into block section and clear to next station	T/A 465			
Shunting Order	T/806			
Authority to perform shunting up to LSS on single line	T/806+Shunt Key or P.N.		T/806+ P.N.	
Authority to perform shunting beyond FSS on single line(to be treated and signalled as train movement)	T/806+ Taking OFF Signals + push back memo.		T/806+ Taking OFF Signals + push back memo	
Authority to perform shunting into advance block section on double line		T/806+ Taking OFF Signals + push back memo		T/806+ Taking OFF Signals + push back memo
Authority to perform shunting into rear block section on double line		T/806 with PN		T/806 with PN
Written permission given by Guard to Loco Pilot to proceed to next station from midsection (Divided Train working)	T/609			
Authority for Light Engine to return to pick up the 2nd portion left in the block section	T/609 endorsed by SM			
To restart a train that passed a reception signal at 'ON', partly/completely, without proper authority	Restart memo+ T/369(3b)			
To restart a train that passed starter signal at 'ON', partly and subsequently stopped before LSS	T/369-(3b) + Memo counter signed by Guard + taking off LSS			
To restart a train that entered into the block section without an Authority To Proceed or without a proper Authority To Proceed, and the report is sent to the station in rear	PLCT			
To restart a train that entered into the block section without an	Caution Order			

Situations	Absolute		Automatic	
	SL	DL	SL	DL
Authority To Proceed or without a proper Authority To Proceed, and the report is sent to the station in advance				
Authority to proceed on wrong line to ascertain line is free from obstruction		T/J 602		T/J 602
Opening communication with adjacent station when ALL communications failed	T/B 602		T/B 602	
Authority to proceed when ALL communications failed with adjacent station	T/G or T/H 602	T/C 602	T/G or T/H 602	T/B 912

Stabling of trains to avoid roll-down

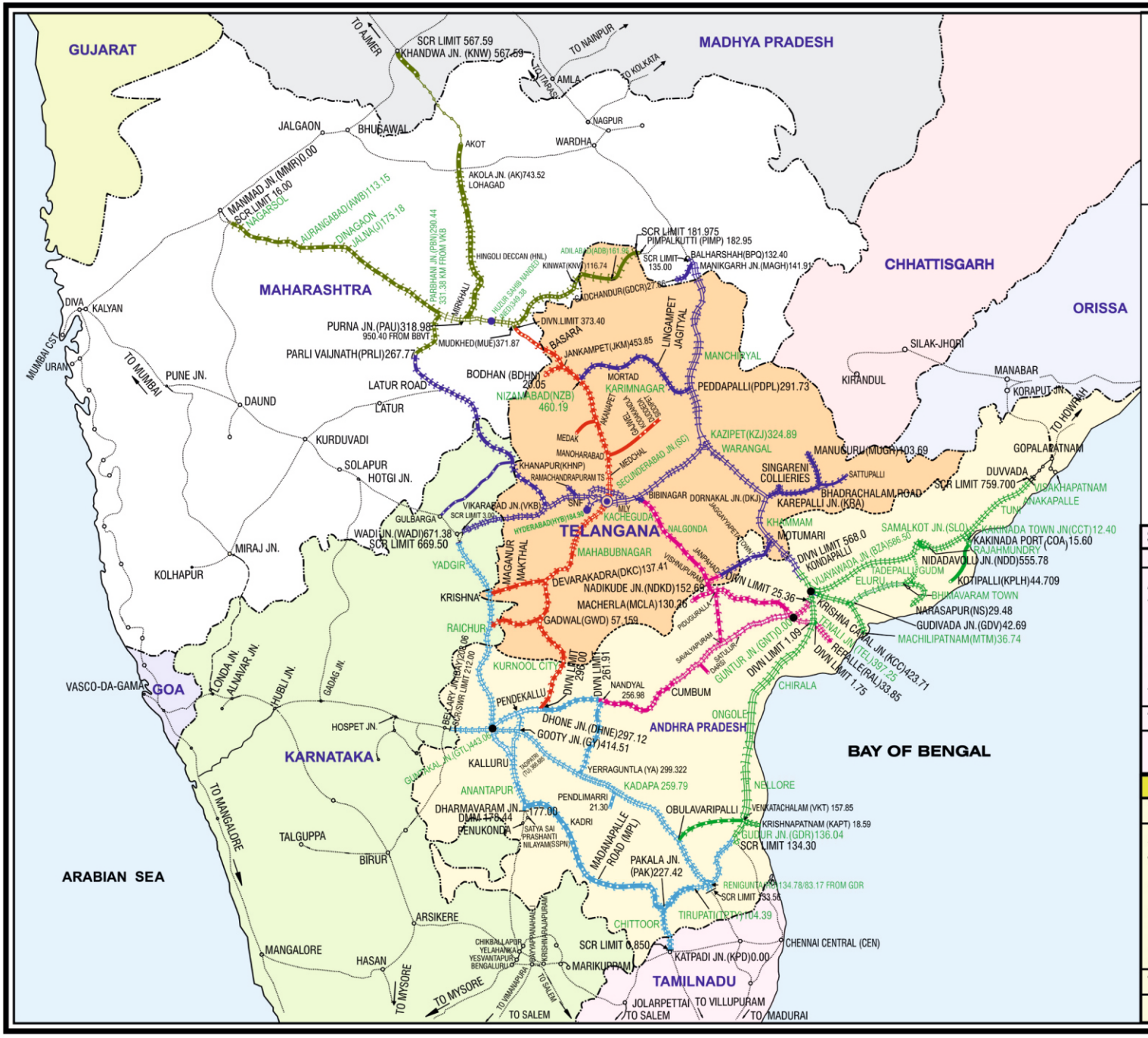
Stabling of loco in stations/yards. (para no. 30614 of ACTM Vol III)

1. Ensure the loco is stopped clear of fouling mark.
2. Apply (SA9) loco independent brakes and ensure 3.5 kgs/cm2 in the BC gauge.
3. Physically check the brake blocks are binding with the tread portion of the wheels.
4. Apply parking brakes if available.
5. Apply hand brake and check the brake cylinder piston in applied position and also physically ensure tight contact of brake block with wheel tread.
6. Apply SA9 and hand brake in the double headed trailing loco also if any.
7. Now release SA9 and wait for 1-2 minutes and ensure the loco(s) is/are are not rolling. (Keep the hand brake in applied condition and check the connected brake cylinder piston is in applied condition and brake block tightly gripping the wheel tread).
8. Re-apply SA9 and place wooden wedges under the wheels of the locos against the fall-in gradient.

9. **Loco is not to be made dead / left unmanned when hand brake / parking brake is not working. TLC / PRC shall make arrangements for attending the loco or move to the nearest shed.**
10. An entry is to be made regarding application of hand brake and placement of wedges in the LPs rough journal, loco log book and in the stabling register available with the Dy.SS.

<u>Stabling of train along with loco in stations / yards. (SR 5.23)</u>

1. Ensure the vehicles / load is inside the fouling mark.
2. Apply train brakes through A9 to emergency.
3. In addition to securing of the locomotive, the vehicles / load / train is to be chained and padlocked using at least two chains, one at either end.
4. At least four wooden wedges / iron skids be used, two each below the outermost pair of wheels at either end of the formation.
5. Hand brakes of at least 6 wagons form either end must be fully tightened. If hand brakes of any of the first 6 wagons at each end cannot be applied, hand brakes of subsequent wagons should be applied till 6 wagons in total are achieved. In case of coaching stock, hand brakes of SLR(s) must be applied.
6. Additional precautions to be taken while stabling load / train at a station with gradient steeper than 1in 400 are mentioned in the SWR of respective station.



दक्षिण मध्य रेलवे
SOUTH CENTRAL RAILWAY

SYSTEM MAP मान चित्र

AS ON 31-03-2024

DIVISION LEGEND

- SECUNDERABAD
- HYDERABAD
- VIJAYAWADA
- GUNTAKAL
- GUNTUR
- NANDED
- OTHER RAILWAYS
- STATE BOUNDARY
- BROAD GAUGE SINGLE LINE DOUBLE LINE TRIPLE LINE QUADRUPLE LINE
- BROAD GAUGE ELECTRIFIED SINGLE LINE DOUBLE LINE TRIPLE LINE QUADRUPLE LINE
- METRE GAUGE SINGLE LINE DOUBLE LINE
- RAILWAY HEAD QUARTERS
- DIVISIONAL HEAD QUARTERS

STATE WISE ROUTE/RUNNING TRACK KM.

STATE	ROUTE	RUNNING
ANDHRA PRADESH	3028.115	5232.801
TELANGANA	2014.616	3100.763
MAHARASHTRA	1102.695 @	1238.925 @
KARNATAKA	387.169	577.129
MADHYA PRADESH	70.180 #	70.180 #
TAMILNADU	6.860	6.860
TOTAL	**6609.635**	**10226.658**

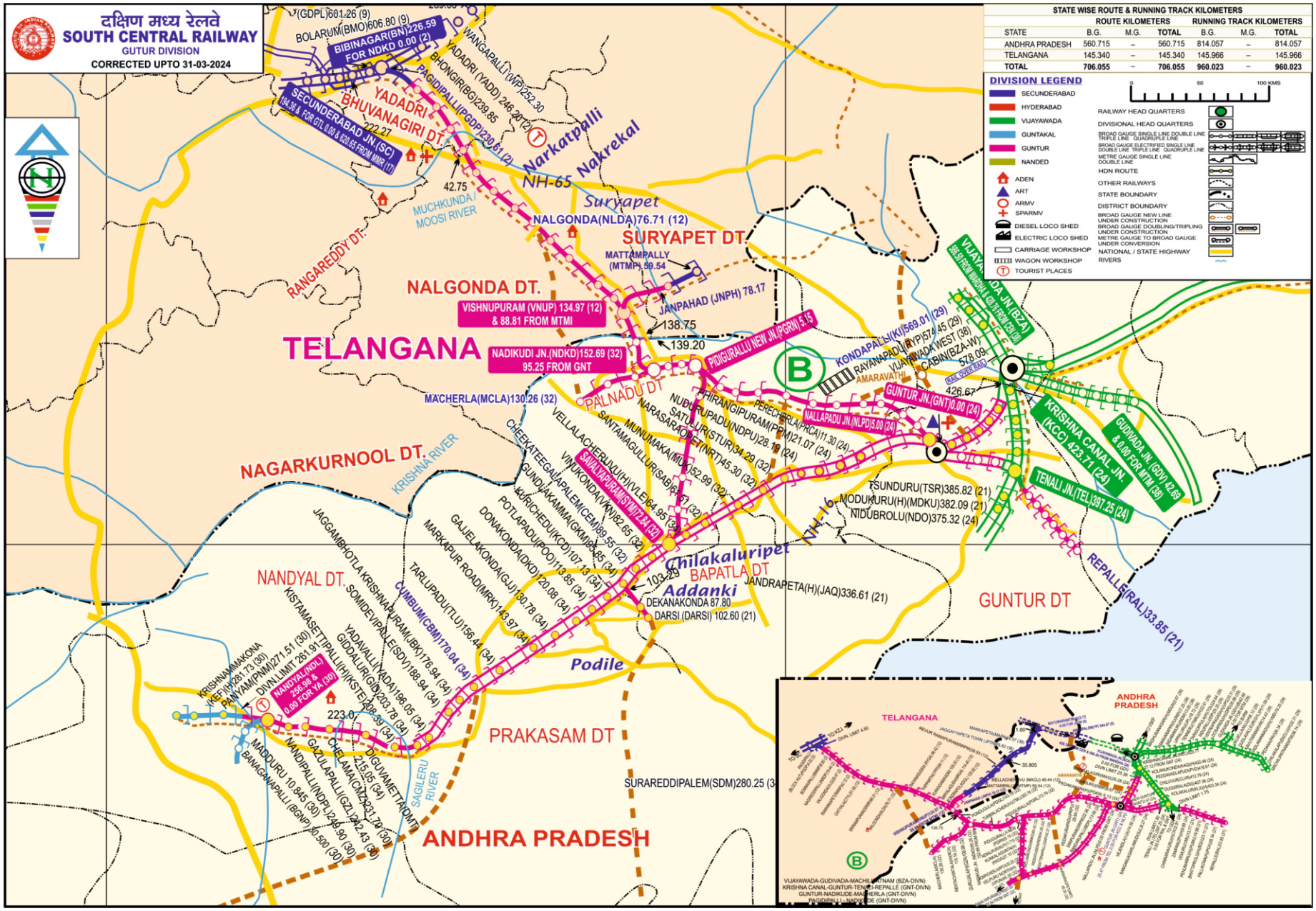
@ - INCLUDES 59.94 KM (M.G.)

- M.G.

DIVISION WISE ROUTE/RUNNING TRACK KM.

DIVISION	ROUTE	RUNNING
SECUNDERABAD	1612.333	2684.123
VIJAYAWADA	1070.872	2228.354
GUNTAKAL	1452.013	2364.725
GUNTUR	706.055	960.023
HYDERABAD	782.567	921.767
NANDED	985.795 $	1067.666 $
TOTAL	**6609.635**	**10226.658**

$ - INCLUDES 77.16 (Route Km) & 76.673 (Running Track Km) (M.G.)


दक्षिण मध्य रेलवे
SOUTH CENTRAL RAILWAY
GUTUR DIVISION
CORRECTED UPTO 31-03-2024
STATE WISE ROUTE & RUNNING TRACK KILOMETERS
ROUTE KILOMETERS
RUNNING TRACK KILOMETERS
STATE B.G. M.G. TOTAL B.G. M.G. TOTAL
ANDHRA PRADESH 560.715 – 560.715 814.057 – 814.057
TELANGANA 145.340 – 145.340 145.966 – 145.966
TOTAL 706.055 – 706.055 960.023 – 960.023
DIVISION LEGEND
SECUNDERABAD
HYDERABAD
VIJAYAWADA
GUNTAKAL
GUNTUR
NANDED
ADEN
ART
ARMV
SPARMV
DIESEL LOCO SHED
ELECTRIC LOCO SHED
CARRIAGE WORKSHOP
WAGON WORKSHOP
TOURIST PLACES
RAILWAY HEAD QUARTERS
DIVISIONAL HEAD QUARTERS
HDN ROUTE
OTHER RAILWAYS
STATE BOUNDARY
DISTRICT BOUNDARY
NATIONAL / STATE HIGHWAY
RIVERS
TELANGANA
ANDHRA PRADESH
NALGONDA DT.
SURYAPET DT.
NAGARKURNOOL DT.
NANDYAL DT.
PRAKASAM DT
GUNTUR DT
RANGAREDDY DT.
YADADRI BHUVANAGIRI DT.
PALNADU DT
BAPATLA DT
SECUNDERABAD JN.(SC)
BIBINAGAR(BN)226.59 FOR NDKD 0.00 (2)
NALGONDA(NLDA)76.71 (12)
MATTAMPALLY (MTMP) 59.54
JANPAHAD (JNPH) 78.17
VISHNUPURAM (VNUP) 134.97 (12) & 88.81 FROM MTMI
NADIKUDI JN.(NDKD)152.69 (32) 95.25 FROM GNT
PIDIGURALLU NEW JN.(PGRN) 5.15
MACHERLA(MCLA)130.26 (32)
GUNTUR JN.(GNT)0.00 (24)
NALLAPADU JN.(NLPD)5.00 (24)
KRISHNA CANAL JN. (KCC) 423.71 (24)
GUDIVADA JN. (GDV) 42.69 & 0.00 FOR MTM (39)
TENALI JN.(TEL)397.25 (24)
TSUNDURU(TSR)385.82 (21)
MODUKURU(H)(MDKU)382.09 (21)
NIDUBROLU(NDO)375.32 (24)
JANDRAPETA(H)(JAQ)336.61 (21)
REPALLE(RAL)33.85 (21)
Chilakaluripet
Addanki
DEKANAKONDA 87.80
DARSI (DARSI) 102.60 (21)
Podile
SURAREDDIPALEM(SDM)280.25
NANDYAL(NDL) 256.98 & 0.00 FOR YA (30)
DIVN.LIMIT 261.91 (30)
PANYAM(PNM)271.51 (30)
KRISHNAMMAKONA
MADDURU 10.845 (30)
BANAGANAPALLI (BGNP) 0.500 (30)
MUCHKUNDA / MOOSI RIVER
KRISHNA RIVER
SAGILERU RIVER
VIJAYAWADA-GUDIVADA-MACHILIPATNAM (BZA-DIVN)
KRISHNA CANAL-GUNTUR-TENALI-REPALLE (GNT-DIVN)
GUNTUR-NADIKUDE-MACHERLA (GNT-DIVN)
PAGIDIPALLI - NADIKUDE (GNT-DIVN)