GUNTAKAL DIVISION

WORKING TIME TABLE No. 79

गुंतकल मंडल
Guntakal 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

Guntakal Division

WORKING TIME TABLE NO. 79

In force on and from January 1st, 2025, until further notice.

1) This Working timetable is redesigned for easier access to information and is organizedinto three parts, A, B, and C.
2) ***PART A:** * This section covers the GTL Division Jurisdiction, Days of service of Non-Daily Trains, Sectional information for all sections, Inter-sectional running times, Detailedtiming of the trains, and Engineering & Traffic Allowances for the all-Coaching Trains.

Please note that **'a' denotes ARRIVAL, 'd' denotes DEPARTURE, and 's' denotes SKIP/PUBLIC DEPARTURE.**

***PART B:** * Part B provides information on various aspects,

- including Integrated blocks for maintenance and traffic/Engineering payments schedules.
- Permanent speed restrictions.
- Details of Level Crossing Gates, Standard of interlocking/signaling and loop capacity.
- Speed restrictions on steep gradients
- and general information related to the whole division under the heading 'Otherinformation.'

***PART C:** * Part C includes various Joint Publicity Orders (JPOs), Joint Circulars,Dimensions of different Coaches & Wagons, and Safety-related information.

3) Standard Time is maintained at all stations, and train timings are displayed in a 24-hourformat, ranging from 0 to 24 hours. For example, 12:35 AM is shown as 0.35, and 6:30PM is represented as 18:30.
4) It's essential to notify all concerned parties about the abstract timings showing the departure of all passenger-carrying trains at new crossing stations or block cabins openedafter the publication of this Time Table, regardless of whether the station is open for passenger booking or not.

Please feel free to provide specific details or questions if you need further assistance or updates related to this timetable book.

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 **canceled.**

K. Padmaja
Principal Chief Operations Manager

S. Ramesh Babu
Chief Passenger Transportation Manager

JURISDICTION OF GUNTAKAL DIVISION

Section	Jurisdictions (KMs)	Lenth in KM
Renigunta (incl) to Wadi (excl)	133.78 - 669.5	= 535.72 RKMS.
Bellary (excl) to Guntakal (incl)	212.00 - 258.20	= 46.20 RKMS
Guntakal to Dhone (incl)	365.66 - 297.12	= 68.54 RKMS
Dhone to Nandyal (excl)	332.74 - 261.98	= 70.83 RKMS.
Gooty Jn. to Pendekallu Jn	00.00 - 28.76	= 28.76 RKMS
Gudur (excl) to Tirupati	00.12 - 92.96	= 92.84 RKMS.
Tirupati to Katpadi (excl)	104.39 - 00.85	= 103.54 RKMS.
Gooty to Dharmavaram	178.44 - 269.04	= 90.60 RKMS.
Guntakal to Kalluru	279.80- 239.54	= 40.26 RKMS.
Dharmavaram – Pakala Jn.	00.00 - 227.42	= 227.42 RKMS.
Nandyal – Yerraguntla	00.00- 123.00	= 123.00 RKMS
Cuddapah- Pendlimarri	00.00-21.20	= 21.20 RKMS
Total	**= 1448.91 RKMS**	

BOARD	Sections	Lenth in KM	Section Wise No. of Stations/Halts		Auto Phone	CUG NO.	Section
WADI	WADI-AD	174.86	19	2	27651		D/L
GTL	AD-GY	80.13	10	0	27652		D/L
	GTL- BAY	50.03	6	2			D/L
	GTL-PDL	42.65	4	0			D/L
DMM	GTL-DMM	101.36	11	2	28655		D/L
	GY-KLU	29.5	2	0			D/L
	GY-NDL	131	11	1			D/L
NRE	GY-NRE	195.84	25	0	28653		D/L
	NDL-YA	123	8	0			S/L
RU	NRE-RU	85.41	9	0	28654		D/L
	GDR-TPTY	92.96	11	0			D/L
PAK	TPTY-KPD	104.41	9	3	28656		S/L
	PAK-DMM	227.42	15	3			S/L

In case of Emergency and operational exigencies the following Telephone numberfacility can be taken.

S.No.	Designation	Rly Phone No	Cug No.
1	CHC/GTL	27630 27635	9701344720
2	CHC/Punctuality	27687 28640	7815915605
3	CHC/Goods	27638 27648	7815915606 9701374196
4	TLC/GTL	27238 20736	7815915614 9346904488
5	PRC/GTL	27432 27440, 27430	9346904646
6	TXR Control	27444 27425	7815915611
7	Security control	27988 & 100	7815915612

GUNTAKAL DIVISION
WORKING TIME TABLE No-79
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b	Inter Sectional Running Time for Mail/Express and Passenger Trains	**A 13**
c	Detailed Timings For up Trains	**A 14-31**
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4	**GOOTY -DHARMAVARAM Section**	**A 77-89**
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5	**GUNTAKAL – KALLURU Section**	**A 91-95**
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	Details of Non daily Trains									
S. No	Train number	Frequency in a week	Org Station	Days of Service from orig. Stations	Taking over	Days of Service	Handing over	Days of Service	Destination Station	Days of Service
1	**11017**	1	**LTT**	Sat	**WADI**	Sat	**RU**	Sun	**KIK**	Sun
2	**11018**	1	**KIK**	Mon	**RU**	Tue	**WADI**	Tue	**LTT**	Tue
3	**13433**	1	**SMVB**	**Tue**	**RU**	**Tue**	**GDR**	**Tue**	**MLDT**	**Thu**
4	**13434**	1	**MLDT**	**Sun**	**GDR**	**Mon**	**RU**	**Mon**	**SMVB**	**Wed**
5	**22101**	1	**LTT**	W	**WD**	W	**RU**	Th	**MDU**	Th
6	**22102**	1	**MDU**	fri	**RU**	Sat	**WD**	sat	**LTT**	sat
7	**22135**	1	**MYS**	Fri	**RU**	Sat	**-**	-	**RU**	Sat
8	**22136**	1	**RU**	Sat	**-**	-	**RU**	Sat	**MYS**	Sun
9	**22179**	1	**LTT**	M	**WD**	M	**RU**	Tue	**MAS**	Tue
10	**22180**	1	**MAS**	Tue	**RU**	Tue	**WADI**	Wed	**LTT**	Wed
11	**12193**	1	**YPR**	Sun	**DMM**	Sun	**DHNE**	Sun	**JBP**	Mon
12	**12194**	1	**JBP**	Sat	**DHNE**	Sun	**DMM**	Sun	**YPR**	Sun
13	**12213**	1	**YPR**	Sa	**DMM**	Su	**SUH**	Su	**DEE**	Mon
14	**12214**	1	**DEE**	Mon	**SUH**	Wed	**DMM**	Wed	**YPR**	Wed
15	**12245**	5	**HWH**	Tu,W,F, Sa,Su	**GDR**	W,Th,Sa, Su,M	**RU**	W,Th,Sa ,Su,M	**YPR**	W,Th,Sa, Su,M
16	**12246**	5	**SMVB**	M,Tu,Th,F,Su	**RU**	M,Tu,Th, F,Su	**GDR**	M,Tu,Th, F,Su	**HWH**	Tu,W,F,Sa,M
17	**12251**	2	**YPR**	Tu, F	**DMM**	W , Sa	**DHNE**	W , Sa	**KRBA**	Th, Su
18	**12252**	2	**KBRA**	Th, Su	**DHNE**	F, M	**DMM**	F, M	**YPR**	F, M
19	**12253**	1	**SMVB**	Sa	**RU**	Sa	**GDR**	Sa	**BGP**	Mon
20	**12254**	1	**SMVB**	W	**GDR**	Th	**RU**	F	**YPR**	F
21	**12591**	1	**GKP**	Sa	**SUH**	Su	**DMM**	Su	**YPR**	M
22	**12592**	1	**YPR**	M	**DMM**	M	**SUH**	Tu	**GKP**	W
23	**12643**	1	**TVC**	Tu	**KPD**	W	**GDR**	W	**NZM**	Th
24	**12644**	1	**NZM**	F	**GDR**	Sa	**KPD**	Sa	**TVC**	Su
25	**12645**	1	**ERS**	Sa	**KPD**	Su	**GDR**	Su	**NZM**	M
26	**12646**	1	**NZM**	Tu	**GDR**	W	**KPD**	W	**ERS**	Th
27	**12647**	1	**CBE**	Su	**DMM**	M	**DHNE**	M	**NZM**	Tu
28	**12648**	1	**NZM**	W	**DHNE**	Th	**DMM**	Th	**CBE**	F
29	**12649**	5	**YPR**	M, W, F,Sa, Su	**BAY**	Tu,Th, Sa,Su,M	**DHNE**	Tu,Th, Sa,Su,M	**NZM**	W, F,Su,M,Tu
30	**12650**	5	**NZM**	M,Tu,Th,Sa, Su	**DHNE**	M,Tu,W,F, Su	**BAY**	M,Tu,W,F, Su	**YPR**	M,Tu,W,F, Su
31	**12659**	1	**NCJ**	Su	**KPD**	M	**GDR**	M	**SHM**	Tu
32	**12660**	1	**SHM**	W	**GDR**	F	**KPD**	F	**NCJ**	Sa
33	**12707**	3	**TPTY**	M,W, F	**-**	-	**DHNE**	M,W, F	**NZM**	Tu,Th, Sa
34	**12708**	3	**NZM**	W, F, Su	**DHNE**	M, Th,Sa		-	**TPTY**	M, Th,Sa
35	**12731**	2	**TPTY**	Th, Su	**-**	-	**SUH**	Fri, Mon	**SC**	Fri, Mon
36	**12732**	2	**SC**	W, Sa	**SUH**	W, Sat	**-**	-	**TPTY**	Th, Su
37	**12735**	3	**SC**	W,F,Su	**SUH**	W,F,Su	**DMM**	M,Th,Sa	**YPR**	M,Th,Sa
38	**12736**	3	**YPR**	M,Th,Sa	**DMM**	M,Th,Sa	**SUH**	Tu,F,Su	**SC**	Tu,F,Su

	Details of Non daily Trains									
S. No	Train number	Frequency in a week	Org Station	Days of Service from orig. Stations	Taking over	Days of Service	Handing over	Days of Service	Destination Station	Days of Service
39	**12761**	2	**TPTY**	Wed, Sat	**-**	-	**GDR**	Wed, Sat	**KRMR**	Thu, Sun
40	**12762**	2	**KRMR**	Thu, Sun	**GDR**	Fri , Mon	**-**	-	**TPTY**	Fri, Mon
41	**12763**	5	**TPTY**	M, Tu, W, F, Sa	**-**	-	**GDR**	M,Tu,W,F, Sa	**SC**	Tu,Th,W,Sa,Su,
42	**12764**	5	**SC**	M, Tu,Th, F, Su	**GDR**	Tu,W,F,Sa,Mo			**TPTY**	Tu,W,F.Sa,Mo
43	**12765**	2	**TPTY**	Tue,Sat	**-**	-	**DHNE**	Tue,Sat	**AMI**	W,Sun
44	**12766**	2	**AMI**	M,Thu	**DHNE**	M,Thu	**-**	-	**TPTY**	Tu,Fri
45	**12769**	2	**TPTY**	Fri,Mon	**-**	-	**DHNE**	Fri,Mon	**SC**	Sat,Tue
46	**12770**	2	**SC**	Tue,Fri	**DHNE**	Tue,Fri	**-**	-	**TPTY**	Wed,Sat
47	**12835**	2	**HTE**	Tu,Su	**GDR**	W, M	**KPD**	W, M	**SMVB**	Th,Tu
48	**12836**	2	**SMVB**	tue,th,	**KPD**	tue,th,	**GDR**	tue,th,	**HTE**	Wed,Fri,
49	**12845**	1	**BBS**	Su	**GDR**	M	**KPD**	M	**SMVB**	M
50	**12846**	1	**SMVB**	Mon	**KPD**	Mon	**GDR**	Tu,	**BBS**	W,
51	**12867**	1	**HWH**	Su	**GDR**	M	**KPD**	Tu,	**PDY**	Tu,
52	**12868**	1	**PDY**	W	**KPD**	W	**GDR**	W	**HWH**	Th
53	**12889**	1	**TATA**	F	**GDR**	Sa	**KPD**	Sa	**SMVB**	Su
54	**12890**	1	**SMVB**	M	**KPD**	M	**GDR**	M	**TATA**	Tu
55	**12975**	2	**MYS**	Th,Sa	**DMM**	Th,Sa	**DHNE**	Th,Sa	**JP**	M, Sa
56	**12976**	2	**JP**	M,W	**DHNE**	W,F	**DMM**	W,F	**MYS**	W, F
57	**22533**	1	**GKP**	M	**SUH**	Tu	**DMM**	Tu	**YPR**	W
58	**22534**	1	**YPR**	W	**DMM**	Th	**SUH**	Th	**GKP**	Fri
59	**15023**	1	**GKP**	Tue	**DHNE**	Thu	**DMM**	Thu	**YPR**	Thu
60	**15024**	1	**YPR**	Thu	**DMM**	Fri	**DHNE**	Fri	**GKP**	Sat
61	**22503**	1	**CAPE**	Thu	**RU**	Fri	**GDR**	Fri	**DBRG**	Sun
62	**22504**	1	**DBRG**	Sat	**GDR**	Tue	**RU**	Tue	**CAPE**	Wed
63	**16003**	1	**MAS**	Sun	**RU**	Sun	**DHNE**	Sun	**NSL**	Mon
64	**16004**	1	**NSL**	Mon	**DHNE**	Tue	**RU**	Tue	**MAS**	Tue
65	**22687**	2	**MYS**	Tue, Thu	**BAY**	Tue, Thu	**WADI**	Wed, Fri	**BSB**	Thu, Sat
66	**22688**	2	**BSB**	Th, Sat	**WADI**	Sa, Mo	**BAY**	Sa, Mo	**MYS**	Sa, Mo
67	**16317**	1	**CAPE**	F	**KPD**	Sa	**GDR**	Sa	**SVDK**	M
68	**16318**	1	**SVDK**	M	**GDR**	Th	**KPD**	Th	**CAPE**	Th
69	**16331**	1	**CSMT**	Sun	**WD**	M	**DMM**	M	**TVC**	M
70	**16332**	1	**TVC**	Sa	**DMM**	Su	**WD**	Su	**CSMT**	Su
71	**16339**	4	**CSMT**	Tu,W,Th,Sa,	**WD**	W, Th, fri, Su	**KPD**	W, Th, Fri, Su	**NCJ**	Th,fri,sa,mon
72	**16340**	4	**NCJ**	M, Tu, W, F,	**KPD**	M, Tu, W, F,	**WD**	Tu,W,Th,Sa	**CSMT**	Tu,W,Th,Sa
73	**16351**	2	**CSMT**	mon,fri	**WD**	Tu,Sa	**RU**	Tu,Sa	**NCJ**	w,sun
74	**16352**	2	**NCJ**	Th, Su	**RU**	Th, Su	**WD**	M, F	**CSMT**	M, F
75	**16353**	1	**KCG**	SUN	**DHNE**	SUN	**KPD**	MON	**NCJ**	MON
76	**16354**	1	**NCJ**	SAT	**KPD**	SAT	**DHNE**	SUN	**KCG**	SUN

	Details of Non daily Trains									
S. No	Train number	Frequency in a week	Org Station	Days of Service from orig. Stations	Taking over	Days of Service	Handing over	Days of Service	Destination Station	Days of Service
77	**22689**	1	**ADI**	Tu	**WD**	W	**DMM**	W	**YPR**	Th
78	**22690**	1	**YPR**	Su	**DMM**	Su	**WD**	M	**ADI**	Tu
79	**16531**	1	**AII**	M	**BAY**	Tu	**DMM**	Tu	**SBC**	W
80	**16532**	1	**SBC**	F	**DMM**	F	**BAY**	Sa	**AII**	Su
81	**16533**	1	**JU**	W	**BAY**	Th	**DMM**	Th	**SBC**	F
82	**16534**	1	**SBC**	Su	**DMM**	Su	**BAY**	M	**JU**	Tu
83	**16569**	3	**YPR**	M,W,F	**DMM**	M,W,F	**DHNE**	M,W,F	**KCG**	Tu,Th,Sa
84	**16570**	3	**KCG**	Tu,Th,Sa	**DHNE**	Tu,Th,Sa	**DMM**	Tu,Th,Sa	**YPR**	W,F,Su
85	**16571**	4	**YPR**	M,Tu,Th,Su	**DMM**	M,Tu,Th,Su	**SUH**	Tu,W,F,M	**BIDR**	Tu,W,F,M
86	**16572**	4	**BIDR**	M,Tu,W,F,	**SUH**	M,Tu,W,F,	**DMM**	Tu W,Th,Sa	**YPR**	Tu W,Th,Sa
87	**16577**	1	**YPR**	SAT	**DMM**	SUN	**WADI**	SUN	**BIDR**	SUN
88	**16578**	1	**BIDR**	SUN	**WADI**	SUN	**DMM**	MON	**YPR**	MON
89	**16583**	3	**YPR**	W,F,SA	**DMM**	W,F,SA	**SUH**	TH,SA,SU	**LUT**	TH,SA,SUN
90	**16584**	3	**LUR**	TH,SA,SUN	**SUH**	TH,SA,SUN	**DMM**	M,F,SA	**YPR**	M,F,SA
91	**16613**	1	**RJT**	Su	**WD**	M	**DMM**	M	**CBE**	Tu
92	**16614**	1	**CBE**	F	**DMM**	F	**WD**	F	**RJT**	Sa
93	**16787**	1	**TEN**	M	**KPD**	Tu	**GDR**	Tu	**SVDK**	Th
94	**16788**	1	**SVDK**	Th	**GDR**	Su	**KPD**	Su	**TEN**	Su
95	**16733**	1	**RMM**	F	**KPD**	Sa	**DHNE**	Sa	**OKHA**	M
96	**16734**	1	**OKHA**	Tu	**DHNE**	Th	**KPD**	Th	**MDU**	Th
97	**16779**	3	**TPTY**	M,Fri,Sa,	**-**	-	**KPD**	M,Fri,Sa,	**RMM**	Tu,sa,Su
98	**16780**	3	**RMM**	Th,Fri,Su,	**KPD**	M,Fri,Sa,	**-**	-	**TPTY**	M,Fri,Sa,
99	**17021**	1	**HYB**	Th	**DHNE**	Th	**BAY**	Th	**VSG**	F
100	**17022**	1	**VSG**	F	**BAY**	F	**DHNE**	Sa	**HYB**	Sa
101	**17039**	1	**SC**	WED,FRI	**DHNE**	WED,FRI	**BAY**	WED,FRI	**VSG**	THU,SAT
102	**17040**	1	**VSG**	THU,SAT	**BAY**	THU,SAT	**DHNE**	THU,SAT	**SC**	FRI,SUN
103	**17211**	3	**MTM**	M, W, F	**NDL**	Tu, Th, Sa	**DMM**	Tu, Th, Sa	**YPR**	Tu, Th, Sa
104	**17212**	3	**YPR**	Tu, Th, Sa	**DMM**	Tu, Th, Sa	**NDL**	Tu, Th, Sa	**MTM**	W, F, Su
105	**17313**	1	**UBL**	W,Fri	**BAY**	Th,Sa	**RU**	Th,Sa	**MAS**	Th,Sa
106	**17314**	1	**MAS**	Th,Sa	**RU**	Th,Sa	**BAY**	Fri,Sun	**UBL**	Fri,Sun
107	**17321**	1	**VSG**	Fri	**BAY**	Fri	**SUH**	Fri	**JSME**	Sun
108	**17322**	1	**JSME**	Mon	**SUH**	Tue	**BAY**	Wed	**VSG**	Wed
109	**17407**	3	**TPTY**	Tue,Thu, Sun	**-**	-	**KPD**	Tue,Thu, Sun	**MQ**	Tue,Thu, Sun
110	**17408**	3	**MQ**	Mon,Wed, Fri,	**KPD**	Mon,Wed, Fri,	**-**	-	**TPTY**	Mon,Wed ,Fri,
111	**17417**	1	**TPTY**	Tu,	**SUH**	Tu	**MUE**	W	**SNSI**	W
112	**17418**	1	**SNSI**	W	**MUE**	Th	**SUH**	Th	**TPTY**	Th
113	**17419**	1	**TPTY**	TH	**-**	-	**BAY**	TH	**VSG**	F
114	**17420**	1	**VSG**	F	**BAY**	F	**-**	-	**TPTY**	SAT

	Details of Non daily Trains									
S. No	Train number	Frequency in a week	Org Station	Days of Service from orig. Stations	Taking over	Days of Service	Handing over	Days of Service	Destination Station	Days of Service
115	**17421**	2	**TPTY**	TU,FRI			**KPD**	TU,FRI	**QLN**	W,FRI
116	**17422**	2	**QLN**	W,SAT	**KPD**	THU,SUN			**TPTY**	THU,SUN
117	**17479**	5	**PURI**	M,W,Th, F,Su	**GDR**	M,Tu,Th, F,Sa	**RU**	M,Tu,Th,F,Sa	**TPTY**	M,Tu,Th, F,Sa
118	**17480**	5	**TPTY**	M,Tu,W,F,Sa	**RU**	M,Tu,W,F, Sa	**GDR**	M,Tu,W,F, Sa	**PURI**	Tu,W,Th, Sa,Su
119	**17481**	2	**BSP**	Tu, Sa	**GDR**	W, Su	**RU**	W, Su	**TPTY**	W, Su
120	**17482**	2	**TPTY**	Su, Th,	**RU**	Su, Th,	**GDR**	Su, Th,	**BSP**	M,F,
121	**12789**	2	**MRDW**	Wed,Sat	**RU**	Thu,Sun	**DHNE**	Th,sun	**KCG**	Thu,Sun
122	**12790**	2	**KCG**	Tue,Fri	**DHNE**	Tue,Fri	**RU**	Tue,Fri	**MRDW**	Wed,Sat
123	**22715**	1	**KCG**	Sat	**DHNE**	Sat	**KPD**	Sat	**MDU**	Sun
124	**22716**	1	**MDU**	Sun	**KPD**	Sun	**DHNE**	Mon	**KCG**	Mon
125	**17621**	1	**AWB**	F	**SUH**	Sat	**-**	-	**TPTY**	Sat
126	**17622**	1	**TPTY**	Sat	**-**	-	**SUH**	Sun	**AWB**	Sun
127	**18047**	4	**SHM**	M,Tu,Th, Sa	**NDL**	M,W,Th,Sa	**BAY**	M,W,Th, Sa	**VSG**	M,W,Th,Sa
128	**18048**	4	**VSG**	Tu,Th,Fr,Su	**BAY**	Tu,Th,Fr,Su	**NDL**	Tu,Th,Fr, Su	**SHM**	M,W,Fr,Sa
129	**18111**	1	**TATA**	Th,	**SUH**	Sat	**BAY**	Sat	**YPR**	Sat
130	**18112**	1	**YPR**	Sun	**BAY**	Sun	**SUH**	Mon	**TATA**	Tue
131	**18567**	1	**VSKP**	Thu	**GDR**	Thu	**RU**	Thu	**QLN**	Fri
132	**18568**	1	**QLN**	Fri	**RU**	Sat	**GDR**	Sat	**VSKP**	Sat
133	**18637**	1	**HTE**	Sat	**GDR**	Sun	**KPD**	Sun	**SMVB**	Mon
134	**18638**	1	**SMVB**	Tue	**KPD**	Tue	**GDR**	Tue	**HTE**	Wed
135	**19301**	1	**DADN**	Sun	**DHNE**	Tue	**DMM**	Tue	**YPR**	Tue
136	**19302**	1	**YPR**	Tue	**DMM**	Tue	**DHNE**	Tue	**DADN**	Wed
137	**19567**	1	**TN**	Sun	**DMM**	Mon	**WD**	Mon	**OKHA**	Wed
138	**19568**	1	**OKHA**	Fri	**WD**	Sat	**DMM**	Sat	**TN**	Sun
139	**20701**	6	**SC**	Except Tue	**GDR**	Except Tue	**TPTY**	Except Tue	**TPTY**	Except Tue
140	**20702**	6	**TPTY**	Except Tue	**TPTY**	Except Tue	**GDR**	Except Tue	**SC**	Except Tue
141	**20703**	6	**KCG**	Except Tue	**DHNE**	Except Tue	**DMM**	Except Tue	**YPR**	Except Tue
142	**20704**	6	**YPR**	Except Tue	**DMM**	Except Tue	**DHNE**	Except Tue	**KCG**	Except Tue
143	**20677**	6	**MAS**	Except Tue	**RU**	Except Tue	**GDR**	Except Tue	**BZA**	Except Tue
144	**20678**	6	**BZA**	Except Tue	**GDR**	Except Tue	**RU**	Except Tue	**MAS**	Except Tue
145	**20889**	1	**HWH**	Sat	**GDR**	Sun	**-**	-	**TPTY**	Sun
146	**20890**	1	**TPTY**	Sun	**GDR**	Sun	**-**	-	**HWH**	M
147	**20919**	1	**MAS**	THU	**RU**	FRI	**WD**	FRI	**EKNR**	SAT
148	**20920**	1	**EKNR**	WED	**WD**	THU	**RU**	THU	**MAS**	THU
149	**20953**	2	**MAS**	F	**RU**	F	**WD**	Sat	**ADI**	Sun
150	**20954**	2	**ADI**	Sat	**WD**	Sun	**RU**	Sun	**MAS**	Sun

	Details of Non daily Trains									
S. No	Train number	Frequency in a week	Org Station	Days of Service from orig. Stations	Taking over	Days of Service	Handing over	Days of Service	Destination Station	Days of Service
151	**22920**	1	**ADI**	FRI	**WD**	SAT	**RU**	SAT	**MAS**	SAT
152	**22919**	1	**MAS**	WED	**RU**	Wed	**WD**	THU	**ADI**	THU
153	**22601**	1	**MAS**	Wed	**DMM**	Wed	**WD**	Thu	**SNSI**	Thu
154	**22602**	1	**SNSI**	Fri	**WD**	Fri	**DMM**	F	**MAS**	Sat
155	**22615**	4	**TPTY**	M,W,Th,Sa	**-**	-	**KPD**	M,W,Th, Sa	**CBE**	M,W,Th,Sa
156	**22616**	4	**CBE**	Tu,Th,F,Su	**KPD**	Tu,Th,F,Su	**-**	-	**TPTY**	Tu,Th,F,Su
157	**22618**	3	**SMVB**	M,W,Sa	**KPD**	M,W,Sa	**-**	-	**TPTY**	M,W,Sa
158	**22617**	3	**TPTY**	Tu, F,Su	**-**	-	**KPD**	Tu, F, Su	**SMVB**	Tu, F, Su
159	**22619**	1	**BSP**	Tu	**GDR**	W	**RU**	W	**TEN**	Th
160	**22620**	1	**TEN**	Su	**RU**	Su	**GDR**	Su	**BSP**	Mon
161	**22683**	1	**YPR**	Mon	**DMM**	Tue	**DHNE**	Tue	**LKO**	Wed
162	**22684**	1	**LKO**	Th	**DHNE**	Sat	**DMM**	Sat	**YPR**	Sat
163	**22705**	1	**TPTY**	Tu	**SUH**	Wed	**BPQ**	Wed	**JAT**	Th
164	**22706**	1	**JAT**	Fri	**BPQ**	Sat	**SUH**	Sat	**TPTY**	Su
165	**22708**	3	**VSKP**	M,Th,Sa	**DVD**	M,Th,Sa	**RU**	Tu, F, Su	**TPTY**	Tu, F, Su
166	**22707**	3	**TPTY**	Su,W,F	**RU**	Su,W,F	**DVD**	M,Th,Sa	**VSKP**	M,Th,Sa
167	**22815**	1	**BSP**	Mon	**GDR**	Tue	**RU**	Tue	**ERS**	Tue
168	**22816**	1	**ERS**	Wed	**RU**	Wed	**GDR**	Wed	**BSP**	Thu
169	**22817**	1	**HWH**	Fri	**GDR**	Sat	**RU**	Sat	**MYS**	Sun
170	**22818**	1	**MYS**	Sun	**RU**	Mon	**GDR**	Mon	**HWH**	Tue
171	**22831**	1	**HWH**	W	**NDL**	Th	**DMM**	Th	**YPR**	Th
172	**22832**	1	**YPR**	F	**DMM**	F	**NDL**	F	**HWH**	Sa
173	**22833**	1	**BBS**	W	**GDR**	Th	**RU**	Th	**SMVB**	Th
174	**22834**	1	**SMVB**	Th	**RU**	Th	**GDR**	F	**BBS**	F
175	**22837**	1	**HTE**	Mon	**GDR**	Tue	**RU**	Tue	**ERS**	Wed
176	**22838**	1	**ERS**	W	**RU**	Th	**GDR**	Th	**HTE**	Fri
177	**22851**	1	**SRC**	Thu	**GDR**	Fri	**KPD**	FRI	**MAQ**	Sat
178	**22852**	1	**MAQ**	Sat	**KPD**	Sun	**GDR**	Sun	**SRC**	Mon
179	**22855**	1	**SRC**	Sun	**GDR**	Mon	**-**	-	**TPTY**	Mon
180	**22856**	1	**TPTY**	Mon	**-**	-	**GDR**	Mon	**SRC**	Tue
181	**22863**	1	**HWH**	Mon	**DVD**	-	**RU**	Tue	**SMVB**	Tue
182	**22864**	1	**SMVB**	Wed	**RU**	Wed	**DVD**	Wed	**HWH**	Thu

	Details of Non daily Trains									
S. No	Train number	Frequency in a week	Org Station	Days of Service from orig. Stations	Taking over	Days of Service	Handing over	Days of Service	Destination Station	Days of Service
183	**22871**	1	**BBS**	Sun	**GDR**	Mon	**-**	-	**TPTY**	Mon
184	**22872**	1	**TPTY**	Mon			**GDR**	Mon	**BBS**	Tue
185	**22877**	1	**HWH**	Sat	**GDR**	Sun	**RU**	Sun	**ERS**	Mon
186	**22878**	1	**ERS**	M	**RU**	Tue	**GDR**	Tue	**HWH**	Wed
187	**22879**	1	**BBS**	Sat	**GDR**	Sun	**-**	-	**TPTY**	Sun
188	**22880**	1	**TPTY**	Sun	**-**	-	**GDR**	Sun	**BBS**	Mon
189	**22883**	1	**PURI**	Fri	**NDL**	Sat	**DMM**	Sat	**YPR**	Sat
190	**22884**	1	**YPR**	Sat	**DMM**	Sun	**NDL**	Sun	**PURI**	Mon
191	**22887**	1	**HWH**	Tue	**GDR**	Wed	**RU**	Wed	**SMVB**	Wed
192	**22888**	1	**SMVB**	Thu	**RU**	Thu	**GDR**	Thu	**HWH**	Fri
193	**20667**	1	**YPR**	Thu	**BAY**	Thu	**WADI**	Fri	**JP**	Sat
194	**20668**	1	**JP**	Sat	**WADI**	Mon	**BAY**	Mon	**YPR**	Mon
	List of Spl Trains									
1	**03679**	1	**GAYA**	Sat	**GDR**	Mon	**RU**	Mon	**CBE**	Mon
2	**03680**	1	**CBE**	Tue	**RU**	Tue	**GDR**	Tue	**GAYA**	Thu
3	**05074**	1	**LKU**	Sat	**GDR**	Mon	**RU**	Mon	**SBC**	Mon
4	**05073**	1	**SBC**	Tue	**RU**	Tue	**GDR**	Tue	**LKU**	Thu
5	**04717**	1	**HSR**	Sat	**GDR**	Mon	**TPTY**	Mon	**TPTY**	Mon
6	**04718**	1	**TPTY**	Mon			**GDR**	Tue	**HSR**	Wed
7	**09419**	1	**ADI**	Th	**WADI**	Sat	**RU**	Sat	**TPJ**	Sat
8	**09420**	1	**TPJ**	Sun	**RU**	Sun	**WADI**	Mon	**ADI**	Mon

WADI – GOOTY – WADI

SECTIONAL INFORMATION

TOTAL KILOMETERS	TRACTION	AXLE LOAD - 20.55 Tonnes
256.87	Electric	Details of Line Capacity

System Of Working	Critical Block Section	Section	Charted capacity	Effective capacity	Utilisation	% of Utilisation
Absolute Block System	WD-NW Section	WD-RC	44	39	40.2	103
		GTL-RC	44	39	37.4	96
		GY-GTL	42	37	33.1	89

NUMBER OF STATIONS	32	Engineering Allowance	LIST OF NOTICE STATIONS
B Class	28	18 Mints up to GTL & 20 Mints up to GY	Wadi, CT, RC, GTL, GY.
Halts	2		GTL(W) to issue caution order for all By-pass trains.
Spl class	2		

Section Wise Maximum Permissible Speed (In Kmph)

GY-WADI	130
WADI-GY	130

RULING GRADIENT

S.No.	Section	Block section	Gauge	Length in Kms.	Double	Ruling Gradient		
						Up gradient (Rising)	Length in Kms.	Down gradient (Falling)
1	WD - RC		BG	105.24	Double	1 in 100	0.40	1 in 100
2	GY-GTL		BG	28.55	Double	1 in 122	1.86	1 in 115
3	GTL-RC		BG	120.84	Double	1 in 104	0.90	1 in 104

Inter Sectional Running Time for Mail/Express and Passenger Trains				
Up Direction		Stations	Dn Direction	
130 KMPH	110 KMPH		130 KMPH	110 KMPH
...	...	Wadi / Suh	12/18	12/18
12/18	12/18	Nalwar	8	9
8	9	Thangundi	5	7
5	7	Yadgir	6	7
6	7	Lingiri	7	8
7	8	Saidapur	6	7
6	7	Chegunta	5	7
5	7	Krishna	2	2
2	2	Yadalapur	3	4
3	4	Chiksugar	4	5
4	5	Yermaras	7	7
7	7	Raichur	7	7
7	7	Marichethal	4	5
4	5	Matmari	7	9
7	9	Mantralayam Rd.	5	6
5	6	Iranagallu	3	4
3	4	Kosgi	8	9
8	9	Kupgal	4	5
4	5	Isivi	5	6
5	6	Adoni	6	8
6	8	Nagarur	6	7
6	7	Aspari	7	7
7	7	Molagavalli	3	4
3	4	Nemakallu	2	3
2	3	Nancherla	13	14
13	14	Guntakal Jn.	5	7
5	7	Timmanacherla	5	6
5	6	Nakkanadoddi	3	4
3	4	Patakottacheruvu	8	9
8	9	Gooty	...	...
166/172	195/201	⟵ Total BRT ⟶	166/172	195/201
Note:- The BRT Excludes AC/DC Timings				

WADI - GOOTY (UP)

Kms from MAS	Inter Distances in Kms	Train No.		17416	17313	17603	12735	12214	18111	18463	12628
		From		KOP -	UBL	KCG -	SC	DEE-	TATA	BBS	NDLS-
		To		TPTY	MAS	YNK	YPR	YPR	YPR	SBC	SBC
		Types		Exp	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
Days of service at originating station				Daily	Wed, Fri	Daily	Su,W,F	Mon	Thu	Daily	Daily
Days of service entering into section				Daily	Thu, Sat	Daily	Su,W,F	Wed	Sat	Daily	Daily
		Sulehalli	d				23:35	00:10	00:10		
671.38		Wadi Jn.	a								01:50
	13.46	ROB(Km.667/9-670/0,	d								01:55
		IBS at 664/20-22	s								01:40
657.92		Nalwar	a								
	7.19		d				23:53	00:27	00:27		02:09
			s								
650.73		Shampurhalli (H)	a								
	8.87	IBS 650/5-7	d								
			s								
641.86		Thangundi	a								
		ROB KM 635/2-3	d				00:01	00:34	00:34		02:17
	9.36	ROB (632/34-36)	s								
		IBS 637/15-17									E2
632.5		Yadgir	a				00:08		00:42		02:26
	10.58		d				00:10	00:39	00:44		02:28
		IBS 626/11-13	s				23:55		00:25		02:05
621.92		Lingiri	a								
	12.6		d				00:18	00:44	00:52		02:36
		IBS 616/9-11	s								
609.32		Saidapur	a								
			d				00:25	00:49	00:59		02:43
	10.86	IBS 604/7-5	s								
598.46			a								
	9.29	Chegunta	d				00:31	00:54	01:05		02:49
			s								
									E3		E4
589.17		Krishna (S)	a						01:15		03:00
									W		W
	2.82	Krishna Br. Km588/7-587/2	d				00:37	00:59	01:25		03:10
			s								
586.35		Yadalapur (S)	a								
	6.05		d				00:40	01:01	01:30		03:15
			s								
580.3		Chiksugur	a								
	7.38		d				00:43	01:04	01:33		03:18
			s								
572.92		Yermaras					E6				
		ROB KM 570/14-16	a								
	9.02	ROB KM 565/24-26	d				00:53	01:08	01:37		03:22
		RUB KM 564/34-38	s								

# - Experimental Stoppage
$ train yet to be Restore

* These SPL trains will be operated until further advice

WADI - GOOTY (UP)

11303 $	12976	20668	22920	20954	20920	09419*	16613	19568	12163	Stn. Code
MUGR	JP	JP -	ADI	ADI	EKNR	ADI	RJT	OKHA	LTT	
BGM	MYS	YPR	MAS	MAS	MAS	TPJ	CBE	TN	MAS	
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	SPL	Exp.	Exp.	Exp.	
Daily	Mon, Wed	Sat	Mon	Sat	Wed	Thu	Sun	Fri	Daily	
Daily	Wed, Fri	Mon	Tue	Sun	Thu	Fri	Mon	Sat	Daily	
02:25										**SUH**
		03:05 **03:10**	**03:05** **03:10**	**03:05** **03:10**	**03:05** **03:10**	**03:05** **03:10**	**03:35** **03:40**	**03:35** **03:40**	**04:23** **04:25**	**WD**
				03:00		**03:00**	**03:25**	**03:25**	**04:10**	
02:44		03:24	03:24	03:24	03:24	03:24	03:54	03:54	04:39	**NW**
										SPHL
02:53		03:32	03:32	03:32	03:32	03:32	04:03	04:02	04:47	**TGDE**
E2 03:04 03:06		03:39 03:41	**T4** 03:41	03:39 03:41	**T4** 03:41	**T4** 03:41	04:10	**T3** 04:10	04:54 04:56	**YG**
02:30		**03:30**		**03:30**					**04:40**	
03:14		03:49	**T2** 03:49	03:49	**T2** 03:49	**T2** 03:49	04:17	04:16	05:03	**LGRE**
03:22		03:56	03:56	03:56	03:56	03:56	04:25	04:23	05:13 05:14	**SADP**
									05:00	
03:29		04:02	04:02	04:02	04:02	04:02	04:32	04:29	05:22	**CGTA**
E4 03:40 **W** 03:50		04:10 **W** 04:20	04:10 **W** 04:20	04:10 **W** 04:20	04:10 **W** 04:20	04:10 **W** 04:20	**E4 T2** 04:45 **W** 04:55	**E4 T5** 04:45 **W** 04:55	**E3 T3** 05:35 **W** 05:45	**KSN**
02:55										
03:55		04:25	04:25	04:25	04:25	04:25	05:00	05:00	05:50	**YDLP**
03:59		04:28	04:28	04:28	04:28	04:28	05:04	05:03	05:53	**CK**
04:04		04:32	04:32	04:32	04:32	04:32	05:09	05:07	05:57	**YS**

 # - Experimental Stoppage
$ train yet to be Restore

*** These SPL trains will be operated until further advice**

WADI - GOOTY (UP)

Kms from MAS	Inter Distances in Kms	Train No.		17416	17313	17603	12735	12214	18111	18463	12628
		From		KOP -	UBL	KCG -	SC	DEE-	TATA	BBS	NDLS-
		To		TPTY	MAS	YNK	YPR	YPR	YPR	SBC	SBC
		Types		Exp	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
Days of service at originating station				Daily	Wed, Fri	Daily	Su,W,F	Mon	Thu	Daily	Daily
Days of service entering into section				Daily	Thu, Sat	Daily	Su,W,F	Wed	Sat	Daily	Daily
							E6 T5	E1	E5 T1		E5 T2
563.9		Raichur Jn.	a				01:13		01:52		03:38
			d				01:15	01:15	01:54		03:40
	9.81		s				**00:55**		**01:35**		**03:10**
554.09		Marichethal	a					E4			
	7.22		d				01:24	01:24	02:03		03:49
			s								
546.87		Matmari	a								
			d				01:28	01:28	02:07		03:53
			s								
		Hanumapura(H)	a								
	11.15	Thungabhadra River	d								
		Km.536/2-3 537/5-6)	s								
		IB 541/23-21							E2		E2 T1
535.72		Mantralayam Road	a						02:18		04:05
	7.38		d				01:35	01:35	02:20		04:07
			s						**02:05**		**03:30**
528.34		Iranagallu	a								
	5.67		d				01:40	01:40	02:27		04:14
			s								
522.67		Kosgi	a								
			d				01:43	01:43	02:30		04:17
	13.6		s								
509.06		Kuppagal	a								
	7.93		d				01:51	01:51	02:38		04:25
			s								
501.13		Isivi	a								
	6.49	ROB 500/13-15	d				01:55	01:55	02:42		04:29
		ROB 496/1-3	s								
		ROB Km 495/7-9							T5		T6
494.64		Adoni	a						02:54		04:42
			d				02:00	02:00	02:55		04:44
	9.41		s						**02:40**		**04:10**
485.23		Nagarur	a								
	10.76		d				02:06	02:06	03:03		04:52
			s								
474.47		Aspari	a								
	11.08		d				02:12	02:12	03:09		04:58
			s								

 # - Experimental Stoppage
$ train yet to be Restore

*** These SPL trains will be operated until further advice**

WADI - GOOTY (UP)

11303 $	12976	20668	22920	20954	20920	09419*	16613	19568	12163	Stn. Code
MUGR	JP	JP -	ADI	ADI	EKNR	ADI	RJT	OKHA	LTT	
BGM	MYS	YPR	MAS	MAS	MAS	TPJ	CBE	TN	MAS	
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	SPL	Exp.	Exp.	Exp.	
Daily	Mon, Wed	Sat	Mon	Sat	Wed	Thu	Sun	Fri	Daily	
Daily	Wed, Fri	Mon	Tue	Sun	Thu	Fri	Mon	Sat	Daily	
E6		E5 T2	E5 T2	E5 T2	E5 T2	E5 T2	E5	E5 T2	E4	RC
04:18		04:48	04:48	04:48	04:48	04:48	05:23	05:23	06:10	
04:20		04:50	04:50	04:50	04:50	04:50	05:25	05:25	06:12	
03:40		**04:35**	**04:35**	**04:35**	**04:35**	**04:35**	**05:10**	**05:10**	**05:55**	
04:28		04:59	04:59	04:59	04:59	04:59	05:34	05:34	06:21	MRC
04:32		05:03	05:03	05:03	05:03	05:03	05:38	05:38	06:25	MTU
										HPH
		E2	E2 T4	E2	E2 T4	E2		E2 T1	T2	MALM
04:42		05:14		05:14		05:14	05:49	05:50	06:36	
04:44		05:16	05:16	05:16	05:16	05:16	05:51	05:52	06:38	
04:05		**05:00**		**05:00**		**05:00**	**05:35**	**05:35**	**06:20**	
			T2		T2					EGU
04:51		05:23	05:23	05:23	05:23	05:23	05:59	05:59	06:45	
04:57										KO
04:58		05:26	05:26	05:26	05:26	05:26	06:03	06:02	06:48	
04:15										
05:08		05:34	05:34	05:34	05:34	05:34	06:12	06:10	06:56	KGL
05:13		05:38	05:38	05:38	05:38	05:38	06:17	06:14	07:00	ESV
		E3 T4	E3 T4	E3 T2	E3 T4	E3 T4	E3	E3 T4	E3	AD
05:20				05:50			06:28	06:28	07:10	
05:21		05:52	05:52	05:52	05:52	05:52	06:30	06:30	07:12	
05:00				**05:30**			**06:15**	**06:15**	**06:55**	
		T2	T2		T2	T2				NRR
05:30		06:00	06:00	06:00	06:00	06:00	06:40	06:38	07:20	
05:37		06:06	06:06	06:06	06:06	06:06	06:47	06:44	07:26	ASP

 # - Experimental Stoppage
$ train yet to be Restore

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WADI - GOOTY (UP)

Kms from MAS	Inter Distances in Kms	Train No.		17416	17313	17603	12735	12214	18111	18463	12628
		From		KOP -	UBL	KCG -	SC	DEE-	TATA	BBS	NDLS-
		To		TPTY	MAS	YNK	YPR	YPR	YPR	SBC	SBC
		Types		Exp	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
Days of service at originating station				Daily	Wed, Fri	Daily	Su,W,F	Mon	Thu	Daily	Daily
Days of service entering into section				Daily	Thu, Sat	Daily	Su,W,F	Wed	Sat	Daily	Daily
463.39		Molagavalli	a							Via	
	7.11		d				02:19	02:19	03:16	NDL	05:05
			s								
456.28		Nemakallu	a								
			d				02:22	02:22	03:20		05:09
	4.12		s								
452.16				Via		Via	E6	E6		Via	
		Nancharla	a	BAY		DHNE				NDL	
	9.1		d				02:30	02:30	03:22		05:11
			s								
			a						E8 T7		
		GUNTAKAL Bye pass	d						03:50		
443.06		Guntakal Jn.					T5	E5			E6 T8
			a	01:55	03:10	03:50	02:50	02:50		04:40	05:40
	3.26		d	02:05	03:15	04:05	02:55	02:55		04:50	05:50
			s	01:55	03:05	03:50	02:40	02:40		04:30	05:20
		ROB 441/21-23									
439.8		Timmanacherla	a				Via	Via	Via		Via
	9.21		d	02:13	03:23	04:13	GPU	GPU	BAY	04:58	GPU
			s								
430.59		Nakkanadoddi	a								
	4.58		d	02:18	03:29	04:19				05:03	
			s								
426.01		Pathakottacheruvu	a								
			d	02:21	03:33	04:23				05:06	
	11.05	IBS at 420/10-12	s								
				E2 T6	E2 T15	E2 T3				E2 T10	
414.51			a	02:39		04:39				05:30	
		Gooty Jn.	d	02:40	04:00	04:40				05:32	
			s	02:25		04:20				05:15	

# - Experimental Stoppage
$ train yet to be Restore

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WADI - GOOTY (UP)

11303 $	12976	20668	22920	20954	20920	09419*	16613	19568	12163	Stn. Code
MUGR	JP	JP -	ADI	ADI	EKNR	ADI	RJT	OKHA	LTT	
BGM	MYS	YPR	MAS	MAS	MAS	TPJ	CBE	TN	MAS	
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	SPL	Exp.	Exp.	Exp.	
Daily	Mon, Wed	Sat	Mon	Sat	Wed	Thu	Sun	Fri	Daily	
Daily	Wed, Fri	Mon	Tue	Sun	Thu	Fri	Mon	Sat	Daily	
05:44		06:13	06:13	06:13	06:13	06:13	06:54	06:51	07:33	MGV
05:48		06:17	06:17	06:17	06:17	06:17	06:58	06:55	07:36	NMLU
05:51	Via DHNE	T5 06:25	T5 06:25	T5 06:25	T5 06:25	T5 06:25	07:01	06:57	07:38	NLA
										GTL B
E6 T12 06:25 07:00 06:30	07:00 07:30 07:05	E8 T2 06:50 07:32 07:05	E10 06:50 07:00 06:50	E10 06:50 07:00 06:50	E10 06:50 07:00 06:50	E10 06:50 07:00 06:50	E5 T13 07:35 07:45 07:30	E4 T18 07:35 07:45 07:30	E8 T2 08:03 08:13 07:50	GTL
Via BAY	07:38	Via BAY	07:08	07:08	07:08	07:08	07:53	Via GPU	08:21	TIM
	07:43		07:13	07:13	07:13	07:13	07:59		08:26	NKDO
	07:46		07:16	07:16	07:16	07:16	08:03		08:29	PLU
	07:55		T12 07:40	T10 07:39 07:40 07:20	T12 07:40	T10 07:40	E2 T4 08:20 08:22 08:05		E2 T6 08:49 08:50 08:25	GY

# - Experimental Stoppage
$ train yet to be Restore

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WADI - GOOTY (UP)

Kms from MAS	Inter Distances in Kms	Train No.		22688	22231	77202	16381	16331	16339	16351	11013	57402
		From		BSB	KLBG	RC	PUNE	CSMT	CSMT	CSMT	LTT	UBL
		To		MYS	YPR	GTL	CAPE	TVC	NCJ	NCJ	CBE	TPTY
		Types		Exp	VB	Pass.	Exp.	Exp.	Exp.	Exp.	Exp.	Pass
Days of service at originating station				Th, Sa	Except Fri	Daily	Daily	Sun	Tu,W, Thu, Sa	M,F	Daily	Daily
Days of service entering into section				Sa, M		Daily	Daily	Mon	W,Thu, F,Su	Tu,Sa	Daily	Daily
		Sulehalli	d									
671.38		Wadi Jn.	a	04:45			06:10	06:50	06:50	06:50	09:30	
	13.46		d	04:50	05:50		06:15	06:55	06:55	06:55	09:35	
		IBS at 664/20-22	s	04:40			06:05	06:45	06:45	06:45	09:10	
657.92		Nalwar	a									
	7.19		d	05:04	06:02		06:29	07:09	07:09	07:09	09:49	
			s									
650.73		Shampurhalli (H)	a									
	8.87	IBS 650/5-7	d									
			s									
641.86		Thangundi	a									
		ROB KM 635/2-3	d	05:12	06:10		06:37	07:17	07:17	07:17	09:57	
	9.36	ROB (632/34-36)	s									
		IBS 637/15-17					T2	E2	E2	E2		
632.5		Yadgir	a	05:20	06:18		06:46	07:26	07:26	07:26	10:04	
	10.58		d	05:22	06:19		06:48	07:28	07:28	07:28	10:06	
		IBS 626/11-13	s	05:10	05:55		06:35	07:15	07:15	07:15	09:40	
621.92		Lingiri	a									
	12.6		d	05:30	06:27		06:56	07:36	07:36	07:36	10:14	
		IBS 616/9-11	s									
609.32		Saidapur	a									
			d	05:37	06:34		07:03	07:43	07:43	07:43	10:21	
	10.86	IBS 604/7-5	s									
598.46		Chegunta	a									
	9.29		d	05:43	06:40		07:09	07:49	07:49	07:49	10:27	
			s									
				E5 T2			T3	E5 T4	E5 T4	E5 T4	E3 T3	
589.17		Krishna (s)	a	05:57			07:20	08:05	08:05	08:05	10:40	
				W			W	W	W	W	W	
	2.82	Krishna Br. Km588/7-587/2	d	06:07	06:45		07:30	08:15	08:15	08:15	10:50	
			s								10:25	
586.35		Yadalapur (s)	a									
	6.05		d	06:12	06:47		07:35	08:20	08:20	08:20	10:55	
			s									
580.3		Chiksugur	a									
	7.38		d	06:15	06:50		07:38	08:23	08:23	08:23	10:58	
			s									
572.92		Yermaras										
		ROB KM 570/14-16	a									
	9.02	ROB KM 565/24-26	d	06:19	06:54		07:42	08:27	08:27	08:27	11:02	
		RUB KM 564/34-38	s									
			W= WATERING									

- Experimental Stoppage

WADI - GOOTY (UP)

22157	17693	17664	17621	77647	67784	77213	17418	22602	22689	12591	22533	Stn. Code
CSMT	KCG	NED	AWB	KCG	GWD	GTL	SNSI	SNSI	ADI-	GKP	GKP	
MAS	RC	RC	TPTY	RC	RC	HUP	TPTY	MAS	YPR	YPR	YPR	
Mail	MEMU	Exp.	Exp.	DEMU	MEMU	Pass	Exp.	Exp.	Exp.	Exp	Exp	
Daily	Except Sat	Daily	Fri	Daily		Daily	Wed	Fri	Tu	Sat	Mon	
Daily	Except Sat	Daily	Sat	Daily		Daily	Thu	Fri	Wed	Sun	Tue	
		09:20	**10:20**				**12:45**			**17:05**	**17:05**	**SUH**
09:50								**17:05**	**17:05**			**WD**
09:55								**17:10**	**17:10**			
09:45								**17:00**	**17:00**			
10:09		**T17**										**NW**
10:10		09:57	10:39				13:05	17:24	17:24	17:24	17:24	
10:00												
												SPHL
10:20		10:06	10:47				13:14	17:33	17:32	17:32	17:32	**TGDE**
									T3	**T3**	**T3**	**YG**
10:28		10:14	10:56				13:24					
10:30		10:16	10:58				13:26	17:40	17:40	17:40	17:40	
10:20		**10:05**	**10:35**				**13:00**					
10:38		10:24	11:06				13:34	17:47	17:46	17:46	17:46	**LGRE**
10:47		10:34										**SADP**
10:48		10:35	11:13				13:42	17:55	17:53	17:53	17:53	
10:35		**10:25**										
		E6										**CGTA**
		10:50										
		22157/17621										
10:56		11:30	11:19				13:49	18:02	17:59	17:59	17:59	
E2							**E4**	**E4 T2**	**E4 T5**	**E4 T5**	**E4 T5**	**KSN**
11:05		11:50	11:26	14:28			14:00	18:15	18:15	18:15	18:15	
W		**W**	**W**	**W**			**W**	**W**	**W**	**W**	**W**	
11:15		12:00	11:36	14:38			14:10	18:25	18:25	18:25	18:25	
11:00				**14:15**								
11:20		12:05	11:41	14:43			14:15	18:30	18:30	18:30	18:30	**YDLP**
				14:49								**CK**
11:24		12:10	11:44	14:50			14:19	18:34	18:33	18:33	18:33	
				14:25								
11:29		12:15	11:48	14:56			14:24	18:39	18:37	18:37	18:37	**YS**
						W= WATERING						

 # - Experimental Stoppage

WADI - GOOTY (UP)

Kms from MAS	Inter Distances in Kms	Train No.		22688	22231	77202	16381	16331	16339	16351	11013	57402
		From		BSB	KLBG	RC	PUNE	CSMT	CSMT	CSMT	LTT	UBL
		To		MYS	YPR	GTL	CAPE	TVC	NCJ	NCJ	CBE	TPTY
		Types		Exp	VB	Pass.	Exp.	Exp.	Exp.	Exp.	Exp.	Pass
Days of service at originating station				Th, Sa	Except Fri	Daily	Daily	Sun	Tu,W, Thu, Sa	M,F	Daily	Daily
Days of service entering into section				Sa, M		Daily	Daily	Mon	W,Thu, F,Su	Tu,Sa	Daily	Daily
				T4	E2		E4	E4	E4	E4	E4	
563.9		Raichur Jn.	a	06:32	07:05	….	07:56	08:40	08:40	08:40	11:15	
			d	06:34	07:07	**07:25**	07:58	08:42	08:42	08:42	11:17	
	9.81		s	**06:10**	**06:50**		**07:40**	**08:20**	**08:20**	**08:20**	**10:55**	
554.09		Marichethal	a			07:35						
	7.22		d	06:43	07:15	07:36	08:07	08:51	08:51	08:51	11:26	
			s			**07:35**						
546.87		Matmari	a			07:43						
			d	06:47	07:19	07:44	08:11	08:55	08:55	08:55	11:30	
			s			**07:40**						
		Hanumapura(H)	a			07:49						
	11.15	Thungabhadra River	d			07:50						
		Km.536/2-3 537/5-6)	s			**07:45**						
		IBS 541/21-23									E2 T1	
535.72		Mantralayam Road	a	06:56	07:28	07:58	08:20	09:04	09:04	09:04	11:42	
	7.38		d	06:58	07:30	08:00	08:22	09:06	09:06	09:06	11:44	
			s	**06:45**	**07:10**	**07:55**	**08:05**	**08:50**	**08:50**	**08:50**	**11:20**	
528.34		Iranagallu	a									
	5.67		d	07:05	07:37	08:07	08:27	09:13	09:13	09:13	11:51	
			s									
522.67		Kosgi	a			08:13						
			d	07:08	07:40	08:14	08:32	09:16	09:16	09:16	11:54	
	13.6		s			**08:05**						
509.06		Kuppagal	a			08:26						
	7.93		d	07:16	07:48	08:27	08:40	09:24	09:24	09:24	12:02	
			s			**08:15**						
501.13		Isivi	a				E7					
	6.49	ROB 500/13-15	d	07:20	07:52	08:34	08:51	09:28	09:28	09:28	12:06	
		ROB 496/1-3	s									
		ROB Km 495/7-9		E3		E2		T5	T5	T5	E3 T2	
494.64		Adoni	a	07:30		08:44	08:58	09:40	09:40	09:40	12:18	
			d	07:31	07:57	08:46	09:00	09:42	09:42	09:42	12:20	
	9.41		s	**07:15**		**08:30**	**08:40**	**09:20**	**09:20**	**09:20**	**12:00**	
485.23		Nagarur	a			08:56						
	10.76		d	07:39	08:03	08:57	09:08	09:50	09:50	09:50	12:28	
			s			**08:45**						
474.47		Aspari	a				E4					
	11.08		d	07:45	08:09	09:06	09:18	09:56	09:56	09:56	12:34	
			s									

 # - Experimental Stoppage

WADI - GOOTY (UP)

22157	17693	17664	17621	77647	67784	77213	17418	22602	22689	12591	22533	Stn. Code
CSMT	KCG	NED	AWB	KCG	GWD	GTL	SNSI	SNSI	ADI-	GKP	GKP	
MAS	RC	RC	TPTY	RC	RC	HUP	TPTY	MAS	YPR	YPR	YPR	
Mail	MEMU	Exp.	Exp.	DEMU	MEMU	Pass	Exp.	Exp.	Exp.	Exp	Exp	
Daily	Except Sat	Daily	Fri	Daily		Daily	Wed	Fri	Tu	Sat	Mon	
Daily	Except Sat	Daily	Sat	Daily		Daily	Thu	Fri	Wed	Sun	Tue	
E5 T1	...	E5 T15	E6 T3	E2 T13			E2	E4 T4	E4 T4	E4 T4	E4 T9	RC
11:43	12:10	12:45	12:06	15:20	16:20		14:36	18:55	18:55	18:55		
11:45		...	12:08	...	...		14:38	18:57	18:57	18:57	18:57	
11:30			**11:50**				**14:15**	**18:30**	**18:30**	**18:30**		
	Via			Via	Via						T2	MRC
11:53	GWD		12:17	KSN	GWD		14:46	19:05	19:06	19:06	19:06	
11:59												MTU
12:00			12:21				14:51	19:10	19:10	19:10	19:10	
11:43												
												HPH
E1			E2					E2 T2	E2 T3	E2 T3	E2 T3	MALM
12:12			12:32				15:02	19:24	19:24	19:24	19:24	
12:14			12:34				15:04	19:26	19:26	19:26	19:26	
11:55			**12:20**				**14:40**	**18:55**	**18:55**	**18:55**	**18:55**	
12:21			12:41				15:11	19:33	19:33	19:33	19:33	EGU
12:27												KO
12:28			12:44				15:16	19:37	19:36	19:36	19:36	
12:10												
12:38			12:52				15:25	19:46	19:44	19:44	19:44	KGL
12:43			12:56				15:30	19:51	19:48	19:48	19:48	ESV
E3 T2			T4				E2	E3 T1	E3 T5	E3 T5	E3 T8	AD
12:55			13:08				15:40	20:03	20:03	20:03		
12:56			13:10				15:42	20:04	20:04	20:04	20:04	
12:35			**12:55**				**15:10**	**19:30**	**19:30**	**19:30**		
											T2	NRR
13:05			13:18				15:51	20:13	20:12	20:12	20:12	
13:12			13:24				15:58	20:20	20:18	20:18	20:18	ASP

 # - Experimental Stoppage

WADI - GOOTY (UP)

Kms from MAS	Inter Distances in Kms	Train No.		22688	22231	77202	16381	16331	16339	16351	11013	57402
		From		BSB	KLBG	RC	PUNE	CSMT	CSMT	CSMT	LTT	UBL
		To		MYS	YPR	GTL	CAPE	TVC	NCJ	NCJ	CBE	TPTY
		Types		Exp	VB	Pass.	Exp.	Exp.	Exp.	Exp.	Exp.	Pass
Days of service at originating station				Th, Sa	Except Fri	Daily	Daily	Sun	Tu,W, Thu, Sa	M,F	Daily	Daily
Days of service entering into section				Sa, M		Daily	Daily	Mon	W,Thu, F,Su	Tu,Sa	Daily	Daily
463.39		Molagavalli	a			09:15						
	7.11		d	07:52	08:15	09:16	09:25	10:03	10:03	10:03	12:41	
			s			**09:00**						
456.28		Nemakallu	a			09:24						
						16381						
			d	07:55	08:18	09:32	09:28	10:07	10:07	10:07	12:45	Via
	4.12		s	.								BAY
452.16				E3	E5	T13		E6	E6	E6		
		Nancharla	a									
	9.1		d	08:00	08:25	09:50	09:30	10:15	10:15	10:15	12:47	
			s									
		GUNTAKAL Bye pass	a									
			d									
			s									
443.06		Guntakal Jn.		E6 T9	E9 T2	E8 T1	E5	E1 T9	E1 T9	E3 T7	E6 T7	
			a	08:30	08:50	10:15	09:50	10:40	10:40	10:40	**13:15**	**13:00**
	3.26		d	09:00	08:55	…	10:00	10:50	10:50	10:50	**13:25**	**13:10**
		ROB 441/21-23	s	**08:50**	**08:30**		**09:40**	**10:30**	**10:40**	**10:30**	**13:10**	**12:45**
439.80			a					Via	Via			13:20
	9.21	Timmanacherla	d	Via			10:08	GPU	GPU	10:58		13:21
			s	BAY							Via GPU	**12:55**
430.59		Nakkanadoddi	a									13:30
	4.58		d				10:13			11:03		13:31
			s									**13:02**
426.01		Pathakottacheruvu	a									13:38
			d				10:16			11:06		13:39
	11.05	IBS at 420/10-12	s									**13:08**
							T7			T9		E2
414.51			a				**10:34**					**13:53**
		Gooty Jn.	d				**10:35**			**11:25**		**13:55**
			s				**10:15**					**13:25**

- Experimental Stoppage

WADI - GOOTY (UP)

22157	17693	17664	17621	77647	67784	77213	17418	22602	22689	12591	22533	Stn. Code
CSMT	KCG	NED	AWB	KCG	GWD	GTL	SNSI	SNSI	ADI-	GKP	GKP	
MAS	RC	RC	TPTY	RC	RC	HUP	TPTY	MAS	YPR	YPR	YPR	
Mail	MEMU	Exp.	Exp.	DEMU	MEMU	Pass	Exp.	Exp.	Exp.	Exp	Exp	
Daily	Except Sat	Daily	Fri	Daily		Daily	Wed	Fri	Tu	Sat	Mon	
Daily	Except Sat	Daily	Sat	Daily		Daily	Thu	Fri	Wed	Sun	Tue	
13:19			13:31				16:05	20:27	20:25	20:25	20:25	MGV
13:23			13:34				16:09	20:31	20:28	20:28	20:28	NMLU
13:26			T9 13:45				16:12	20:34	20:30	20:30	20:30	NLA
												GTL B
E4 **13:45** **13:55**			E7 T3 **14:10** **14:20**			 **...** **16:00**	E8 T10 **16:45** **16:55**	E5 T10 **21:05** **21:15**	E5 T15 **21:05** **21:15**	E5 T15 **21:05** **21:15**	E5 T15 **21:05** **21:15**	GTL
13:45			**14:05**				**16:40**	**20:50**	**20:50**	**20:50**	**20:50**	
14:03			14:28			16:10 16:11	17:03					TIM
						16:10						
14:09			14:33			16:20 16:21	17:09					NKDO
						16:19						
14:13			14:36			16:27 16:28	17:13					PLU
						16:26						
E5 **14:29** **14:30**			T3 **14:49** **14:50**			E2 T6 **16:48** **16:50**	T5 **17:29** **17:30**					GY
14:15			**14:35**			**16:40**	**17:15**					

 # - Experimental Stoppage

WADI - GOOTY (UP)

Kms from MAS	Inter Distances in Kms	Train No.		17420	16594	16578	57662	11301	12732	22692	12794
		From		VSG	NED	BIDR	BJP	CSMT	SC	NZM-	NZB
		To		TPTY	SBC	YPR	RC	SBC	TPTY	SBC	TPTY
		Types		Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
Days of service at originating station				Fri	Daily	Sun	Daily	Daily	W, Sa	Daily	Daily
Days of service entering into section				Fri	Daily	Sun	Daily	Daily	W,Sa	Daily	Daily
		Sulehalli	d		**17:30**				**19:05**	**20:40**	**21:10**
671.38		**Wadi Jn.**	a			**17:50**	**18:20**	**18:40**			
	13.46	ROB(Km.667/9-670/0,	d			**17:55**	**18:30**	**18:45**			
		IBS at 664/20-22	s			**17:45**	**18:05**	**18:35**			
657.92		**Nalwar**	a		17:49		18:44	19:00			21:29
	7.19		d		17:50	18:09	18:45	19:01	19:24	20:58	21:30
			s		**17:00**		**18:20**	**18:50**			**21:10**
650.73		Shampurhalli (H)	a				18:50				
	8.87		d				18:51				
		IBS 650/5-7	s				18:25				
641.86		**Thangundi**	a				18:59				
		ROB KM 635/2-3	d		18:00	18:18	19:00	19:11	19:33	21:06	21:40
	9.36	ROB (632/34-36)	s				**18:35**				
		IBS 637/15-17			E3	E2				E3	E3
632.5		**Yadgir**	a		18:10	18:29	19:10	19:18			21:50
	10.58		d		18:12	18:31	19:12	19:20	19:40	21:14	21:52
		IBS 626/11-13	s		**17:25**	**18:10**	**18:45**	**19:10**			**21:25**
621.92		**Lingiri**	a				19:22			T2	
							11301				
	12.6		d		18:20	18:39	19:35	19:28	19:47	21:22	22:00
		IBS 616/9-11	s				**18:55**				
609.32		**Saidapur**	a		18:29		19:45	19:37			22:09
			d		18:30	18:47	19:46	19:38	19:55	21:29	22:10
	10.86	IBS 604/7-5	s		**17:45**		**19:05**	**19:25**			**21:40**
598.46			a			T1	19:57				
							12732				
	9.29	**Chegunta**	d		18:38	18:55	20:12	19:46	20:02	21:35	22:18
			s				**19:25**				
					E3 T2	E5 T3	E9 T5	E2	E3 T2		
589.17		**Krishna (s)**	a		18:50	19:10	20:35	19:55	20:15		
					W	W	W	W	W		
	2.82	Krishna Br. Km588/7-587/2	d		19:00	19:20	20:45	20:05	20:25	21:40	22:23
			s		**18:00**		**19:45**	**19:50**			
586.35		**Yadalapur (s)**	a				20:50				
	6.05		d		19:05	19:25	20:51	20:10	20:30	21:43	22:26
			s				**19:55**				
580.3		**Chiksugur**	a				20:58				
	7.38		d		19:08	19:29	20:59	20:13	20:34	21:46	22:29
			s				**20:10**				
572.92		**Yermaras**	a							E6 T2	
		ROB KM 565/24-26,570/14-16	d		19:12	19:34	21:05	20:17	20:39	21:58	22:33
	9.02	RUB KM 564/34-38	s								

W= Watering

- Experimental Stoppage

WADI - GOOTY (UP)

22706	11311	16572	16584	17308	22159	17322	11017	22101	22179	
JAT	SUR	BIDR-	LUR	BGK	CSMT-	JSME	LTT-	LTT	LTT-	
TPTY	HAS	YPR	YPR	MYS	MAS	VSG	KIK	MDU	MAS	Stn. code
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	
Fri	Daily	M,Tu, W,F	Th, Sa Su	Daily	Daily	Mon	Sat	Wed	Mon	
Sat	Daily	M,Tu, W,F	Th, sa su	Daily	Daily	Tue	Sat	Wed	Mon	
21:30		**22:15**	**22:15**			**22:55**				**SUH**
	21:50 **21:55**			**22:30** **22:35**	**22:50** **22:55**		**23:15** **23:20**	**23:15** **23:20**	**23:15** **23:20**	**WD**
	21:35			**22:20**	**22:30**		**23:15**	**23:15**	**23:15**	
21:49	22:09	22:34 22:35	22:34 22:35	22:49 22:50	23:09	T19 23:34	23:34	23:34	23:34	**NW**
		22:15	**22:15**	**22:32**						
										SPHL
21:57	22:17	22:45	22:45	23:00	23:17	23:42	23:42	23:42	23:42	**TGDE**
E3 22:05	E2 22:28 22:30	22:52 22:54	22:52 22:54	E2 23:10 23:12	23:24 23:26	T3 23:50	23:49 23:50	T3 23:50	23:49 23:50	**YG**
	22:05	**22:35**	**22:35**	**22:55**	**23:05**		**23:40**		**23:40**	
22:11	22:38	23:02	23:02	23:20	23:34	T2 23:58	23:58	T2 23:58	23:58	**LGRE**
22:18	22:45	23:11 23:12	23:11 23:12	23:28	23:41	00:05	00:05	00:05	00:05	**SADP**
		22:50	**22:50**							
22:24	22:51	23:20	23:20	23:35	T5 23:52	00:11	00:11	00:11	00:11	**CGTA**
22:31 **W** 22:41	22:56	E3 23:30 **W** 23:40	E3 23:30 **W** 23:40	E4 T2 23:47	E6 T4 00:10 W/17322G 00:20	00:16	00:16	00:16	00:16	**KSN**
22:46	22:59	23:45	23:45	23:50	00:25	00:18	00:18	00:18	00:18	**YDLP**
22:49	23:02	23:48	23:48	23:54	00:28	00:21	00:21	00:21	00:21	**CK**
22:53	E5 23:11	23:52	23:52	E8 T1 00:08	T3 00:35	00:25	00:25	00:25	00:25	**YS**
W= Watering										

 # - Experimental Stoppage

WADI - GOOTY (UP)

Kms from MAS	Inter Distances in Kms	Train No.		17420	16594	16578	57662	11301	12732	22692	12794
		From		VSG	NED	BIDR	BJP	CSMT	SC	NZM-	NZB
		To		TPTY	SBC	YPR	RC	SBC	TPTY	SBC	TPTY
		Types		Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
Days of service at originating station				Fri	Daily	Sun	Daily	Daily	W, Sa	Daily	Daily
Days of service entering into section				Fri	Daily	Sun	Daily	Daily	W,Sa	Daily	Daily
					E5		T20	E4	E2		E5 T3
563.9		Raichur Jn.	a		19:26	19:42	21:35	20:30	20:50	22:07	22:50
			d		19:28	19:44	….	20:32	20:52	22:09	22:52
	9.81		s		**18:40**	**19:20**		**20:15**	**20:40**	**21:40**	**22:25**
554.09		Marichethal	a								
	7.22		d		19:37	19:52		20:41	21:00	22:18	23:01
			s								
546.87		Matmari	a		19:43						
			d		19:44	19:57		20:45	21:05	22:22	23:05
			s		**19:00**						
		Hanumapura(H)	a								
	11.15	Thungabhadra River	d								
		Km.536/2-3 537/5-6)	s								
		IBS 541/21-23				E1		E2	E2		E2
535.72		Mantralayam Road	a		19:55	20:08		20:56			23:16
	7.38		d		19:57	20:10		20:58	21:16	22:29	23:18
			s		**19:15**	**19:45**		**20:45**			**22:50**
528.34		Iranagallu	a								
	5.67		d		20:04	20:17		21:05	21:22	22:34	23:25
			s								
522.67		Kosgi	a		20:09						
	13.6		d		20:10	20:21		21:08	21:26	22:37	23:28
			s		**19:30**						
509.06		Kuppagal	a								
	7.93		d		20:20	20:30		21:16	21:35	22:45	23:36
			s								
501.13		Isivi	a								
	6.49	ROB 500/13-15	d		20:24	20:36		21:20	21:40	22:49	23:40
		ROB 496/1-3	s								
494.64		ROB Km 495/7-9			T4	E5 T5		E3 T2	E4 T1	E4 T2	E3 T2
		Adoni	a		20:35			21:32	21:52		23:52
			d		20:37	20:52		21:34	21:54	23:00	23:53
	9.41		s		**20:10**			**21:20**	**21:35**		**23:30**
485.23		Nagarur	a								
	10.76		d		20:45	21:01		21:42	22:03	23:05	00:01
			s								
474.47		Aspari	a								
	11.08		d		20:51	21:08		21:48	22:10	23:11	00:07
			s								

- Experimental Stoppage

WADI - GOOTY (UP)

22706	11311	16572	16584	17308	22159	17322	11017	22101	22179	
JAT	SUR	BIDR-	LUR	BGK	CSMT-	JSME	LTT-	LTT	LTT-	
TPTY	HAS	YPR	YPR	MYS	MAS	VSG	KIK	MDU	MAS	Stn. code
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	
Fri	Daily	M,Tu, W,F	Th, Sa Su	Daily	Daily	Mon	Sat	Wed	Mon	
Sat	Daily	M,Tu, W,F	Th, sa su	Daily	Daily	Tue	Sat	Wed	Mon	
E6		E3 T3	E3 T3		E4					
23:08	23:20	00:07	00:07	00:16	00:48	00:34	00:34	00:34	00:34	RC
23:10	23:22	00:09	00:09	00:18	00:50	00:36	00:36	00:36	00:36	
22:45	**23:10**	**23:45**	**23:45**	**23:55**	**00:30**	**00:20**	**00:20**	**00:20**	**00:20**	
23:19	23:31	00:18	00:18	00:26	00:59	00:45	00:45	00:45	00:45	MRC
23:23	23:35	00:22	00:22	00:31	01:03	00:49	00:49	00:49	00:49	MTU
										HPH
E2	E2	E2 T3	E2	E2	E2	E2 T2	E2	E2	E2	
	23:46		00:33	00:43	01:14		01:00	01:00	01:00	
23:32	23:47	00:34	00:34	00:44	01:16	01:02	01:02	01:02	01:02	MALM
	23:35		**00:05**	**00:15**	**00:55**		**00:45**	**00:45**	**00:45**	
		T2				T2				
23:37	23:54	00:41	00:41	00:51	01:23	01:09	01:09	01:09	01:09	EGU
23:40	23:57	00:44	00:44	00:55	01:26	01:12	01:12	01:12	01:12	KO
23:48	00:05	00:52	00:52	01:04	01:35	01:20	01:20	01:20	01:20	KGL
	T3									
23:53	00:12	00:56	00:56	01:09	01:39	01:25	01:25	01:25	01:25	ESV
E6 T5	E5	E5	E5	E2	E3 T4	E8 T3	E8 T3	E8	E8 T3	
					01:53			01:40		
					12735					AD
00:09	00:22	01:06	01:06	01:17	02:08	01:41	01:41	01:41	01:41	
					01:30			**01:15**		
						T2	T2		T2	
00:15	00:28	01:12	01:12	01:25	02:16	01:49	01:49	01:49	01:49	NRR
00:21	00:34	01:18	01:18	01:32	02:22	01:55	01:55	01:55	01:55	ASP

- Experimental Stoppage

WADI - GOOTY (UP)

Kms from MAS	Inter Distances in Kms	Train No.		17420	16594	16578	57662	11301	12732	22692	12794
		From		VSG	NED	BIDR	BJP	CSMT	SC	NZM-	NZB
		To		TPTY	SBC	YPR	RC	SBC	TPTY	SBC	TPTY
		Types		Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
Days of service at originating station				Fri	Daily	Sun	Daily	Daily	W, Sa	Daily	Daily
Days of service entering into section				Fri	Daily	Sun	Daily	Daily	W,Sa	Daily	Daily
463.39		Molagavalli	a								
	7.11		d		20:58	21:15		21:55	22:17	23:18	00:14
			s								
456.28		Nemakallu	a								
			d		21:01	21:19		21:59	22:21	23:22	00:18
	4.12		s								
452.16						T3			T6		
		Nancharla	a								
	9.1		d		21:03	21:25		22:02	22:30	23:24	00:20
			s								
		GUNTAKAL Bye pass	a	Via BAY							
			d								
			s								
		Guntakal Jn.			E5 T2	E5 T3		E7 T6	E9 T6	E5 T6	E3 T2
443.06			a	20:00	21:25	21:50		22:30	23:00	23:50	00:40
	3.26		d	21:20	21:35	22:00		22:35	23:10	23:55	00:45
		ROB 441/21-23	s	21:10	21:20	21:45		22:25	22:50	23:40	00:30
439.8			a					Via GPU		Via GPU	
	9.21	Timmanacherla	d	21:08	21:43				23:18		00:53
			s								
430.59		Nakkanadoddi	a								
	4.58		d	21:14	21:48				23:24		00:58
			s								
426.01		Pathakottacheruvu	a		T9						
			d	21:18	22:00				23:28		01:01
	11.05	IBS at 420/10-12	s								
				E2 T40	E2 T6				T24		E4 T4
414.51			a	22:11	22:18				00:05		01:19
		Gooty Jn.	d	22:12	22:20				00:06		01:20
			s	21:45	22:00				23:30		00:55

- Experimental Stoppage

WADI - GOOTY (UP)

22706	11311	16572	16584	17308	22159	17322	11017	22101	22179	Stn. code
JAT	SUR	BIDR-	LUR	BGK	CSMT-	JSME	LTT-	LTT	LTT-	
TPTY	HAS	YPR	YPR	MYS	MAS	VSG	KIK	MDU	MAS	
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	
Fri	Daily	M,Tu, W,F	Th, Sa Su	Daily	Daily	Mon	Sat	Wed	Mon	
Sat	Daily	M,Tu, W,F	Th, sa su	Daily	Daily	Tue	Sat	Wed	Mon	
00:28	00:41	01:25	01:25	01:39	02:29	02:02	02:02	02:02	02:02	MGV
00:31	00:45	01:29	01:29	01:43	02:33	02:05	02:05	02:05	02:05	NMLU
T7 00:40	E3 T5 00:55	01:31	01:31	T9 01:55	E9 T1 02:45	E8 02:15	E8 02:15	E8 02:15	E8 02:15	NLA
										GTL B
00:55 01:00	01:10 01:15	E5 T4 01:55 02:00	E5 T4 01:55 02:00	02:13 02:20	03:00 03:05	02:30 03:00	02:30 Watering 02:45	02:30 Watering 02:45	02:30 Watering 02:45	GTL
00:45	01:05	01:45	01:45	02:00	02:35	02:40	02:25	02:25	02:25	
01:08	Via GPU	Via GPU	Via GPU	Via GPU	03:13	Via BAY	02:53	02:53	02:53	TIM
01:13					03:18		02:58	02:58	02:58	NKDO
01:16					03:21		03:01	03:01	03:01	PLU
E3 T7 01:35					T6 03:37 03:38		E2 T11 03:24 03:25	E2 T11 03:24 03:25	E2 T11 03:24 03:25	GY
					03:10		03:00#	03:00#	03:00	

- Experimental Stoppage

GOOTY - WADI (DN)

KMS FROM MAS	Inter Distances in Kms	Train No.		16571	16583	22691	12627	11312	12164	22705
		From		YPR	YPR	SBC-	SBC-	HAS	MAS	TPTY
		To		BIDR	LUR	NZM	NDLS	SUR	LTT	JAT
		Types		Exp	Exp	Exp.	Exp.	Exp	Exp.	Exp.
Days of service at originating station				M,Tu,Th,Su	W,F,Sa	Daily	Daily	Daily	Daily	Tue
Days of service entering into section				Tu,W,F,M	Th,Sa,Su	Daily	Daily	Daily	Daily	Wed
414.51		Gooty Jn.	a						01:05	
			d						01:06	01:25
	11.5		s						00:55	
426.01		IBS : 420/23-25	a							
	4.58	Pathakottacheruvu	d						01:16	01:35
			s							
430.59		Nakkanadoddi	a							
	9.21		d						01:19	01:38
			s							
439.8		Timmanacherla	a	Via GPU	Via GPU	Via GPU	Via GPU	Via GPU		
	3.26	RUB at Kms441/12-13	d						01:24	01:44
			s							
		ROB at (Kms441/21-23)							T3	E2 T16
		Guntakal Jn.	a	00:10	00:10	00:55	01:10	01:25	01:35	02:10
443.06									Watering	
	9.1		d	00:15	00:15	01:00	01:15	01:30	01:50	02:15
			s	00:10	00:10	00:45	01:00	01:15	01:35	02:00
			a							
		GUNTAKAL BYE PASS	d							
452.16		Nancharla	a							
	4.12		d	00:30	00:30	01:15	01:30	01:45	02:05	02:30
			s							
456.28		Nemakallu	a							
			d	00:32	00:32	01:17	01:32	01:47	02:07	02:32
	7.11		s							
463.39		Molagavalli	a							
			d	00:35	00:35	01:20	01:35	01:50	02:10	02:35
	11.08		s							
474.47		Aspari	a							
			d	00:42	00:42	01:27	01:42	01:57	02:17	02:42
	10.76		s							
485.23		Nagarur	a							
			d	00:48	00:48	01:33	01:48	02:03	02:23	02:48
	9.41		s							
		Adoni		E2 T2	E2 T2		E2		E2 T1	
494.64			a				01:58		02:34	
		ROB Km 495/7-9	d	00:58	00:58	01:39	02:00	02:10	02:35	02:55
	6.49	ROB 496/1-3	s				01:50		02:20	
		ROB 500/13-15								

- Experimental Stoppage

GOOTY - WADI (DN)

17415	11302	16332	16340	16352	17622	22534	12213	57661	Stn. Code
TPTY-KOP	SBC-CSMT	TVC-CSMT	NCJ-CSMT	NCJ CSMT	TPTY AWB	YPR GKP	YPR DEE	RC - BJP	
Exp	Exp.	Exp.	Exp.	Exp.	Exp.	Exp	Exp	Pass	
Daily	Daily	Sat	M,Tu, W,F	Th,Su	Sat	Wed	Sat	Daily	
Daily	Daily	Sun	Tu,W,Th,Sa	M, F	Sun	Thu	Sun	Daily	
02:18 02:20				02:55	03:20 03:21				GY
02:00					02:55				
02:30				03:05	03:32				PLU
02:33				03:08	03:35				NKDO
02:38	Via GPU	Via GPU	Via GPU	03:14	03:40	Via GPU	Via GPU		TIM
E2 T12 03:00 03:12	02:35 02:40	03:20 03:30	03:20 03:30	E2 03:25 03:30	E2 T10 04:00 04:05	04:00 04:05	03:50 03:55		GTL
02:50	02:30	03:20	03:20	03:20	03:40	03:40	03:30		
									GTL B
Via BAY	02:55	03:45	03:45	03:45	04:20	04:20	04:08		NLA
	02:57	03:47	03:47	03:47	04:22	04:22	04:10		NMLU
	03:00	03:50	03:50	03:50	04:25	04:25	04:13		MGV
	03:07	03:57	03:57	03:57	04:32	04:32	04:19		ASP
	03:13	04:03	04:03	04:03	04:38	04:38	04:24		NRR
	E2 T2 03:25 03:27	04:12 04:14	04:12 04:14	04:12 04:14	E3 T3 04:50	E3 T3 04:50	04:29		AD
	03:15	04:05	04:05	04:05					

- Experimental Stoppage

GOOTY - WADI (DN)

KMS FROM MAS	Inter Distances in Kms	Train No.		16571	16583	22691	12627	11312	12164	22705
		From		YPR	YPR	SBC-	SBC-	HAS	MAS	TPTY
		To		BIDR	LUR	NZM	NDLS	SUR	LTT	JAT
		Types		Exp	Exp	Exp.	Exp.	Exp	Exp.	Exp.
Days of service at originating station				M,Tu,Th,Su	W,F,Sa	Daily	Daily	Daily	Daily	Tue
Days of service entering into section				Tu,W,F,M	Th,Sa,Su	Daily	Daily	Daily	Daily	Wed
501.13		Isivi	a							
	7.93		d	01:03	01:03	01:44	02:07	02:15	02:42	03:00
			s							
509.06		Kuppagal	a	T7	T7					
			d	01:14	01:14	01:48	02:11	02:20	02:46	03:04
	13.61		s							
			a							
522.67		Kosgi	d	01:22	01:22	01:56	02:19	02:28	02:54	03:12
	5.67		s							
			a					T2		
528.34		Iranagallu	d	01:25	01:25	01:59	02:22	02:33	02:57	03:15
	7.38		s							
				T4			E2 T1	E3	E3	E4 T4
535.72		Mantralayam Road	a		01:32		02:32	02:43	03:07	
			d	01:34	01:34	02:04	02:34	02:45	03:09	03:28
	11.15		s		01:25		02:20	02:30	02:50	
539		Hanumapura(H)	a	T2						
		IB 541/8-10	d							
546.87		Matmari	a							
			d	01:43	01:43	02:11	02:43	02:54	03:18	03:35
	7.22		s							
554.09		Marichethal	a					T6		T3
			d	01:47	01:47	02:15	02:47	03:04	03:22	03:42
	9.81		s							
		Raichur Jn.		E3 T3	E3 T3	E6 T5	E2 T2		E2 T2	
563.9			a	02:02	02:02	02:35	03:00	03:13	03:35	03:51
		ROB KM 570/14-16	d	02:04	02:04	02:37	03:02	03:15	03:37	03:53
	7.38	ROB KM 565/24-26	s	01:45	01:45	02:25	02:50	03:05	03:20	03:40
572.92		RUB KM 564/34-38	a							
		Yermaras	d	02:13	02:13	02:46	03:11	03:24	03:46	04:02
	6.5		s							

- Experimental Stoppage

GOOTY - WADI (DN)

OOT

17415	11302	16332	16340	16352	17622	22534	12213	57661	Stn. Code
TPTY-	SB C-	TVC-	NCJ-	NC J	RU	YPR	YPR	R C -	
KOP	CSMT	CSMT	CSMT	CSMT	A WB	GKP	DEE	BJP	
Exp	Exp.	Exp.	Exp.	Exp.	Exp.	Exp	Exp	Pass	
Daily	Daily	Sat	M,Tu, W,F	Th,Su	Sat	Wed	Sat	Daily	
Daily	Daily	Sun	Tu,W,Th,Sa	M, F	Sun	Thu	Sun	Da ily	
	03:34	04:21	04:21	04:21	04:55	04:55	04:34		ESV
	03:38	04:25	04:25	04:25	04:59	04:59	04:38		KGL
	03:46	04:33	04:33	04:33	05:07	05:07	04:46		KO
	03:49	04:36	04:36	04:36	05:10	05:10	04:49		EGU
	T3 03:58 04:00	E3 04:46 12213 05:00	E3 T12 04:58 05:00	E3 T12 04:58 05:00	E3 05:20 05:22	E3 05:20 05:22	04:54		MALM
	03:50	04:40	04:40	04:40	05:00	05:00			
									HPH
	04:09	05:09	05:09	05:09	05:31	05:31	05:00		MTU
	04:13	05:13	05:13	05:13	05:35	05:35	05:03		MRC
	E3 T3 04:28 04:30	E3 T3 05:28 05:30	E3 T3 05:28 05:30	E3 T3 05:28 05:30	E5 T1 05:50 05:52	E5 T5 05:52	05:09	... 07:15	RC
	04:15	05:20	05:20	05:20	05:30				
	04:40	05:39	05:39	05:39	06:01	T2 06:01	05:15	07:25	YS

 # - Experimental Stoppage

GOOTY - WADI (DN)

KMS FROM MAS	Inter Distances in Kms	Train No.		16571	16583	22691	12627	11312	12164	22705
		From		YPR	YPR	SBC-	SBC-	HAS	MAS	TPTY
		To		BIDR	LUR	NZM	NDLS	SUR	LTT	JAT
		Types		Exp	Exp	Exp.	Exp.	Exp	Exp.	Exp.
Days of service at originating station				M,Tu,Th,Su	W,F,Sa	Daily	Daily	Daily	Daily	Tue
Days of service entering into section				Tu,W,F,M	Th,Sa,Su	Daily	Daily	Daily	Daily	Wed
580.3		Chiksugur	a							
	6.05		d	02:17	02:17	02:50	03:15	03:28	03:50	04:06
			s							
586.35		Yadalapur (s)	a							
		Krishna Br. Km588/7-587/2	d	02:20	02:20	02:53	03:18	03:31	03:53	04:09
	2.82		s							
589.17		Krishna (s)	a	02:25	02:25					04:15
				W	W					W
	9.29		d	02:35	02:35	02:55	03:20	03:34	03:55	04:25
			s							
598.46		Chegunta	a							
	10.86		d	02:43	02:43	03:01	03:26	03:40	04:01	04:33
		IBs 603/30-604/2	s							
609.32		Saidapur	a	T5	T5				04:09	
			d	03:54	03:54	03:07	03:32	03:46	04:10	04:39
	12.6	IBS 616/6-8	s						04:00	
621.92		Lingiri	a							
	10.58		d	03:01	03:01	03:14	03:39	03:53	04:19	04:46
		IBs 625/34-626/02	s							
				E3 T2	E3 T2	T10	E8	T12	E3 T3	T8
		Yadgir	a	03:14	03:14		03:55	04:13	04:33	
		IBs 637/6-2								
632.5			d	03:16	03:16	03:30	03:57	04:15	04:35	05:00
	9.36	ROB (632/34-36)	s	03:05	03:05		03:40	04:00	04:20	
		ROB KM 635/2-3				E12 T3	T5	E15 T2	E10 T8	E14 T1
641.86		Thangundi	a							
	8.87		d	03:23	03:23	03:50	04:10	04:40	05:00	05:20
		IBS at 650/6-8	s							
650.73		Shampurhalli (H)	a							
	7.19		d							
			s							
657.92		Nalwar		E10 T7	E10 T7		E4 T17	T11	T7	T12
			a	03:50	03:50					
				22691	22691					
	13.46	IBS at 664/21-23	d	04:20	04:20	04:00	04:40	05:00	05:15	05:40
		ROB(Km.667/9-670/0,	s	03:50						
				T10	T10	T10	T10	T10	T11	T10
671.38		Wadi Jn.	a				05:05	05:25	05:40	
			d				05:10	05:30	05:45	
			s				05:00	05:20	05:35	
		Sulehalli	a							
			d	04:50	04:50	04:30				06:10
		W=Watering								

- Experimental Stoppage

GOOTY - WADI (DN)

17415	11302	16332	16340	16352	17622	22534	12213	57661	Stn. Code
TPTY-KOP	SBC-CSMT	TVC-CSMT	NCJ-CSMT	NCJ CSMT	RU AWB	YPR GKP	YPR DEE	RC - BJP	
Exp	Exp.	Exp.	Exp.	Exp.	Exp.	Exp	Exp	Pass	
Daily	Daily	Sat	M,Tu, W,F	Th,Su	Sat	Wed	Sat	Daily	
Daily	Daily	Sun	Tu,W,Th,Sa	M, F	Sun	Thu	Sun	Daily	
	04:44	05:43	05:43	05:43	06:05	06:05	05:19	07:32 07:33	CK
								07:31	
	04:47	05:46	05:46	05:46	06:08	06:08	05:22	07:40 07:41	YDLP
								07:38	
	04:53 **W** 05:03	05:52 **W** 06:02	05:52 **W** 06:02	05:52 **W** 06:02	06:14 **W** 06:24	06:14 **W** 06:24	05:24	07:46 07:48	KSN
	04:40							**07:43**	
	05:11	06:10	06:10	06:10	06:32	06:32	05:30	07:58 07:59	CGTA
								07:52	
	05:19 05:20	06:16	06:16	06:16	06:38	06:38	05:36	08:10 08:12	SADP
	05:00							**08:02**	
	05:30	06:23	06:23	06:23	06:45	06:45	05:41	08:23 08:24	LGRE
								08:12	
	E5 T2 05:45 **12213** 05:55	**E5 T2** 06:38 06:40	**E5 T2** 06:38 06:40	**E5 T2** 06:38 06:40	**E4 T3** 07:00 07:02	**E4 T7** 07:02	05:47	**T4** 08:40 08:42	YG
	05:30	**06:20**	**06:20**	**06:20**	**06:30**			**08:25**	
	06:03	06:48	06:48	06:48	07:10	**T2** 07:10	05:52	08:52 08:53	TGDE
								08:35	
								08:59 09:00	SPHL
								08:42	
	E8 T9 06:30 06:32	**E7 T11** 07:15	**E7 T11** 07:15	**E7 T11** 07:15	**E3 T22** 07:45	**E3 T22** 07:45	06:00	09:10 09:12	NW
	06:00							**08:55**	
	T35 **07:25** **07:30**	**T20** **07:50** **07:55**	**T20** **07:50** **07:55**	**T20** **07:50** **07:55**	**T15**	**T15**	**E18 T4**	**E9 T12** **09:50** **09:55**	WD
	07:10	**07:40**	**07:40**	**07:40**				**09:45**	
					08:20	**08:20**	**06:40**		SUH
	W=Watering								

 # - Experimental Stoppage

GOOTY - WADI (DN)

KMS FROM MAS	Inter Distances in Kms	Train No.		16593	20919	11018	22102	16577	16382	77214
		From		SBC	MAS	KIK	MDU-	YPR	CAPE-	HUP-
		To		NED	EKNR	LTT	LTT	BIDR	PUNE	GTL
		Types		Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Pass
Days of service at originating station				Daily	Sun	Mon	Fri	Sat	Daily	Daily
Days of service entering into section				Daily	Mon	Tu	Sat	Sun	Daily	Daily
414.51		Gooty Jn.	a	05:15		05:33	05:33		09:08	10:38
			d	05:17	05:34	05:34	05:34		09:10	10:40
	11.5		s	05:00		05:20	05:20		08:45	10:15
426.01		IBS : 420/23-25	a							10:53
	4.58	Pathakottacheruvu	d	05:27	05:44	05:44	05:44		09:20	10:54
			s							10:23
430.59		Nakkanadoddi	a							11:00
	9.21		d	05:30	05:47	05:47	05:47		09:23	11:01
			s							10:30
439.8		Timmanacherla	a							11:09
	3.26	RUB at Kms441/12-13	d	05:35	05:52	05:52	05:52		09:28	11:10
			s							10:40
		ROB at (Kms441/21-23)		E2 T5					E2 T6	E2 T15
443.06		Guntakal Jn.	a	05:50	06:00	06:00	06:00	05:58	09:45	11:40
			d	05:55	06:10	06:10	06:10	06:08	09:55	...
			s	05:45	06:00	06:00	06:00	06:00	09:40	
	9.1	GUNTAKAL BYE PASS	d							
452.16		Nancharla	a							
			d	06:10	06:25	06:25	06:25	06:25	10:10	
	4.12		s							
456.28		Nemakallu	a							
			d	06:12	06:27	06:27	06:27	06:28	10:12	
	7.11		s							
463.39		Molagavalli	a							
			d	06:15	06:30	06:30	06:30	06:32	10:15	
	11.08		s							
474.47		Aspari	a							
			d	06:22	06:37	06:37	06:37	06:39	10:22	
	10.76		s							
485.23		Nagarur	a							
			d	06:28	06:43	06:43	06:43	06:46	10:28	
	9.41		s							
494.6		Adoni		E2 T2	E3 T5	E3 T5	E3 T3	E3	E4 T4	
			a	06:40			06:56		10:44	
			d	06:41	06:57	06:57	06:57	06:57	10:46	
	6.49	ROB Km 495/7-9	s	06:30			06:45		10:30	

- Experimental Stoppage

GOOTY - WADI (DN)

57401	67783	77648	17417	16614	17663	17694	22158	17321	17419	19567	77201	Stn. Code
TPTY	RC	RC	TPTY	CBE-	RC	RC	MAS-	VSG	TPTY	TN	GTL	
UBL	GWD	KCG	SNSI	RJT	PBN	KCG	CSMT	JSME	VSG	OKHA	RC	
Pass.	MEMU	DEMU	Exp	Exp.	Exp.	MEMU	Mail	EXP.	Exp	Exp	Pass	
Daily	Except Sat	Daily	Tue	Fri	Daily	Daily	Daily	Fri	Thu	Sun	Daily	
Daily	Except Sat	Daily	Tue	Fri	Daily	Daily	Daily	Fri	Thu	Mon	Daily	
12:45			**13:13**	**13:13**			**13:48**		**16:24**			GY
12:47			**13:15**	**13:15**			**13:49**		**16:25**			
12:20			**12:45**	**12:45**			**13:30**		**16:05**			
12:58												PLU
12:59			13:26	13:26			13:59		16:35			
12:30												
13:06												NKDO
13:07			13:30	13:30			14:03		16:39			
12:35												
E2												
13:17								**From**		**From**		TIM
13:18			13:37	13:37			14:09	**BAY**	16:45	**GPU**		
12:45												
T8			**E2 T3**	**E2 T3**			**E2**		**E2 T5**			GTL
13:35			**13:50**	**13:50**			**14:20**	**15:55**	**17:00**	**16:50**	**.....**	
13:50			**14:00**	**14:00**			**14:30**	**16:25**	**17:40**	**17:00**	**18:50**	
13:20			**13:30**	**13:30**			**14:15**	**16:10**	**17:25**	**16:45**		
Via									Via			
BAY									**BAY**			
			14:15	14:15			14:45	16:40		17:15	19:05	NLA
			14:18	14:18			14:48	16:42		17:17	19:08	NMLU
											T12	MGV
											19:28	
											22232	
			14:22	14:22			14:52	16:46		17:20	19:44	
											19:35	
			14:30	14:30			14:59	16:53		17:27	19:52	ASP
											20:00	NRR
			14:37	14:37			15:06	16:59		17:33	20:01	
											19:47	
			E2 T2	**E2 T2**			**E2 T2**	**E2 T1**		**E2 T2**	**T8**	AD
			14:53	14:53			15:19			17:45	20:19	
			14:54	14:54			15:20	17:08		17:46	20:20	
			14:20	**14:20**			**15:05**			**17:30**	**20:10**	

 # - Experimental Stoppage

GOOTY - WADI (DN)

KMS FROM MAS	Inter Distances in Kms	Train No.		16593	20919	11018	22102	16577	16382	77214
		From		SBC	MAS	KIK	MDU-	YPR	CAPE-	HUP-
		To		NED	EKNR	LTT	LTT	BIDR	PUNE	GTL
		Types		Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Pass
Days of service at originating station				Daily	Sun	Mon	Fri	Sat	Daily	Daily
Days of service entering into section				Daily	Mon	Tu	Sat	Sun	Daily	Daily
501.13		ROB 496/1-3			T2	T2		T1		
		ROB 500/13-15								
			a							
		Isivi	d	06:48	07:04	07:04	07:04	07:04	10:53	
	7.93		s							
509.1			a	06:54						
		Kuppagal	d	06:55	07:08	07:08	07:08	07:09	10:57	
	13.61		s	**06:42**						
522.67			a	07:07						
		Kosgi	d	07:08	07:16	07:16	07:16	07:18	11:05	
	5.67		s	**06:53**						
528.34			a		T5	T5	T5	T2		
			d	07:13	07:24	07:24	07:24	07:24	11:08	
	7.38	Iranagallu	s							
535.72				E2	E4 T4	E4	E4	E4	E4 T9	
		Mantralayam Road	a	07:22		07:35	07:35	07:35	11:28	
	11.15		d	07:24	07:37	07:37	07:37	07:37	11:30	
			s	**07:05**		**07:15**	**07:15**	**07:15**	**11:05**	
539		Km.536/2-3 537/5-6)	a		T2					
		Hanumapura(H)	d							
		IB 541/8-10	s							
546.87			a	07:35						
		Matmari	d	07:36	07:46	07:46	07:46	07:47	11:39	
	7.22		s	**07:15**						
					E4 T3	E4 T3	E4 T3	E4 T2		
			a							
554.09		Marichethal	d	07:42	07:57	07:57	07:57	07:58	11:43	
	9.81		s							
		Raichur Jn.		E3					E5 T5	
			a	**07:54**	**08:06**	**08:06**	**08:06**	**08:06**	**12:02**	
563.9										
		ROB KM 570/14-16	d	**07:56**	**08:08**	**08:08**	**08:08**	**08:08**	**12:04**	
		ROB KM 565/24-26	s	**07:30**	**07:45**	**07:45**	**07:45**	**07:45**	**11:30**	
		RUB KM 564/34-38	a							
	7.38	Yermaras	d	08:05	08:17	08:17	08:17	08:17	12:13	
			s							

- Experimental Stoppage

GOOTY - WADI (DN)

57401	67783	77648	17417	16614	17663	17694	22158	17321	17419	19567	77201	Stn. Code
TPTY	RC	RC	TPTY	CBE-	RC	RC	MAS-	VSG	TPTY	TN	GTL	
UBL	GWD	KCG	SNSI	RJT	PBN	KCG	CSMT	JSME	VSG	OKHA	RC	
Pass.	MEMU	DEMU	Exp	Exp.	Exp.	MEMU	Mail	EXP.	Exp	Exp	Pass	
Daily	Except Sat	Daily	Tue	Fri	Daily	Daily	Daily	Fri	Thu	Sun	Daily	
Daily	Except Sat	Daily	Tue	Fri	Daily	Daily	Daily	Fri	Thu	Mon	Daily	
			15:00	15:00			15:27	17:13		17:53	20:27	ESV
											20:34	KGL
			15:05	15:05			15:32	17:17		17:58	20:35	
											20:25	
							15:42				20:46	KO
			15:13	15:13			15:43	17:26		18:06	20:47	
							15:30				**20:40**	
			15:17	15:17			15:49	17:29		18:09	20:53	EGU
			E4 T3	**E4 T3**			**E2 T2**	**E4 T2**		**E3 T2**	**E5**	MALM
			15:31	15:31			16:00			18:21	21:05	
			15:32	15:32			16:02	17:40		18:23	21:07	
			15:05	**15:05**			**15:45**			**18:05**	**20:50**	
											21:12	HPH
											21:13	
											20:56	
											E5	MTU
							16:14				21:27	
			15:41	15:41			16:15	17:47		18:32	21:28	
							15:55				**21:05**	
	Via	Via				Via					21:35	MRC
	GWD	KSN	15:45	15:45		GWD	16:21	17:51		18:36	21:36	
											21:15	
			E5 T5	**E5 T5**			**E3 T3**	**E5 T5**		**E5 T5**	**T4**	RC
	...	**...**	**16:03**	**16:03**	**...**	**...**	**16:35**	**18:10**		**18:55**	**21:50**	
											....	
	13:10	**15:40**	**16:05**	**16:05**	**15:50**	**17:00**	**16:37**	**18:12**		**18:57**		
			15:30	**15:30**			**16:20**	**17:50**		**18:45**		
		15:49	16:13	16:13	15:59		16:45	18:21		19:06		YS

- Experimental Stoppage

GOOTY - WADI (DN)

KMS FROM MAS	Inter Distances in Kms	Train No.		16593	20919	11018	22102	16577	16382	77214
		From		SBC	MAS	KIK	MDU-	YPR	CAPE-	HUP-
		To		NED	EKNR	LTT	LTT	BIDR	PUNE	GTL
		Types		Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Pass
Days of service at originating station				Daily	Sun	Mon	Fri	Sat	Daily	Daily
Days of service entering into section				Daily	Mon	Tu	Sat	Sun	Daily	Daily
572.92			a							
		Chiksugur	d	08:09	08:21	08:21	08:21	08:22	12:17	
	6.05		s							
580.3			a							
		Yadalapur (s)	d	08:12	08:24	08:24	08:24	08:26	12:20	
	2.82	Krishna Br. Km588/7-587/2	s							
586.35			a	08:17	08:30	08:30	08:30	08:30	12:25	
				W	W	W	W	W	W	
	9.29	Krishna (s)	d	08:27	08:40	08:40	08:40	08:40	12:35	
			s	**08:00**						
589.17			a							
	10.86	Chegunta	d	08:35	08:48	08:48	08:48	08:48	12:43	
		IBs 603/30-604/2	s							
598.5			a	08:43						
	12.6	Saidapur	d	08:44	08:54	08:54	08:54	08:55	12:49	
		IBS 616/6-8	s	**08:20**						
609.32			a		E5 T2	E5 T2	E5 T2	E5		
		Lingiri	d	08:53	09:08	09:08	09:08	09:08	12:56	
	10.58	IBs 625/34-626/02	s							
621.9				E4 T5	T4		T4		E5 T5	
			a	09:10		09:16		09:16	13:14	
		Yadgir	d	09:12	09:18	09:18	09:18	09:18	13:16	
	9.36	IBs 637/6-2	s	**08:35**		**08:45**		**08:45**	**12:45**	
632.5		ROB (632/34-36)	a		T19	T17	T19	T15		
		ROB KM 635/2-3	d	09:20	09:42	09:42	09:42	09:40	13:24	
	8.87	Thangundi	s							
641.9			a							
		IBS at 650/6-8	d							
	7.19	Shampurhalli (H)	s							
650.7				T14						
		Nalwar	a	09:45						
				11018G						
			d	10:00	09:50	09:50	09:50	09:50	13:32	
	13.46	IBS at 664/21-23	s	**09:05**						
657.9		Wadi Jn.		E7 T18	E4 T16	E4 T16	E4 T16	E2 T18	T28	
		ROB(Km.667/9-670/0,	a		**10:25**	**10:25**	**10:25**	**10:25**	**14:15**	
			d		**10:30**	**10:30**	**10:30**	**10:30**	**14:20**	
			s			**10:15**	**10:15**	**10:15**	**14:10**	
671.4			a							
		Sulehalli	d	**10:50**						
W=Watering										

- Experimental Stoppage

GOOTY - WADI (DN)

57401	67783	77648	17417	16614	17663	17694	22158	17321	17419	19567	77201	Stn. Code
TPTY	RC	RC	TPTY	CBE-	RC	RC	MAS-	VSG	TPTY	TN	GTL	
UBL	GWD	KCG	SNSI	RJT	PBN	KCG	CSMT	JSME	VSG	OKHA	RC	
Pass.	MEMU	DEMU	Exp	Exp.	Exp.	MEMU	Mail	EXP.	Exp	Exp	Pass	
Daily	Except Sat	Daily	Tue	Fri	Daily	Daily	Daily	Fri	Thu	Sun	Daily	
Daily	Except Sat	Daily	Tue	Fri	Daily	Daily	Daily	Fri	Thu	Mon	Daily	
		15:55 15:56	16:18	16:18	16:04		16:50	18:25		19:10		CK
		15:53										
		16:01	16:22	16:22	16:09		16:54	18:28		19:13		YDLP
		T2										
		16:08 16:10	16:26 **W** 16:36	16:26 **W** 16:36	16:12		17:00 **W** 17:10	18:33 **W** 18:43		19:18 **W** 19:28		KSN
		16:00					**16:55**					
			16:43	16:43	16:20		17:18	18:50		19:36		CGTA
			16:49	16:49	16:29 16:30		17:27 17:28	18:56		19:42		SADP
					16:20		**17:10**					
			16:57	16:57	16:39		17:37	19:03		19:49		LGRE
			E5 T5 17:15 17:16	E5 T7 17:16	E5 T13 17:05 17:07		E5 T3 17:53 17:55	E4 T6 19:19		E4 T6 20:05		YG
			16:45		**16:40**		**17:30**					
			17:24	T1 17:24	17:15		18:03	19:24		20:11		TGDE
												SPHL
			17:33	17:33	17:24		E6 T19 18:38 18:39	19:32		20:20		NW
							17:50					
			T19	E10 T65 **18:45** **18:55**	E6 T34		T15 **19:10** **19:15**	E3 T35		E4 T45 **21:25** **21:30**		WD
				18:20			**18:55**			**21:15**		
			18:10		**18:25**			**20:30**				SUH
W=Watering												

- Experimental Stoppage

GOOTY - WADI (DN)

Kms from MAS	Inter Distance in Kms	Train No.		22232	12975	18464	22687	22160	12736	20667	22690	22601
		From		YPR	MYS	SBC-	MYS	MAS-	YPR	YPR -	YPR	MAS
		To		KLBG	JP	BBS	BSB	CSTM	SC	JP	ADI	SNSI
		Types		VB	Exp	Exp.	Exp.	Exp.	G.Rath	Exp.	Exp.	Exp
Days of service at originating station				Except Thu	Th,Sa	Daily	Tu,Thu	Daily	M,Th,Sa	Thu	Sun	Wed
Days of service entering into section					Th,Sa	Daily	Tu,Thu	Daily	M,Th,Sa	Thu	Sun	Wed
414.51		Gooty Jn.	a			19:28		20:09				
			d		18:16	19:30		20:10				
	11.5		s			19:10		19:55				
426.01		IBS : 420/23-25	a									
	4.58	Pathakottacheruvu	d		18:26	19:40		20:20				
			s									
430.59			a									
	9.21	Nakkanadoddi	d		18:29	19:43		20:23				
			s									
439.8		Timmanacherla	a	Via GPU			Via BAY		Via GPU	Via BAY	Via BAY	Via BAY
	3.26	RUB at Kms441/12-13	d		18:34	19:49		20:28				
			s									
		ROB at (Kms441/21-23)			E2 T15	E2 T10		E2 T10				
443.06		Guntakal Jn.										
			a	19:25	19:00	20:10	20:15	20:50	21:30	21:15	21:40	21:40
										Watering	Watering	Watering
			d	19:30	19:10	20:20	20:40	21:00	21:35	21:50	21:50	21:50
			s	19:05	18:40	20:10	20:20	20:35	21:20	21:30	21:30	21:30
		Guntakal By Pass	a		via	To						
	9.1		d		DHNE	NDL						
452.16		Nancharla	a									
			d	19:43			20:55	21:15	21:50	22:05	22:05	22:05
	4.12		s									
456.28		Nemakallu	a									
			d	19:45			20:57	21:17	21:52	22:07	22:07	22:08
	7.11		s									
463.39		Molagavalli	a									
			d	19:48			21:00	21:20	21:55	22:10	22:10	22:12
	11.08		s									
474.47		Aspari	a									
			d	19:55			21:07	21:27	22:02	22:17	22:17	22:19
	10.76		s									
485.23		Nagarur	a									
			d	20:01			21:13	21:33	22:08	22:23	22:23	22:26
	9.41		s									
494.6		Adoni					E2 T3		E2 T4	T5	T3	
			a				21:26	21:42			22:34	22:34
			d	20:06			21:27	21:44	22:20	22:35	22:35	22:35
	6.49	ROB Km 495/7-9	s				21:10	21:20			22:15	22:15

$ train yet to be restore
# Experimental Stoppages

* These trains will be operated until further advice.

GOOTY - WADI (DN)

17604	11304 $	11014	12592	18112	12793	17307	22180	22919	20953	09420*	17314	12731	Stn. CODE
YNK	BGM	CBE-	YPR-	YPR	TPTY	MYS	MAS	MAS	MAS	TPJ	MAS	TPTY	
KCG	MUGR	LTT	GKP	TATA	NZB	BGK	LTT	ADI	ADI	ADI	UBL	SC	
Exp.	Exp	Exp.	Exp.	Exp	Exp.	Exp.	Exp	Exp.	Exp.	SPL	Exp.	Exp	
Daily	Daily	Daily	Mon	Sun	Daily	Daily	Tue	Wed	Fri	Sun	Th,Sa	Th,Sun	
Daily	Daily	Daily	Mon	Sun	Daily	Daily	Tue	Wed	Fri	Sun	Th,Sa	Th,Sun	
21:08					22:04		22:59		22:59			23:08	GY
21:10					22:05		23:00	23:00	23:00	23:00	23:00	23:10	
20:50					**21:45**		**22:45**		**22:45**			**22:50**	
21:20					22:15		23:10	23:10	23:10	23:10	23:10	23:20	PLU
21:23					22:18		23:13	23:13	23:13	23:13	23:14	23:24	NKDO
21:29	Via BAY		Via BAY	Via BAY	22:23	Via GPU	23:18	23:18	23:18	23:18	23:20	23:30	TIM
E2					E2 T11		E2 T2	E2 T2	E2 T2	E2 T2	E2	E2	GTL
21:40	**21:25**	**22:15**	**22:30**		**22:45**	**23:00**	**23:30**	**23:30**	**23:30**	**23:30**	**23:30**	**23:40**	
	Watering					Watering						Watering	
22:20	**22:05**	**22:20**	**22:35**		**22:50**	**23:15**	**23:35**	**23:35**	**23:35**	**23:35**	**23:40**	**23:55**	
22:05	**21:40**	**21:50**	**22:15**		**22:25**	**22:40**	**23:20**	**23:20**	**23:20**	**23:20**	**23:20**	**23:40**	
				22:35									GTLB
To KCG	22:20	22:35	22:50	22:50	23:05	23:32	23:50	23:50	23:50	23:50		00:10	NLA
	22:23	22:37	22:52	22:52	23:07	23:35	23:52	23:52	23:52	23:52		00:13	NMLU
	22:27	22:40	22:55	22:55	23:10	23:39	23:55	23:55	23:55	23:55		00:17	MGV
	22:34	22:47	23:02	23:02	23:17	23:46	00:02	00:02	00:02	00:02		00:24	ASP
	22:41	22:53	23:08	23:08	23:23	23:53	00:08	00:08	00:08	00:08		00:31	NRR
		E2	E2	E2	E2 T2	E2	E4 T4	E4 T8	E4 T4	E4 T8		E2 T2	AD
	22:50	23:03	23:18	23:18	23:35	00:04	00:24		00:24			00:44	
	22:51	23:05	23:20	23:20	23:36	00:05	00:26	00:26	00:26	00:26		00:45	
	22:25	**22:40**	**23:00**	**23:00**	**23:10**	**23:30**	**00:10**		**00:10**			**00:30**	

$ train yet to be restore
 # Experimental Stoppages

*** These trains will be operated until further advice.**

GOOTY - WADI (DN)

Kms from MAS	Inter Distance in Kms	Train No.		22232	12975	18464	22687	22160	12736	20667	22690	22601
		From		YPR	MYS	SBC-	MYS	MAS-	YPR	YPR -	YPR	MAS
		To		KLBG	JP	BBS	BSB	CSTM	SC	JP	ADI	SNSI
		Types		VB	Exp	Exp.	Exp.	Exp.	G.Rath	Exp.	Exp.	Exp
Days of service at originating station				Except Thu	Th,Sa	Daily	Tu,Thu	Daily	M,Th,Sa	Thu	Sun	Wed
Days of service entering into section					Th,Sa	Daily	Tu,Thu	Daily	M,Th,Sa	Thu	Sun	Wed
501.13		ROB 496/1-3								T2		
		Isivi	a									
		ROB 500/13-15	d	20:11			21:34	21:51	22:25	22:42	22:42	22:42
	7.93		s									
509.1			a									
		Kuppagal										
			d	20:15			21:38	21:55	22:29	22:46	22:46	22:47
	13.61		s									
522.67			a									
		Kosgi	d	20:23			21:46	22:03	22:37	22:54	22:54	22:56
	5.67		s									
528.34			a									
		Iranagallu	d	20:26			21:49	22:06	22:40	22:57	22:57	23:00
	7.38		s									
535.72							E4 T4	E2 T1	E2 T5	E2 T5	E2 T5	E2 T2
		Mantralayam Road	a	20:33			22:04	22:16		23:11	23:11	23:11
			d	20:35			22:06	22:18	22:52	23:13	23:13	23:13
	11.15		s	**20:20**			**21:40**	**21:55**		**22:50**	**22:50**	**22:50**
539		Km.536/2-3 537/5-6)	a									
		Hanumapura(H)	d									
		IB 541/8-10	s									
546.87			a									
		Matmari	d	20:44			22:15	22:27	23:01	23:22	23:22	23:22
	7.22		s									
			a					E2 T7				
554.09		Marichethal	d	20:47			22:19	22:40	23:05	23:26	23:26	23:27
	9.81		s									
563.9		Raichur Jn.					E5 T5		E3 T3	E3 T2	E3 T2	E3 T2
			a	20:56			**22:38**	**22:49**	**23:20**	**23:40**	**23:40**	**23:40**
		ROB KM 570/14-16	d	20:58			**22:40**	**22:51**	**23:22**	**23:42**	**23:42**	**23:42**
		ROB KM 565/24-26	s	**20:47**			**22:10**	**22:20**	**23:00**	**23:15**	**23:15**	**23:15**
	9.0	RUB KM 564/34-38										
572.92		Yermaras	a									
			d	21:07			22:49	23:00	23:31	23:51	23:51	23:50
	7.38		s									

$ train yet to be restore
# Experimental Stoppages

* These trains will be operated until further advice.

GOOTY - WADI (DN)

17604	11304 $	11014	12592	18112	12793	17307	22180	22919	20953	09420*	17314	12731	Stn. CODE
YNK	BGM	CBE-	YPR-	YPR	TPTY	MYS	MAS	MAS	MAS	TPJ	MAS	TPTY	
KCG	MUGR	LTT	GKP	TATA	NZB	BGK	LTT	ADI	ADI	ADI	UBL	SC	
Exp.	Exp	Exp.	Exp.	Exp	Exp.	Exp.	Exp	Exp.	Exp.	SPL	Exp.	Exp	
Daily	Daily	Daily	Mon	Sun	Daily	Daily	Tue	Wed	Fri	Sun	Th,Sa	Th,Sun	
Daily	Daily	Daily	Mon	Sun	Daily	Daily	Tue	Wed	Fri	Sun	Th,Sa	Th,Sun	
								T2		T2			ESV
	22:58	23:12	23:27	23:27	23:43	00:12	00:33	00:33	00:33	00:33		00:52	
	23:02	23:16	23:31	23:31	23:47	00:17	00:37	00:37	00:37	00:37		00:57	KGL
	23:13												
	23:14	23:25	23:39	23:39	23:55	00:26	00:45	00:45	00:45	00:45		01:06	KO
	22:40												
	23:19	23:28	23:42	23:42	23:59	00:30	00:48	00:48	00:48	00:48		01:10	EGU
		E2 T2	E2 T2	E2 T2	E2 T2	E3	E3 T3	E3 T7	E3 T3	E3 T3		E2 T2	
	23:26	23:40	23:53	23:53	00:10	00:40	01:01		01:01	01:01			MALM
	23:27	23:42	23:55	23:55	00:12	00:42	01:03	01:03	01:03	01:03		01:20	
	22:55	**23:15**	**23:30**	**23:30**	**23:45**	**00:05**	**00:40**		**00:40**	**00:40**			
								T2					HPH
	23:37	23:51	00:04	00:04	00:21	00:52	01:12	01:12	01:12	01:12		01:29	MTU
		T2	E5	E5									
	23:42	23:57	00:13	00:13	00:25	00:57	01:16	01:16	01:16	01:16		01:34	MRC
	E3 T3	E3 T3			T1	E5 T5	E4 T4	E4 T4	E4 T4	E4 T4		E5 T3	
	23:56	**00:12**	**00:22**	**00:22**	**00:35**	**01:15**	**01:33**	**01:33**	**01:33**	**01:33**		**01:50**	RC
	23:58	**00:14**	**00:24**	**00:24**	**00:37**	**01:17**	**01:35**	**01:35**	**01:35**	**01:35**		**01:52**	
	23:20	**23:40**	**23:55**	**23:55**	**00:20**	**00:45**	**01:20**	**01:20**	**01:20**	**01:20**		**01:30**	
	00:06	00:23	00:33	00:33	00:46	01:25	01:44	01:44	01:44	01:44		02:00	YS

$ train yet to be restore
 # Experimental Stoppages

*** These trains will be operated until further advice.**

GOOTY - WADI (DN)

Kms from MAS	Inter Distance in Kms	Train No.		22232	12975	18464	22687	22160	12736	20667	22690	22601
		From		YPR	MYS	SBC-	MYS	MAS-	YPR	YPR -	YPR	MAS
		To		KLBG	JP	BBS	BSB	CSTM	SC	JP	ADI	SNSI
		Types		VB	Exp	Exp.	Exp.	Exp.	G.Rath	Exp.	Exp.	Exp
Days of service at originating station				Except Thu	Th,Sa	Daily	Tu,Thu	Daily	M,Th,Sa	Thu	Sun	Wed
Days of service entering into section					Th,Sa	Daily	Tu,Thu	Daily	M,Th,Sa	Thu	Sun	Wed
580.3		Chiksugur	a									
			d	21:11			22:53	23:04	23:35	23:55	23:55	23:55
	6.05		s									
586.35		Yadalapur (s)	a					T12				
		Krishna Br. Km588/7-587/2	d	21:14			22:57	23:20	23:38	23:58	23:58	23:59
	2.82		s									
589.17			a				23:02	23:25				
							W	W				
		Krishna (s)	d	21:16			23:13	23:35	23:40	00:02	00:02	00:02
	9.29		s									
598.5			a									
		Chegunta	d	21:22			23:20	23:43	23:46	00:08	00:08	00:08
	10.86	IBs 603/30-604/2	s									
609.32			a				T3					
		Saidapur	d	21:28			23:29	23:49	23:52	00:14	00:14	00:15
	12.6	IBS 616/6-8	s									
621.9			a									
		Lingiri	d	21:35			23:36	23:56	23:59	00:21	00:21	00:23
	10.58	IBs 625/34-626/02	s									
632.5				E5 T8			E5 T5	E6 T4	E5 T5	E5 T3	E5 T4	E5 T3
		Yadgir	a	21:56			23:54	00:14	00:18	00:37		
		IBs 637/6-2										
			d	21:58			23:56	00:16	00:20	00:39	00:39	00:39
	9.36		s	**21:45**			**23:15**	**23:30**	**00:05**	**00:15**		
									T5		T2	T1
		Thangundi	a									
641.9		ROB (632/34-36)										
		ROB KM 635/2-3	d	22:05			00:03	00:24	00:33	00:46	00:46	00:46
	8.87		s									
650.7			a									
		IBS at 650/6-8	d									
	7.19	Shampurhalli (H)	s									
657.9												
			a					00:34				
								12736/ 12592				
		Nalwar	d	22:15			00:12	01:30	00:42	00:55	00:55	00:55
	13.46		s									
671.4		IBS at 664/21-23		E13 T22			T 12	E8 T6	E13 T30	E8 T18	E8 T18	E8 T18
		Wadi Jn.	a				**00:40**	**02:00**		**01:35**	**01:35**	**01:35**
		ROB(Km.667/9-670/0,	d	23:05			**00:45**	**02:05**		**01:40**	**01:40**	**01:40**
			s				**00:10**	**01:15**			**01:30**	**01:30**
		Sulehalli	d						**01:45**			

$ train yet to be restore
# Experimental Stoppages

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GOOTY - WADI (DN)

17604	11304 $	11014	12592	18112	12793	17307	22180	22919	20953	09420*	17314	12731	
YNK	BGM	CBE-	YPR-	YPR	TPTY	MYS	MAS	MAS	MAS	TPJ	MAS	TPTY	
KCG	MUGR	LTT	GKP	TATA	NZB	BGK	LTT	ADI	ADI	ADI	UBL	SC	Stn. CODE
Exp.	Exp	Exp.	Exp.	Exp	Exp.	Exp.	Exp	Exp.	Exp.	SPL	Exp.	Exp	
Daily	Daily	Daily	Mon	Sun	Daily	Daily	Tue	Wed	Fri	Sun	Th,Sa	Th,Sun	
Daily	Daily	Daily	Mon	Sun	Daily	Daily	Tue	Wed	Fri	Sun	Th,Sa	Th,Sun	
					E5							T5	
	00:11	00:27	00:37	00:37	00:55	01:30	01:48	01:48	01:48	01:48		02:10	CK
			E5 T5	E5 T5									
	00:15	00:30	00:50	00:50	00:58	01:34	01:51	01:51	01:51	01:51		02:14	YDLP
	00:20	00:35	00:55	00:55			01:56	01:56	01:56	01:56			
		W	W/12793				W	W	W	W			KSN
	00:21	00:45	01:10	01:10	01:01	01:37	02:06	02:06	02:06	02:06		02:16	
	23:50												
			T2	T2									
	00:29	00:53	01:20	01:20	01:08	01:44	02:14	02:14	02:14	02:14		02:23	CGTA
					01:17								
	00:36	00:59	01:26	01:26	01:18	01:51	02:20	02:20	02:20	02:20		02:30	SADP
					00:50#								
	T2		E4 T5	E4 T5									
	00:45	01:06	01:42	01:42	01:27	01:59	02:27	02:27	02:27	02:27		02:38	LGRE
	E5 T5	E5 T8	T4		E5	E5 T1	E5 T5	E5 T9	E5 T5	E5 T9		E3 T8	
	01:03	01:27		01:50	01:40	02:13	02:45		02:45				
		12592											YG
	01:05	02:02	01:52	01:52	01:42	02:15	02:48	02:48	02:48	02:48		02:57	
	00:30	**00:55**		**01:25**	**01:05**	**02:00**	**02:20**		**02:20**				
			T2					T2		T2		E6 T5	
													TGDE
	01:13	02:15	02:00	02:00	01:49	02:23	02:55	02:55	02:55	02:55		03:17	
													SPHL
	E4 T20	E6	T12	T12		E3 T23	E2 T4	E2 T4	E2 T4	E2 T4			
					01:59	02:59							NW
	01:45	02:30	02:20	02:20	02:00	03:00	03:10	03:10	03:10	03:10		03:26	
					01:30#	**02:30**							
	E6 T9	T15	T7	T7	T20		T15	T15	T15	T15		T7	
		03 00				**03:15**	**03:40**	**03:40**	**03:40**	**03:40**			WD
		03:05				03:20	03:45	03:45	03:45	03:45			
		02:55				**03:10**	**03:25**		**03:25**	**03:25**			
	02:20		**02:50**	**02:50**	**02:35**							**03:52**	SUH

$ train yet to be restore
 # Experimental Stoppages

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GOOTY - RENIGUNTA – GOOTY

SECTIONAL INFORMATION

Total Kilometres	TRACTION	AXLE LOAD
279.7	Electric	20.55 Tonnes
System of Working	Critical Block Section	Details of Line Capacity

Absolute Block System	Renigunta – Mamandur	Section	Charted Capacity W/O MB	Effective Capacity WITH MB	Utilisation	% of utilisation
		RU-NRE	44	39	39.7	102
		NRE-GY	42	37	42.9	116

Number of stations	35	Engineering Allowance	List of Notice Stations
B Class	34	23 mts	GTL, GY, YA,HX, NRE, RU, & TPTY.
C class	Nil		TPTY to issue caution order for all trains.
Halts			HX to issue upto DHNE, NDL,PDMI and vice versa.
Spl Class	1		NDL/YA to issue caution order for all Trains towards YA/NDL

Section Wise Maximum Permissible Speed (In Kmph)	
GY-RU	130
RU-GY	130

RULING GRADIENT

S.No.	Section	Gauge	Length in Kms.	Single /Double	Ruling Gradient			
					Up gradient Rising	Length in Kms.	Down gradient falling	Length in Kms.
1	RU-NRE	BG	85.41	Double	1 in 100	4.04	1 in 200	0.2
2	NRE-GY	BG	194.32	Double	1 in 100	4.14	1 in 110	6.76

Inter Sectional Running Time for Mail/Express and Passenger Trains of GY - RU				
Up Direction		Stations	Dn Direction	
130 KMPH	110 KMPH		130 KMPH	110 KMPH
12	13	Renigunta	...	...
8	9	Mamanduru	11	12
4	5	Balapalle	6	8
6	7	Settigunta	3	4
4	5	Koduru	3	4
3	4	Anantharajupet	4	5
8	9	Obulavaripalle	4	5
7	8	Pullampet	4	6
4	5	Razampeta	3	4
4	5	Hastavaram	4	5
4	5	Nandalur	4	5
5	6	Mantapampalle	5	6
3	4	Ontimitta	9	10
4	5	Bhakarapeta	5	6
7	8	Kanamalopalle	5	6
6	7	Kadapa	6	7
6	7	Krishnapuram	4	5
4	5	Gangayapalle	4	5
4	5	Kamalapuram	6	7
6	7	Yerragudipad	6	7
5	6	Yerraguntla	7	8
5	6	Kalamalla	4	5
9	10	Muddanuru	3	4
5	6	Mangapatnam	5	6
4	5	Kondapuram	4	5
3	4	Regadipalle	4	5
4	5	Vanganur	4	5
5	6	Challavaripalle	7	8
4	5	Tadipatri	8	9
4	5	Komali	3	4
3	4	Juturu	4	5
3	4	Vemulapadu	6	7
6	8	Rayalacheruvu	4	5
11	12	Jakkalacheruvu	8	9
...	...	Gooty	12	13
180	**215**	⟵ **Total BRT** ⟶	**167**	**202**
Note:- The BRT is Excludes AC/DC Timings				

GOOTY-RENIGUNTA (UP)

Kms. From MAS	Inter Distance in KMS	Train No.		16734	12794	22706	12797	17416	22159	22179
		From		OKHA	NZB-	JAT	KCG	KOP	CSMT	LTT
		To		RMM	TPTY	TPTY	CTO	TPTY	MAS	MAS
		Types		Exp	Exp.	EXP	Exp.	Exp.	Exp.	Exp.
Days of service at originating station				Tue	Daily	Fri	Daily	Daily	Daily	Mon
Days of service entering into section				Thu	Daily	Sun	Daily	Daily	Daily	Tue
414.51			a		01:19		02:23	02:39	03:37	03:24
	2.32	Gooty Jn	d	00:42	01:20	01:35	02:25	02:40	03:38	03:25
			s		00:55		02:00	02:25	03:10	03:00
412.19			a							
		Gooty Fort	d							
	9.69	ROB KM 410/9-7	s							
402.5		RUB KM 405/11-9	a							
		Jakkalacheruvu	d	00:54	01:32	01:47	02:37	02:52	03:50	03:37
	11.64		s							
390.86			a							
		Rayalacheruvu	d	01:00	01:38	01:55	02:43	02:58	03:56	03:43
	5.36		s							
385.5			a							
		Vemulapadu	d	01:03	01:41	01:58	02:46	03:01	03:59	03:46
	06.57		s							
378.93		Juturu	a							
		Girder Bridge :750	d	01:06	01:44	02:01	02:49	03:04	04:02	03:49
	06.73	Km 376/2-375/10	s							
		Panneru River								
372.2			a					E4 T2		
		Komali	d	01:10	01:48	02:05	02:53	03:15	04:06	03:53
	5.53		s							
				E3 T3	E4	E3 T3	E4		E2	E2 T3
366.67			a		01:58		03:03	03:21	04:14	
		Tadipatri	d	01:20	01:59	02:15	03:04	03:23	04:15	04:02
	7.17		s		01:40		02:40	03:05	03:55	
359.5			a							T2
		Challavaripalle	d	01:25	02:06	02:20	03:14	03:30	04:22	04:09
	5.84		s							
353.66			a							
		Vanganur	d	01:28	02:09	02:23	03:17	03:33	04:25	04:12
	7.08		s							
346.58			a							
		Regadipalli	d	01:32	02:13	02:27	03:22	03:37	04:29	04:16
	7.85	Chitravathi river								
		(Km. 338/8-14) 687	s							
338.73			a							
		Kondapuram	d	01:36	02:17	02:31	03:26	03:41	04:33	04:20
	9.01		s							

- Experimental Stoppage

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GOOTY-RENIGUNTA (UP)

22101	11017	17313	77211	20954	22920	20920	09419*	16004	12163	Stn. Code
LTT	LTT	UBL	NDL	ADI	ADI	EKNR	ADI	NSL	LTT	
MDU	KIK	MAS	RU	MAS	MAS	MAS	TPJ	MAS	MAS	
Exp.	Exp.	Exp.	DEMU	Exp.	Exp.	Exp.	SPL	Exp.	Exp.	
Wed	Sat	W,Fri	Daily	Sat	Mon	Wed	Thu	Mon	Daily	
Thu	Sun	Th,Sa	Daily	Sun	Tue	Thu	Fri	Tue	Daily	
03:24	03:24			07:39				08:19	08:49	GY
03:25	03:25	04:00		07:40	07:40	07:40	07:40	08:20	08:50	
03:00#	03:00#			07:20				08:00	08:25	
										GYF
03:37	03:37	04:12		07:52	07:52	07:52	07:52	08:32	09:02	JKO
03:43	03:43	04:20		07:58	07:58	07:58	07:58	08:40	09:08	RLO
03:46	03:46	04:24		08:01	08:01	08:01	08:01	08:44	09:12	VML
03:49	03:49	04:28		08:04	08:04	08:04	08:04	08:48	09:15	JUR
03:53	03:53	04:33		08:08	08:08	08:08	08:08	08:53	09:19	KMQA
E2 T3	E2	E3 T2		E3 T3	E3 T6	E3 T6	E3 T3	E4 T4	E3 T3	TU
	04:01			08:20			08:20	09:07	09:31	
04:02	04:02	04:43		08:22	08:22	08:22	08:22	09:08	09:32	
	03:45#			08:00			08:00	08:40	09:10	
T2					T2	T2				CLPE
04:09	04:09	04:49		08:29	08:29	08:29	08:29	09:15	09:39	
04:12	04:12	04:53		08:32	08:32	08:32	08:32	09:19	09:42	VRN
04:16	04:16	04:58		08:36	08:36	08:36	08:36	09:24	09:46	RLL
04:20	04:20	05:03		08:40	08:40	08:40	08:40	09:29	09:50	KDP

- Experimental Stoppage

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GOOTY-RENIGUNTA (UP)

Kms. From MAS	Inter Distance in KMS	Train No.		16734	12794	22706	12797	17416	22159	22179
		From		OKHA	NZB-	JAT	KCG	KOP	CSMT	LTT
		To		RMM	TPTY	TPTY	CTO	TPTY	MAS	MAS
		Types		Exp	Exp.	EXP	Exp.	Exp.	Exp.	Exp.
Days of service at originating station				Tue	Daily	Fri	Daily	Daily	Daily	Mon
Days of service entering into section				Thu	Daily	Sun	Daily	Daily	Daily	Tue
329.72		Mangapatnam	a					T4		
			d	01:41	02:22	02:36	03:31	03:50	04:38	04:25
	14.68		s							
315.04		Muddanuru	a		02:33		03:42			
			d	01:50	02:34	02:45	03:43	03:59	04:47	04:34
	8.43		s		**02:15**		**03:20**			
306.61		Kalamalla	a			E6 T7		E5 T5		
			d	01:55	02:41	03:03	03:50	04:14	04:52	04:39
	7.31		s							
299.3		Yerraguntla Jn.		E5 T5	E7 T3	T4	E5 T5		E5	E5
			a	02:12	02:58		04:07	04:21	05:04	04:51
	7.91		d	02:14	02:59	03:12	04:08	04:23	05:06	04:52
		ROB Km.298/12-14	s	**01:50**	**02:28**		**03:35**	**04:00**	**04:40**	**04:30**
292.1		Yerragudipad	a							
			d	02:22	03:07	03:18	04:16	04:31	05:14	05:00
	8.45		s							
283.66		Kamalapuram						T5		
			a				04:22			
	7.19		d	02:26	03:11	03:22	04:23	04:40	05:18	05:04
		Papaghni river	s				**03:50**			
276.69		No579 (Km282/6-281/4)						T5		
			a							
		Gangayapalle	d	02:30	03:15	03:26	04:29	04:50	05:22	05:08
	8.78		s							
267.69		Krishnapuram				E5 T15		E4 T4		
			d	02:36	03:21	03:52	04:35	05:04	05:28	05:14
	7.91		s							
259.78		Cuddapah Jn.		E4 T4	E4 T4		E4 T4		E5	E5 T5
			a	02:52	03:38		04:51	05:12	05:41	05:32
			d	02:54	03:40	03:58	04:53	05:14	05:43	05:34
	10.06	IBS 254/11-09	s	**02:30**	**03:15**		**04:20**	**04:45**	**05:15**	**05:05**
249.72		Kanamalopalle	a							
			d	03:03	03:49	04:05	05:02	05:24	05:52	05:43
	6.47		s							
243.25		Bhakrapeta	a							
	5.67		d	03:07	03:53	04:09	05:06	05:28	05:56	05:47
			s							
237.6	10.78	Ontimitta	a							
			d	03:10	03:56	04:12	05:09	05:31	05:59	05:50
			s							

- Experimental Stoppage

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GOOTY-RENIGUNTA (UP)

22101	11017	17313	77211	20954	22920	20920	09419*	16004	12163	Stn. Code
LTT	LTT	UBL	NDL	ADI	ADI	EKNR	ADI	NSL	LTT	
MDU	KIK	MAS	RU	MAS	MAS	MAS	TPJ	MAS	MAS	
Exp.	Exp.	Exp.	DEMU	Exp.	Exp.	Exp.	SPL	Exp.	Exp.	
Wed	Sat	W,Fri	Daily	Sat	Mon	Wed	Thu	Mon	Daily	
Thu	Sun	Th,Sa	Daily	Sun	Tue	Thu	Fri	Tue	Daily	
04:25	04:25	05:09		08:45	08:45	08:45	08:45	09:35	09:55	MUM
04:34	04:34	05:19		08:54	08:54	08:54	08:54	09:45	10:04	MOO
04:39	04:39	05:25	Via NDL	08:59	08:59	08:59	08:59	09:51	10:09	KMH
E5 T3	E5	E5 T5		E5 T5	E5 T8	E5 T8	E5 T8	E5 T3	E5 T5	YA
	04:51		**08:58**	09:16				10:08	10:26	
04:52	04:52	05:41	**09:00**	09:18	09:18	09:18	09:18	10:10	10:28	
	04:30		**08:30**	**09:00**				**09:40**	**10:05**	
T2					T2	T2	T2			YGD
05:00	05:00	05:48	09:09	09:26	09:26	09:26	09:26	10:18	10:36	
05:04	05:04	05:53	09:16 09:18	09:30	09:30	09:30	09:30	10:23	10:40	KKM
			08:45							
05:08	05:08	05:58	09:24	09:34	09:34	09:34	09:34	10:28	10:44	GPY
05:14	05:14	06:05	09:32	09:40	09:40	09:40	09:40	10:35	10:50	KPU
E5 T5	E5 T5	E5 T4	E3 T1	E4 T4	E4 T7	E4 T4	E4 T4	E3 T1	E4 T4	HX
05:32	05:32	06:23	09:45	09:56		09:56	09:56	10:49	11:06	
05:34	05:34	06:25	09:47	09:58	09:58	09:58	09:58	10:51	11:08	
05:05	**05:05**	**06:00**	**09:15**	**09:35**		**09:35**	**09:35**	**10:20**	**10:45**	
					T2					KNLP
05:43	05:43	06:34	09:57	10:07	10:07	10:07	10:07	11:00	11:17	
05:47	05:47	06:39	10:02	10:11	10:11	10:11	10:11	11:05	11:21	BKPT
05:50	05:50	06:43	10:08 10:09	10:14	10:14	10:14	10:14	11:09	11:24	VNM
			09:32							

- Experimental Stoppage

* These SPL Trains will be operated until further advice

GOOTY-RENIGUNTA (UP)

Kms. From MAS	Inter Distance in KMS	Train No.		16734	12794	22706	12797	17416	22159	22179
		From		OKHA	NZB-	JAT	KCG	KOP	CSMT	LTT
		To		RMM	TPTY	TPTY	CTO	TPTY	MAS	MAS
		Types		Exp	Exp.	EXP	Exp.	Exp.	Exp.	Exp.
Days of service at originating station				Tue	Daily	Fri	Daily	Daily	Daily	Mon
Days of service entering into section				Thu	Daily	Sun	Daily	Daily	Daily	Tue
226.8		Mantapampalle	a					E4 T4		
			d	03:15	04:01	04:17	05:14	05:44	06:04	05:55
	6.61		s							
220.5		Nandalur		E3 T3	E6	E4 T6	E4 T1		E4 T3	E2 T1
			a					05:50		
			d	03:25	04:11	04:31	05:23	05:52	06:17	06:02
	6.3	ROB 219/33	s					05:30#		
214.2		Cheyeru River Hastavaramu	a							
			d	03:29	04:15	04:35	05:27	05:58	06:21	06:06
	5.17		s							
209.03		Razampeta	a		04:21		05:33	T3	06:27	T3
			d	03:33	04:22	04:39	05:34	06:05	06:28	06:13
	9.13		s		04:05		05:05		06:00	
199.9		ROB (Km 208/35-37) Pullampet	a							T2
			d	03:40	04:31	04:46	05:44	06:12	06:38	06:23
	11.01		s							
188.75		Obulavaripalli Jn.	a		04:41			06:22		
			d	03:48	04:42	04:54	05:52	06:23	06:46	06:31
	5.86		s		04:20#			06:00#		
182.89		Anantarajupet	a							
			d	03:51	04:47	04:57	05:55	06:29	06:49	06:34
	7.38		s							
175.51		Koduru		E2 T2		T10				
			a		04:53		06:01			
			d	03:59	04:54	05:11	06:02	06:33	06:53	06:38
	9.67		s		04:35		05:35			
165.8		Settigunta	a							
			d	04:05	05:02	05:17	06:10	06:39	06:59	06:44
	6.99		s							
158.85		Balapalle								T7
			a							06:57
										22159
			d	04:09	05:06	05:21	06:14	06:43	07:03	07:28
	9.83	IBS 153/3-5	s							
149.02		Mamanduru						T9	T19	E9 T3
			a							
			d	04:17	05:14	05:29	06:22	07:00	07:30	07:50
	14.24	IBS 142/15-17	s							
134.78		Renigunta Bye pass cabin Renigunta Jn (S)		E6 T42	E2 T9	E5 T6	E6	E6 T17	E7 T9	T15
			a	05:20	05:40		06:43	07:38	08:00	08:20
				W/12794						
			d	05:55	05:42	05:55	06:45	07:40	08:05	08:30
			s	05:00	05:25		06:20	07:10	07:45	08:10

- Experimental Stoppage

* These SPL Trains will be operated until further advice

GOOTY-RENIGUNTA (UP)

22101	11017	17313	77211	20954	22920	20920	09419*	16004	12163	Stn. Code
LTT	LTT	UBL	NDL	ADI	ADI	EKNR	ADI	NSL	LTT	
MDU	KIK	MAS	RU	MAS	MAS	MAS	TPJ	MAS	MAS	
Exp.	Exp.	Exp.	DEMU	Exp.	Exp.	Exp.	SPL	Exp.	Exp.	
Wed	Sat	W,Fri	Daily	Sat	Mon	Wed	Thu	Mon	Daily	
Thu	Sun	Th,Sa	Daily	Sun	Tue	Thu	Fri	Tue	Daily	
05:55	05:55	06:49	10:17	10:19	10:19	10:19	10:19	11:15	11:29	MMPL
E2 T1	E2 T1	E3 T3	T2	E3 T3	E3 T3	E3 T3	E3 T3	E2 T1	E2 T1	NRE
			10:25							
			22920							
06:02	06:02	07:00	10:35	10:29	10:29	10:29	10:29	11:23	11:36	
			09:45							
06:06	06:06	07:05	10:42	10:33	10:33	10:33	10:33	11:28	11:40	HAQ
06:12	06:12	T2	10:50					11:35	11:47	RJP
06:13	06:13	07:12	10:52	10:37	10:37	10:37	10:37	11:36	11:48	
05:50	**05:50**		**10:00**					**11:10**	**11:25**	
			T4							PMT
06:23	06:23	07:20	11:06	10:44	10:44	10:44	10:44	11:46	11:58	
			11:17							OBVP
06:31	06:31	07:29	11:18	10:52	10:52	10:52	10:52	11:55	12:06	
			10:30							
06:34	06:34	07:33	11:24	10:55	10:55	10:55	10:55	11:59	12:09	ANE
		T2								KOU
			11:31							
06:38	06:38	07:40	11:33	10:59	10:59	10:59	10:59	12:04	12:13	
			10:45							
06:44	06:44	07:47	11:41	11:05	11:05	11:05	11:05	12:11	12:19	SF
T7	T7									BLPE
06:57	06:57		11:47							
22159	22159									
07:28	07:28	07:52	11:48	11:09	11:09	11:09	11:09	12:16	12:23	
			11:00							
E9 T3	E9 T3	E7 T2	T6						E9 T8	MRM
07:50	07:50	08:10	12:05	11:17	11:17	11:17	11:17	12:25	12:48	
T15	T15	T15	E11 T12	E8 T25	E8 T25	E8 T25	E8 T25	E9 T11	T17	RU
08:20	**08:20**	**08:40**	**12:45**	**12:05**	**12:05**	**12:05**	**12:05**	**13:00**	**13:20**	
W	W									
08:30	**08:30**	**08:45**	**...**	**12:15**	**12:15**	**12:15**	**12:15**	**13:05**	**13:25**	
08:10	**08:10**	**08:25**		**12:00**	**12:00**	**12:00**	**12:00**	**12:45**	**13:00**	

- Experimental Stoppage

* These SPL Trains will be operated until further advice

GOOTY-RENIGUNTA (UP)

Kms. From MAS	Inter Distance in KMS	Train No.		16381	16351	66006	12789	22136	57402	22157
		From		PUNE	CSMT	HX	KCG	RU	UBL	CSMT
		To		CAPE	NCJ	AJJ	MRDW	MYS	TPTY	MAS
		Types		EXP	Exp.	Pass	Exp.	Exp	Pass	Mail
Days of service at originating station				Daily	M,F,	Daily	Tu,Fri	Sat	Daily	Daily
Days of service entering into section				Daily	TU,SA	Daily	Tu,Fri	Sat	Daily	Daily
414.51		Gooty Jn	a	10:34			12:24		13:53	14:29
	2.32		d	10:35	11:25		12:25		13:55	14:30
			s	10:15			12:05		13:25	14:15
412.19		Gooty Fort	a							
			d							
	9.69	ROB KM 410/9-7	s							
402.5		RUB KM 405/11-9	a						14:09	
		Jakkalacheruvu	d	10:47	11:37		12:38		14:10	14:44
	11.64		s						13:40	
390.86		Rayalacheruvu	a						14:20	
			d	10:53	11:43		12:44		14:21	14:52
	5.36		s						13:50	
385.5		Vemulapadu	a						14:27	
			d	10:56	11:46		12:47		14:28	14:56
	6.57		s						13:55	
378.93		Juturu	a						14:35	
	6.73	Girder Bridge :750	d	10:59	11:49		12:50		14:36	15:00
		Km 376/2-375/10	s						14:00	
372.2		Panneru River	a						14:42	
		Komali	d	11:03	11:53		12:54		14:44	15:05
	5.53		s						14:08	
				E2 T2	E3 T3		E3 T3		E3 T1	E3 T1
366.67			a	11:13	12:05				14:55	15:16
		Tadipatri	d	11:14	12:06		13:04		14:57	15:18
	7.17		s	11:00	11:45				14:20	15:00
359.5			a						15:06	
		Challavaripalle	d	11:21	12:13		13:09		15:07	15:25
	5.84		s						14:30	
353.66			a						15:14	
		Vanganur	d	11:24	12:16		13:12		15:15	15:29
	7.08		s						14:35	
346.58			a						15:23	
		Regadipalli	d	11:28	12:20		13:16		15:24	15:34
	7.85	Chitravathi river	s						14:43	
		(Km. 338/8-14) 687							15:31	
338.73		Girder bridge 688	a						22157	
		Kondapuram	d	11:32	12:24		13:20		15:46	15:39
	9.01		s						14:55	

- Experimental Stoppage

GOOTY-RENIGUNTA (UP)

17487	17621	12708	17418	17216	16353	17420	17261	17653	17652	Stn. Code
HX	AWB	NZM-	SNSI	DMM	KCG	VSG	GNT	KCG	KCG	
VSKP	TPTY	TPTY	TPTY	BZA	NCJ	TPTY	TPTY	PDY	CGL	
EXP	Exp.	Exp	Exp.	Exp.	Exp	ExP	Exp	Exp	Exp	
Daily	Fri	W,F, Su	Wed	Daily	Sun	Fri	Daily	Su,Wed,Thu	Mon,Tu,F,Sa	
Daily	Sat	M,Th,Sa	Thu	Daily	Sun	Fri	Daily	Su,Wed,Thu	Mon,Tu,F,Sa	
	14:49		**17:29**		**22:11**	**22:11**		**23:28**	**23:28**	GY
	14:50	**15:55**	**17:30**		**22:12**	**22:12**		**23:33**	**23:33**	
	14:35		**17:15**		**21:45**	**21:45**		**23:20**	**23:20**	
				18:53						GYF
				18:58						
				18:50						
	15:02	16:07	17:44	19:10	22:25	22:25		23:46	23:46	JKO
	15:08	16:13	17:52	19:16	22:33	22:33		23:54	23:54	RLO
	15:11	16:16	17:56	19:19	22:37	22:37		23:58	23:58	VML
	15:14	16:19	18:00	19:22	22:41	22:41		00:02	00:02	JUR
	15:19	16:23	18:05	19:26	21:46	21:46		00:07	00:07	KMQA
	E3 T3	E3 T8	E3 T1	E3 T3	E3 T2	E3 T2		E3 T1	E3 T1	TU
	15:33	16:40	18:16	19:38	22:58	22:58		00:18	00:18	
	15:35	16:42	18:17	19:39	22:59	22:59		00:20	00:20	
	15:20	**16:15**	**18:00**	**19:25**	**22:30**	**22:30**		**23:50**	**23:50**	
	15:42	16:49	18:24	19:46	23:06	23:06		00:27	00:27	CLPE
	15:45	16:52	18:28	19:50	23:11	23:11		00:31	00:31	VRN
	15:49	16:56	18:33	19:54	23:16	23:16		00:36	00:36	RLL
	T2									KDP
				20:00						
	15:56	17:00	18:38	20:01	23:21	23:21		00:41	00:41	
				19:45#						

 # - Experimental Stoppage

GOOTY-RENIGUNTA (UP)

Kms. From MAS	Inter Distance in KMS	Train No.		16381	16351	66006	12789	22136	57402	22157
		From		PUNE	CSMT	HX	KCG	RU	UBL	CSMT
		To		CAPE	NCJ	AJJ	MRDW	MYS	TPTY	MAS
		Types		EXP	Exp.	Pass	Exp.	Exp	Pass	Mail
Days of service at originating station				Daily	M,F,	Daily	Tu,Fri	Sat	Daily	Daily
Days of service entering into section				Daily	TU,SA	Daily	Tu,Fri	Sat	Daily	Daily
329.72		Mangapatnam	a						15:55	
			d	11:37	12:29		13:25		15:56	15:45
	14.68		s						**15:05**	
315.04		Muddanuru	a						16:07	
			d	11:46	12:38		13:34		16:08	15:55
	8.43		s						**15:20**	
306.61		Kalamalla	a						16:15	
			d	11:51	12:43		13:39		16:16	16:01
	7.31		s						**15:30**	
299.3		Yerraguntla Jn.		E5 T2	E5 T6		E5 T2		E4	T4
			a	12:05	13:01		13:53		16:28	16:13
	7.91		d	12:06	13:02		13:55		16:30	16:15
		ROB Km.298/12-14	s	**11:50**	**12:45**		**13:50**		**16:00**	**15:50**
292.1		Yerragudipad	a						16:39	E5
			d	12:14	13:10		14:03		16:40	16:28
	8.45		s						**16:10**	
283.7		Kamalapuram	a						16:47	
									17621	
	7.19		d	12:18	13:14		14:07		16:58	16:33
		Papaghni river	s						**16:20**	
276.7		No579(Km282/6-281/4)	a						17:05	
		Gangayapalle	d	12:22	13:18		14:11		17:06	16:39
	8.78		s						**16:30**	
									E4	
267.69		Krishnapuram	a						17:20	
			d	12:28	13:24		14:17		17:21	16:46
	7.91		s						**16:40**	
				E4 T4	E6 T6		E6 T4			E3 T2
259.78		Cuddapah Jn.	a	12:44	13:44	…	14:35		17:30	17:00
			d	12:46	13:46	14:30	14:37		17:32	17:02
	10.06	IBS 254/11-09	s	**12:25**	**13:20**		**14:25**		**16:50**	**16:35**
249.72			a			14:41	T2		17:42	
						12789			17487	
		Kanamalopalle	d	12:55	13:55	14:53	14:48		17:56	17:11
	6.47		s			**14:40**			**17:05**	
243.25			a			15:00			18:03	
		Bhakrapeta	d	12:59	13:59	15:01	14:52		18:04	17:16
	5.67		s			**14:46**			**17:12**	
237.58			a			15:07			18:11	
		Ontimitta	d	13:02	14:02	15:08	14:55		18:12	17:20
	10.78		s			**14:52**			**17:18**	

 # - Experimental Stoppage

GOOTY-RENIGUNTA (UP)

17487	17621	12708	17418	17216	16353	17420	17261	17653	17652	Stn. Code
HX	AWB	NZM-	SNSI	DMM	KCG	VSG	GNT	KCG	KCG	
VSKP	TPTY	TPTY	TPTY	BZA	NCJ	TPTY	TPTY	PDY	CGL	
EXP	Exp.	Exp	Exp.	Exp.	Exp	ExP	Exp	Exp	Exp	
Daily	Fri	W,F, Su	Wed	Daily	Sun	Fri	Daily	Su,Wed,Thu	Mon,Tu,F,Sa	
Daily	Sat	M,Th,Sa	Thu	Daily	Sun	Fri	Daily	Su,Wed,Thu	Mon,Tu,F,Sa	
	T7 16:08	17:05	18:44	20:08	23:27	23:27		00:47	00:47	MUM
	16:17	17:14	18:56 18:57	20:17	23:37	23:37		00:57	00:57	MOO
			18:35							
	E5 T5 16:32	17:19	19:04	20:22	23:43	23:43		01:03	01:03	KMH
		E5 T5	E5 T4	E7 T13	E5 T3	E5 T3		E5 T4	E5 T4	YA
	16:39	17:36	19:21	20:50	23:59	23:59	**00:26**	01:20	01:20	
	16:40	17:38	19:23	21:25	00:01	00:01	**00:28**	01:22	01:22	
	16:10	**17:15**	**19:05**	**21:05**	**23:30**	**23:30**	**23:45**	**00:50**	**00:50**	
	16:48	17:46	19:31	**Via**	00:10	00:10	00:36	01:30	01:30	YGD
				NDL						
	16:52	17:50	19:36		00:15	00:15	00:44 00:45	01:35	01:35	KKM
							00:05			
	16:56	17:54	19:41		00:20	00:20	00:51	01:40	01:40	GPY
	17:02	18:00	19:48		00:27	00:27	00:58	01:47	01:47	KPU
	E4 T4	E5 T5	E5 T4		E5 T4	E5 T4	E3 T2	E5 T4	E5 T4	HX
…	17:18	18:18	20:06		00:45	00:45	01:13	02:05	02:05	
17:40	17:20	18:20	20:08		00:47	00:47	01:15	02:07	02:07	
	16:50	**17:55**	**19:45**		**00:10**	**00:10**	**00:40**	**01:35**	**01:35**	
17:50	17:30	18:29	20:18		00:57	00:57	01:24	02:16	02:16	KNLP
17:54	17:34	18:33	20:23		01:02	01:02	01:29	02:21	02:21	BKPT
17:57	17:37	18:36	20:27		01:06	01:06	01:33	02:25	02:25	VNM

- Experimental Stoppage

GOOTY-RENIGUNTA (UP)

Kms. From MAS	Inter Distance in KMS	Train No.		16381	16351	66006	12789	22136	57402	22157
		From		PUNE	CSMT	HX	KCG	RU	UBL	CSMT
		To		CAPE	NCJ	AJJ	MRDW	MYS	TPTY	MAS
		Types		EXP	Exp.	Pass	Exp.	Exp	Pass	Mail
Days of service at originating station				Daily	M,F,	Daily	Tu,Fri	Sat	Daily	Daily
Days of service entering into section				Daily	TU,SA	Daily	Tu,Fri	Sat	Daily	Daily
226.8		Mantapampalle	a			15:16			18:20	
			d	13:07	14:07	15:17	15:00		18:22	17:26
	6.61		s			**15:00**			**17:30**	
220.5		Nandalur		E3 T2	E3 T3				E3 T1	E4 T3
			a			15:24			18:33	
			d	13:16	14:17	15:25	15:08		18:35	17:38
	6.3	ROB 219/33	s			**15:18**			**17:40**	
214.2		Cheyeru River	a			15:33			18:42	
		Hastavaramu	d	13:20	14:21	15:34	15:12		18:43	17:43
	5.17		s			**15:24**			**17:50**	
209.03		Razampeta	a	13:26		15:42			18:50	
			d	13:27	14:25	15:43	15:16		18:51	17:48
	9.10	ROB (Km 208/35-37)	s	**13:00#**		**15:30**			**18:10**	
199.9		Pullampet	a			15:54			19:02	
			d	13:36	14:32	15:55	15:23		19:03	17:56
	11.01		s			**15:42**			**18:30**	
188.75		Obulavaripalli Jn.	a			16:06			19:14	
			d	13:44	14:40	16:07	15:31		19:15	18:05
	5.86		s			**15:52**			**18:40**	
182.89		Anantarajupet	a		T4	16:15			19:21	
			d	13:47	14:47	16:16	15:35		12708 19:31	18:09
	7.38		s			**16:00**			**18:45**	
175.51		Koduru		T4			E2 T2			
			a	13:57		16:23			19:39	
			d	13:58	14:51	16:24	15:43		19:40	18:14
	9.67		s	**13:30**		**16:07**			**19:00**	
165.8		Settigunta	a			16:34			19:49	
			d	14:04	14:57	16:35	15:49		19:50	18:21
	6.99		s			**16:15**			**19:15**	
158.85		Balapalle	a			16:43			19:58	
			d	14:08	15:01	16:44	15:53		19:59	18:26
	9.83	IBS 154/3-1	s			**16:22**			**19:40**	
149.02		Mamanduru	a			16:55			T19 20:29	
		Ghat	d	14:16	15:09	16:56	16:01		20:30	18:35
	14.24	IBS 142/17-15	s			**16:35**			**20:00**	
134.78		Renigunta Bye pass cabin		E9 T10	E6 T10	E8 T11	E8 T40		E13 T25	E8 T32
			a	**14:50**	**15:40**	**17:30**	**17:05**	...	**21:28**	**19:30**
		Renigunta Jn (S)		W	W		W			
			d	**15:00**	**15:50**	**17:35**	**17:15**	**17:15**	**21:30**	**19:35**
			s	**14:40**	**15:35**	**17:20**	**16:50**		**21:00**	**19:20**

 # - Experimental Stoppage

GOOTY-RENIGUNTA (UP)

17487	17621	12708	17418	17216	16353	17420	17261	17653	17652	Stn. Code
HX	AWB	NZM-	SNSI	DMM	KCG	VSG	GNT	KCG	KCG	
VSKP	TPTY	TPTY	TPTY	BZA	NCJ	TPTY	TPTY	PDY	CGL	
EXP	Exp.	Exp	Exp.	Exp.	Exp	ExP	Exp	Exp	Exp	
Daily	Fri	W,F, Su	Wed	Daily	Sun	Fri	Daily	Su,Wed,Thu	Mon,Tu,F,Sa	
Daily	Sat	M,Th,Sa	Thu	Daily	Sun	Fri	Daily	Su,Wed,Thu	Mon,Tu,F,Sa	
		E3 T3								
18:02	17:42	18:47	20:33		01:12	01:12	01:39	02:31	02:31	MMPL
E2 T1	E3 T3		E2		E2 T1	E2 T1	E2 T1	E2 T1	E2 T1	
18:11							01:50			
18:12	17:52	18:51	20:40		01:20	01:20	01:51	02:39	02:39	NRE
18:10#							**01:15**			
18:18	17:56	18:55	20:45		01:25	01:25	01:57	02:44	02:44	HAQ
18:24	T4	T5	20:51		T5	T5	02:03	02:51	02:51	
18:25	18:04	19:04	20:53		01:35	01:35	02:05	02:53	02:53	RJP
18:20			**20:30**				**01:25**	**02:20**	**02:20**	
		T4			T1	T1				
18:35	18:11	19:15	21:04		01:44	01:44	02:15	03:03	03:03	PMT
18:43	18:19	19:23	21:13		01:53	01:53	02:24	03:12	03:12	OBVP
18:46	18:22	19:26	21:17		01:57	01:57	02:28	03:16	03:16	ANE
					T2	T2		T4	T4	
18:52			21:24				02:34			
18:53	18:26	19:29	21:26		02:04	02:04	02:36	03:25	03:25	KOU
18:45			**21:00**				**01:50**			
					T1	T1				
19:01	18:32	19:35	21:34		02:12	02:12	02:44	03:32	03:32	SF
19:05	18:36	19:39	21:39		02:17	02:17	02:49	03:37	03:37	BLPE
E8 T10	E8 T11	E7 T14								
	19:05									
	17487									MRM
19:31	19:40	20:08	21:48		02:27	02:27	02:58	03:46	03:46	
		T10	E8 T6		E8 T8	E8 T16	E8 T7	E8 T6	E8 T6	
	19:55	**20:33**	**22:18**		**02:58**	**03:06**	**03:28**	**04:15**	**04:15**	
					W					RU
19:45	**19:57**	**20:35**	**22:20**		**03:08**	**03:08**	**03:30**	**04:20**	**04:20**	
	19:30	**20:00**	**21:45**		**02:10**	**02:10**	**03:10**	**04:00**	**04:00**	

- Experimental Stoppage

RENIGUNTA-GOOTY (DN)

Kms. From MAS	Inter Distance in KMS	Train No.		20919	11018	22102	16354	17215	16382	17488
		From		MAS	KIK	MDU -	NCJ	BZA -	CAPE -	VSKP
		To		EKNR	LTT	LTT	KCG	DMM	PUNE	HX
		Types		Exp.	Exp.	Exp.	Exp	Exp.	Exp.	Exp
Days of service at originating station				Sun	Mon	Fri	Sat	Daily	Daily	Daily
Days of service entering into section				Mon	Tue	Sat	Sun	Daily	Daily	Daily
134.78		Renigunta Jn (S)	a	01:25	01:25	01:25	01:25		04:50	05:08
				W	W	W	W		W	
		Renigunta Bye pass cabin	d	01:35	01:35	01:35	01:35		05:00	05:10
	14.24	IBS 142/28-30	s	01:20	01:20	01:20	01:20		04:45	05:00
149.02			a							
		Mamanduru	d	01:50	01:50	01:50	01:50		05:15	05:25
	9.83	Ghat	s							
158.85		IBS 153/23-24	a							
		Balapalle	d	01:58	01:58	01:58	01:59		05:23	05:34
	6.99		s							
165.84			a							
		Settigunta	d	02:02	02:02	02:02	02:04		05:27	05:38
	9.67		s							
175.51		Koduru	a						05:35	05:46
			d	02:08	02:08	02:08	02:11		05:36	05:47
	7.38		s						05:20	05:35
182.89			a							
		Anantarajupet	d	02:12	02:12	02:12	02:16		05:42	05:53
	5.86		s							
188.75		Obulavaripalli Jn.	a							T3
			d	02:15	02:15	02:15	02:20		05:45	05:59
	11.15		s							
199.9			a							
		Pullampet	d	02:23	02:23	02:23	02:29		05:53	07:07
	9.13		s							
		ROB Km 208/35-37		T3		T3				
209.03			a		02:32				06:01	06:16
		Razampeta	d	02:33	02:33	02:33	02:37		06:02	06:17
	5.2		s		02:10				05:45#	06:00
214.2			a	T2		T2				
		Hastavaramu	d	02:39	02:39	02:39	02:42		06:08	06:23
	5.99		s							
		Cheyeru river		T4	T4	T4				E4 T4
220.5		209/3-4 - 218/1-15	a							06:37
		Nandalur								
		ROB 219/33	d	02:47	02:47	02:47	02:47		06:12	06:38
	6.61		s							06:15#
226.8		Mantapampalle	a							
			d	02:51	02:51	02:51	02:52		06:16	06:44
	10.78		s							

 # - Experimental Stoppage

RENIGUNTA-GOOTY (DN)

12707	57401	22135	17417	66001	22158	16003	17419	16733	12790	STN code
TPTY-NZM	TPTY UBL	MYS RU	TPTY-SNSI	AJJ HX	MS CSMT	MAS NSL	TPTY VSG	RMM OKHA	MRDW KCG	
Exp	Pass	EXP	Exp	Pass	Mail	Exp	Exp	Exp.	Exp.	
M,W,F	Daily	Fri	Tue	Daily	Daily	Sun	Thu	Fri	W,Sa	
M,W,F	Daily	Sat	Tue	Daily	Daily	Sun	Thu	Sat	Th,Su	
05:54	**06:30**	**08:00**	**08:40**	**08:50**	**09:25**	**11:48**	**11:51**	**12:05**	**12:05**	RU
								W	**W**	
05:56	**06:35**	**...**	**08:42**	**08:55**	**09:30**	**11:53**	**11:53**	**12:15**	**12:15**	
05:55	**06:30**		**08:38**	**08:40**	**09:20**	**11:40**	**11:48**	**12:00**	**12:00**	
	06:52			09:11						MRM
06:11	06:53		08:57	09:12	09:45	12:08	12:08	12:30	12:30	
	06:46			**08:58**						
	07:03			09:23						BLPE
06:19	07:04		09:06	09:24	09:54	12:17	12:17	12:38	12:38	
	06:55			**09:10**						
	07:10			09:31						SF
06:23	07:11		09:11	09:32	09:59	12:22	12:22	12:42	12:42	
	07:05			**09:20**						
	07:19		09:19	09:41						KOU
06:29	07:20		09:20	09:42	10:06	12:29	12:29	12:48	12:48	
	07:15		**09:10**	**09:28**						
	07:27			09:50						ANE
06:33	07:28		09:26	09:51	10:11	12:34	12:34	12:52	12:52	
	07:22			**09:38**						
	07:35			09:57						OBVP
06:36	07:37		09:30	09:58	10:15	12:38	12:38	12:55	12:55	
	07:28			**09:43**						
	07:48			10:09						PMT
06:44	07:49		09:39	10:10	10:24	12:47	12:47	13:03	13:03	
	07:40			**09:53**						
T3							**T2**			RJP
	08:00		09:48	10:20		12:56				
06:54	08:02		09:49	10:21	10:32	12:57	12:57	13:10	13:10	
	07:50		**09:35**	**10:00**		**12:35**				
	08:09			10:28	**E5**		**T1**			HAQ
06:58	08:10		09:55	10:29	10:42	13:03	13:03	13:14	13:14	
	07:57			**10:05**						
E5 T5	**E4**		**E4**					**E5 T5**	**E5 T5**	NRE
	08:21			10:36						
07:12	08:23		10:04	10:38	10:47	13:08	13:08	13:28	13:28	
	08:05			**10:25**						
	08:31			10:45						MMPL
				22158						
07:16	08:32		10:09	11:00	10:52	13:13	13:13	13:32	13:32	
	08:15			**10:40**						

RENIGUNTA-GOOTY (DN)

Kms. From MAS	Inter Distance in KMS	Train No.		20919	11018	22102	16354	17215	16382	17488
		From		MAS	KIK	MDU -	NCJ	BZA -	CAPE -	VSKP
		To		EKNR	LTT	LTT	KCG	DMM	PUNE	HX
		Types		Exp.	Exp.	Exp.	Exp	Exp.	Exp.	Exp
Days of service at originating station				Sun	Mon	Fri	Sat	Daily	Daily	Daily
Days of service entering into section				Mon	Tue	Sat	Sun	Daily	Daily	Daily
237.58		Ontimitta	a							
			d	02:56	02:56	02:56	02:58		06:21	06:49
	5.67		s							
243.25		Bhakrapeta	a							
			d	02:59	02:59	02:59	03:02		06:24	06:52
	6.47		s							
249.72		Kanamalopalle	a							
			d	03:03	03:03	03:03	03:07		06:28	06:56
	10.06	IBS 254/10-12	s							
				E6	E6	E6	E4		E5 T2	E6 T13
259.78		Cuddapah Jn.	a	03:19	03:19	03:19	03:19		06:44	07:25
			d	03:21	03:21	03:21	03:21		06:46	…
	7.91		s	03:10	03:10	03:10	03:10		06:25	
267.69		Krishnapuram	a							
			d	03:28	03:28	03:28	03:28		06:53	
	8.78		s							
276.47		Gangayapalle	a							
			d							
		Pagni river Girder bridge		03:34	03:34	03:34	03:35		06:59	
	7:13	Km 281/7-282/8	s							
283.66		Kamalapuram	a							
			d	03:38	03:38	03:38	03:40		07:03	
	8.45		s							
292.1		Yerragudipad	a					Via		
			d	03:42	03:42	03:42	03:45	NDL	07:07	
	7.91		s							
		ROB 298/12-14		E4 T5	E4 T3	E4 T5	E4 T3		E6	
		Yerraguntla Jn.	a		03:58			06:00	07:22	
299.3			d	04:00	04:00	04:00	04:00	06:25	07:24	
	7.31		s		03:40			06:00	07:00	
			a	T2		T2	T2			
306.61		Kalamalla	d	04:08	04:08	04:08	04:08	06:34	07:32	
	8.43		s							
		Muddanuru	a							
315.04			d	04:13	04:13	04:13	04:14	06:39	07:37	
	14.7		s							
			a							
329.72		Mangapatnam	d	04:22	04:22	04:22	04:24	06:48	07:46	
	9.01		s							

 # - Experimental Stoppage

RENIGUNTA-GOOTY (DN)

12707	57401	22135	17417	66001	22158	16003	17419	16733	12790	STN code
TPTY-	TPTY	MYS	TPTY-	AJJ	MS	MAS	TPTY	RMM	MRDW	
NZM	UBL	RU	SNSI	HX	CSMT	NSL	VSG	OKHA	KCG	
Exp	Pass	EXP	Exp	Pass	Mail	Exp	Exp	Exp.	Exp.	
M,W,F	Daily	Fri	Tue	Daily	Daily	Sun	Thu	Fri	W,Sa	
M,W,F	Daily	Sat	Tue	Daily	Daily	Sun	Thu	Sat	Th,Su	
	08:40			11:09						
07:21	08:41		10:15	11:10	10:58	13:19	13:19	13:37	13:37	VNM
	08:25			**10:50**						
	08:47			11:17						
07:24	08:48		10:19	11:18	11:02	13:23	13:23	13:40	13:40	BKPT
	08:32			**11:00**						
	08:55			11:26						
07:28	08:56		10:24	11:27	11:07	13:28	13:28	13:44	13:44	KNLP
	08:40			**11:10**						
E5 T5	E5		E5 T1	E10 T17	E5	E5	E5	E5 T5	E5 T2	
07:48	09:11		10:40	12:05	11:21	13:42	13:42	14:04	14:01	HX
07:50	09:13		10:42	...	11:23	13:44	13:44	14:06	14:06	
07:30	**08:55**		**10:25**		**11:10**	**13:30**	**13:30**	**13:55**	**13:55**	
	09:22									
07:58	09:23		10:50		11:30	13:51	13:51	14:13	14:13	KPU
	09:05									
	09:32									GPY
08:04	09:33		10:57		11:37	13:58	13:58	14:19	14:19	
	09:13									
	09:40									
08:08	09:42		11:02		11:42	14:03	14:03	14:23	14:23	KKM
	09:20									
	09:50									
08:12	09:51		11:07		11:47	14:08	14:08	14:27	14:27	YGD
	09:28									
E4 T2	E4		E5 T2		E5	E5	E5	E5 T5	E5 T5	
08:27	10:05		11:23		12:01	14:22	14:22	14:46	14:46	YA
08:29	10:07		11:24		12:02	14:23	14:23	14:48	14:48	
08:00	**09:40**		**11:00**		**11:35**	**14:10**	**14:10**	**14:30**	**14:30**	
	10:16									
08:37	10:18		11:32		12:10	14:31	14:31	14:56	14:56	KMH
	09:50									
	10:26		11:39							
08:42	10:28		11:40		12:15	14:37	14:37	15:01	15:01	MOO
	10:00		**11:10**							
	10:40									
08:51	10:41		11:51		12:25	14:47	14:47	15:10	15:10	MUM
	10:15									

RENIGUNTA-GOOTY (DN)

Kms. From MAS	Inter Distance in KMS	Train No.		20919	11018	22102	16354	17215	16382	17488
		From		MAS	KIK	MDU-	NCJ	BZA-	CAPE-	VSKP
		To		EKNR	LTT	LTT	KCG	DMM	PUNE	HX
		Types		Exp.	Exp.	Exp.	Exp	Exp.	Exp.	Exp
Days of service at originating station				Sun	Mon	Fri	Sat	Daily	Daily	Daily
Days of service entering into section				Mon	Tue	Sat	Sun	Daily	Daily	Daily
338.73		**Kondapuram**	a							
		Chitravati River						06:55		
		Ballast Deck Bridge	d	04:27	04:27	04:27	04:30	06:56	07:51	
	7.85	688 (Km.340/5-341/9)	s					**06:40#**		
346.6		**Regadipalli**	a							
			d	04:31	04:31	04:31	04:35	07:02	07:55	
	7		s							
353.6			a							
		Vanganur	d	04:35	04:35	04:35	04:40	07:06	07:59	
	5.92		s							
359.5			a							
		Challavaripalle	d	04:39	04:39	04:39	04:44	07:10	08:03	
	7.17		s							
366.7				**E4 T2**	**E3**	**E4 T2**	**E4**	**E2**	**E5 T2**	
			a		04:48		04:54	07:18	08:16	
		Tadipatri	d	04:49	04:49	04:49	04:55	07:20	08:17	
	5.53		s		**04:40**		**04:40**	**07:10**	**08:00**	
372.2		**Komali**	a	**T2**		**T2**				
		Pennuru River	d	04:55	04:55	04:55	05:01	07:26	08:23	
	6.73	No.750 (Km.375/10-376/2)	s							
378.9			a							
	6.57	**Juturu**	d	04:59	04:59	04:59	05:06	07:30	08:27	
			s							
385.5			a							
		Vemulapadu	d	05:02	05:02	05:02	05:10	07:33	08:30	
	5.36		s							
390.9			a							
		Rayalacheruvu	d	05:05	05:05	05:05	05:14	07:36	08:33	
	11.64		s							
402.5										
		Jakkalacheruvu	a							
		RUB KM 405/10-12	d	05:11	05:11	05:11	05:22	07:42	08:39	
	9.69	RUB KM 410/8-10	s							
				E9 T2	**E10**	**E9 T1**		**E7 T4**	**E7 T9**	
			a					08:05		
412.2		**Gooty Fort**	d					08:10		
	2.32		s					**07:55**		
							E11 T14			
414.5			**a**		05:33	05:33	05:59		**09:08**	
		Gooty Jn	**d**	05:34	05:34	05:34	06:00		**09:10**	
			s		**05:20**	**05:20**	**05:30**		**08:45**	

 # - Experimental Stoppage

RENIGUNTA-GOOTY (DN)

12707	57401	22135	17417	66001	22158	16003	17419	16733	12790	STN code
TPTY-	TPTY	MYS	TPTY-	AJJ	MS	MAS	TPTY	RMM	MRDW	
NZM	UBL	RU	SNSI	HX	CSMT	NSL	VSG	OKHA	KCG	
Exp	Pass	EXP	Exp	Pass	Mail	Exp	Exp	Exp.	Exp.	
M,W,F	Daily	Fri	Tue	Daily	Daily	Sun	Thu	Fri	W,Sa	
M,W,F	Daily	Sat	Tue	Daily	Daily	Sun	Thu	Sat	Th,Su	
08:56	10:49 10:50		11:57		12:30	14:53	14:53	15:15	15:15	KDP
	10:23									
09:00	10:57 10:58		12:02		12:35	14:58	14:58	15:19	15:19	RLL
	10:32									
09:04	11:05 11:06		12:07		12:40	15:03	15:03	15:23	15:23	VRN
	10:40									
09:08	11:12 11:13		12:11		12:44	15:07	15:07	15:27	15:27	CLPE
	10:47									
E4 T3 09:22 09:24	E3 T1 11:25 11:27		E3 12:22 12:23		E4 12:55 12:56	E5 15:19 15:20	E5 15:19 15:20	E5 T2 15:40	E5 T2 15:40	TU
09:00	**11:00**		**11:55**		**12:35**	**15:10**	**15:10**			
09:30	11:34 11:35		12:30		13:02	15:26	15:26	15:45	15:45	KMQA
	11:08									
09:34	11:42 11:43		12:35		13:07	15:31	15:31	15:49	15:49	JUR
	11:15									
09:37	11:49 11:50		12:39		13:11	15:35	15:35	15:52	15:52	VML
	11:22									
09:40	11:56 11:58		12:43		13:15	15:39	15:39	15:55	15:55	RLO
	11:35									
09:46	12:08 12:09		E5 T3 12:59		13:23	15:47	15:47	E3 T20 16:24	E3 T20 16:24	JKO
	11:45									
E5 T31	E7 T15				E4 T8	E8 T16	E8 T16			GYF
10:35	**12:45** **12:47**		**13:13** **13:15**		**13:48** **13:49**	**16:24** **16:25**	**16:24** **16:25**	T6 **16:42**	T5 **16:41** **16:42**	GY
	12:20		**12:45**		**13:30**	**16:05**	**16:05**		**16:20**	

A 69 (GTL)

RENIGUNTA-GOOTY (DN)

Kms. From MAS	Inter Distance in KMS	Train No.		77212	22160	12793	17314	09420*	22180	22919
		From		RU-	MAS-	TPTY	MAS	TPJ	MAS	MAS
		To		NDL	CSMT	NZB	UBL	ADI	LTT	ADI
		Types		DEMU	Exp.	Exp.	Exp.	SPL	Exp.	Exp.
Days of service at originating station				Daily	Daily	Daily	Th,Sa	Sun	Tue	Wed
Days of service entering into section				Daily	Daily	Daily	Th,Sa	Sun	Tue	Wed
134.78		**Renigunta Jn (S)**	a	...	16:05	17:53	18:25	18:40	18:40	18:40
	14.24	Renigunta Bye pass cabin	d	13:45	16:10	17:55	18:30	18:45	18:45	18:45
		IBS 142/28-30	s		15:55	17:52	18:15	18:35	18:35	18:35
149.02			a				T15			
		Mamanduru	d	14:00	16:24	18:10	19:00	19:00	18:59	18:59
	9.83	Ghat	s							
158.85		IBS 153/23-24	a	14:09						
		Balapalle	d	14:10	16:32	18:18	19:08	19:08	19:07	19:07
	6.99		s	14:10						
165.84			a	T4						
		Settigunta	d	14:20	16:36	18:22	19:13	19:12	19:11	19:11
	9.67		s							
175.51			a	14:28	16:44	18:30		T2	T3	T3
		Koduru	d	14:32	16:45	18:31	19:20	17:20	17:20	17:20
	7.38		s	14:23	16:30	18:20				
182.89			a					T2	T2	T2
		Anantarajupet	d	14:36	16:51	18:37	19:25	19:26	19:26	19:26
	5.86		s							
188.75		**Obulavaripalli Jn.**	a	14:42		18:42				
			d	14:44	16:54	18:43	19:29	19:29	19:29	19:29
	11.15		s	14:35		18:30#				
199.9			a	T4						
		Pullampet	d	14:58	17:02	18:53	19:38	19:37	19:37	19:37
	9.13		s							
		ROB Km 208/35-37		T2						
209.03			a	15:10	17:11	19:02				
		Razampeta	d	15:12	17:12	19:03	19:46	19:45	19:45	19:45
			s	14:54	16:55	18:50				
214.2	5.17		a							
		Hastavaramu	d	15:20	17:18	19:09	19:51	19:49	19:49	19:49
	5.99		s							
		Cheyeru river		E3 T3				T2	T2	T2
220.5		209/3-4 - 218/1-15	a	15:32						
		Nandalur								
	6.61	ROB 219/33	d	15:34	17:22	19:13	19:56	19:56	19:56	19:56
			s	15:15						
226.8										
		Mantapampalle	a							
			d	15:40	17:26	19:17	20:01	20:00	20:00	20:00
	10.78		s							

- Experimental Stoppage

* This SPL train will be operated untill further advice

RENIGUNTA-GOOTY (DN)

20953	12798	17262	17654	17651	12164	22705	17415	16352	17622	
MAS	CTO	TPTY	PDY	CGL	MAS	TPTY	TPTY	NCJ	TPTY	STN code
ADI	KCG	GNT	KCG	KCG	LTT	JAT	KOP	CSMT	AWB	
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	
Fri	Daily	Daily	M,Th,Fri	Tu,W,Sa,Su	Daily	Tue	Daily	Th,Su	Sat	
Fri	Daily	Daily	M,Th,Fri	Tu,W,Sa,Su	Daily	Tue	Daily	Th,Su	Sat	
18:40	**19:10**	**19:50**	**20:00**	**20:00**	**21:00**		**21:53**	**22:55**	**23:23**	RU
								W		
18:45	**19:12**	**19:52**	**20:05**	**20:05**	**21:05**	**21:35**	**21:55**	**23:05**	**23:25**	
18:35	**19:00**	**19:50**	**19:55**	**19:55**	**20:50**		**21:55**	**22:20**	**23:18**	
18:59	19:27	20:07	20:20	20:20	21:19	21:50	22:10	23:19	23:40	MRM
19:07	19:45	20:16	20:29	20:29	21:27	21:58	22:18	23:27	23:48	BLPE
19:11	19:39	20:21	20:34	20:34	21:31	22:02	22:22	23:31	23:52	SF
19:19	19:47	20:29	20:42	20:42	21:39					KOU
19:20	19:48	20:30	20:43	20:43	21:40	22:08	22:28	23:37	23:58	
19:05	**19:30**	**20:20**	**20:30**	**20:30**	**21:25**					
19:26	19:54	20:36	20:49	20:49	21:46	22:12	22:32	23:41	00:02	ANE
			T3	T3			22:37			OBVP
19:29	19:57	20:40	20:56	20:56	21:49	22:15	22:39	23:44	00:05	
							22:30#			
19:37	20:05	20:49	21:05	21:05	21:57	22:23	22:49	23:52	00:13	PMT
	20:14	20:57	21:14	21:14	22:06					RJP
19:45	20:16	20:58	21:16	21:16	22:07	22:30	22:56	23:59	00:20	
	19:55	**20:50**	**21:00**	**21:00**	**21:50**					
19:49	20:21	21:04	21:22	21:22	22:13	22:34	23:00	00:03	00:24	HAQ
T2	E4	E5	E5	E5	E4	E5	E5 T5			NRE
		21:15					23:16			
19:56	20:29	21:16	21:32	21:32	22:21	22:43	23:18	00:07	00:28	
		21:05					**23:00#**			
20:00	20:33	21:22	21:37	21:37	22:26	22:47	23:24	00:12	00:33	MMPL

- Experimental Stoppage

* This SPL train will be operated untill further advice

RENIGUNTA-GOOTY (DN)

Kms. From MAS	Inter Distance in KMS	Train No.		77212	22160	12793	17314	09420*	22180	22919
		From		RU-	MAS-	TPTY	MAS	TPJ	MAS	MAS
		To		NDL	CSMT	NZB	UBL	ADI	LTT	ADI
		Types		DEMU	Exp.	Exp.	Exp.	SPL	Exp.	Exp.
Days of service at originating station				Daily	Daily	Daily	Th,Sa	Sun	Tue	Wed
Days of service entering into section				Daily	Daily	Daily	Th,Sa	Sun	Tue	Wed
237.58		Ontimitta	a	15:48						
			d	15:50	17:31	19:22	20:07	20:05	20:05	20:05
	5.67		s	**15:35**						
243.25		Bhakrapeta	a							
			d	15:56	17:34	19:25	20:11	20:08	20:08	20:08
	6.47		s							
249.72		Kanamalopalle	a							
		ROB 253/10-12	d	16:03	17:38	19:29	20:16	20:12	20:12	20:12
	10.06	IBS 254/10-12	s							
				E8 T34	E4	E9	E5	E5 T4	E5 T4	E5 T4
		Cuddapah Jn.								
259.78			a	16:55	17:52	19:47	20:29	20:29	20:29	
		RUB 260/5-7								
		ROB 261/32-34	d	17:00	17:54	19:49	20:31	20:31	20:31	20:31
	7.91	ROB 266/8-10	s	**17:00**	**17:40**	**19:40**	**20:10**	**20:10**	**20:10**	
										T1
267.69		Krishnapuram	a							
			d	17:09	18:01	19:56	20:39	20:38	20:38	20:38
	8.78		s							
276.47		Gangayapalle	a							
		pagni river Girder bridge	d	17:16	18:07	20:02	20:46	20:44	20:44	20:44
	7.13	Km 281/7-282/8	s							
283.66		ROB 280/8-10	a	17:23						
		Kamalapuram	d	17:24	18:11	20:06	20:51	20:48	20:48	20:48
	8.45		s	**17:20**						
292.1		Yerragudipad	a							
			d	17:31	18:15	20:10	20:56	20:52	20:52	20:52
	7.91	ROB 298/12-14	s							
		Yerraguntla Jn.		E3 T5	E3	E5	E5	E5 T3	E5	E5 T3
			a	17:48	18:27	20:24			21:06	
299.3			d	17:50	18:29	20:25	21:08	21:07	21:07	21:07
	7.31		s	**17:35**	**18:15**	**20:10**			**20:45**	
		Kalamalla	a	Via			T1	T2		T2
306.61			d	NDL	18:37	20:33	21:15	21:15	21:15	21:15
	8.43		s							
315.04		Muddanuru								
			a			20:40				
			d		18:42	20:41	21:20	21:20	21:20	21:20
	14.68		s			**20:25**				
329.72		Mangapatnam	a							
			d		18:51	20:52	21:30	21:29	21:29	21:29
	9.01		s							

- Experimental Stoppage

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RENIGUNTA-GOOTY (DN)

20953	12798	17262	17654	17651	12164	22705	17415	16352	17622	STN code
MAS	CTO	TPTY	PDY	CGL	MAS	TPTY	TPTY	NCJ	TPTY	
ADI	KCG	GNT	KCG	KCG	LTT	JAT	KOP	CSMT	AWB	
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	
Fri	Daily	Daily	M,Th,Fri	Tu,W,Sa,Su	Daily	Tue	Daily	Th,Su	Sat	
Fri	Daily	Daily	M,Th,Fri	Tu,W,Sa,Su	Daily	Tue	Daily	Th,Su	Sat	
20:05	20:38	21:28	21:43	21:43	22:31	22:52	23:29	00:17	00:38	VNM
20:08	20:41	21:32	21:47	21:47	22:34	22:55	23:32	00:20	00:41	BKPT
20:12	20:45	21:37	21:52	21:52	22:38	22:59	23:36	00:24	00:45	KNLP
E5 T4	E6 T4	E5	E6 T6	E6 T6	E6 T1	E5 T5	E5 T5		E5 T3	HX
20:29	21:04	21:50	22:12	22:12	22:53		23:55	00:33	01:02	
20:31	21:06	21:52	22:14	22:14	22:55	23:15	23:57	00:35	01:04	
20:10	**20:45**	**21:35**	**21:45**	**21:45**	**22:40**		**23:40**	**00:10**	**01:00**	
						T2				KPU
20:38	21:13	21:59	22:22	22:22	23:02	23:22	00:05	00:42	01:11	
20:44	21:19	22:06	22:29	22:29	23:08	23:28	00:11	00:48	01:19	GPY
	21:25	22:12								KKM
20:48	21:26	22:13	22:34	22:34	23:12	23:32	00:15	00:52	01:23	
	21:00	**22:00**								
20:52	21:32	22:19	22:39	22:39	23:16	23:36	00:19	00:56	01:27	YGD
E5	E5 T3	E3 T7	E5	E5	E5 T2	E5 T4	E5 T5	E5 T3		YA
21:06	21:49	22:38	22:53	22:53	23:32		00:38			
21:07	21:50	22:40	22:54	22:54	23:33	23:51	00:40	01:10	01:33	
20:45	**21:25**	**22:15**	**22:25**	**22:25**	**23:10**		**00:15**			
21:15	21:58		23:02	23:02	23:41	23:56	00:49	01:15	01:38	KMH
			T1	T1						MOO
	22:05									
21:20	22:06		23:09	23:09	23:46	00:01	00:54	01:20	01:43	
	21:40									
21:29	22:17		23:19	23:19	23:55	00:10	01:03	01:29	01:52	MUM

- Experimental Stoppage

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RENIGUNTA-GOOTY (DN)

Kms. From MAS	Inter Distance in KMS	Train No.		77212	22160	12793	17314	09420*	22180	22919
		From		RU-	MAS-	TPTY	MAS	TPJ	MAS	MAS
		To		NDL	CSMT	NZB	UBL	ADI	LTT	ADI
		Types		DEMU	Exp.	Exp.	Exp.	SPL	Exp.	Exp.
Days of service at originating station				Daily	Daily	Daily	Th,Sa	Sun	Tue	Wed
Days of service entering into section				Daily	Daily	Daily	Th,Sa	Sun	Tue	Wed
338.73		**Kondapuram**	a							
		Chitravati River								
		688 (Km.340/5-341/9)	d		18:56	20:57	21:36	21:34	21:34	21:34
	7.85		s							
346.58		**Regadipalli**	a							
			d		19:00	21:01	21:41	21:38	21:38	21:38
	7		s							
353.58			a							
		Vanganur	d		19:04	21:05	21:46	21:42	21:42	21:42
	5.92		s							
359.5			a							
		Challavaripalle	d		19:08	21:09	21:50	21:46	21:46	21:46
	7.17		s							
					E4	E6	E5	E5 T3	E5 T5	E5 T5
366.67			a		19:19	21:21		22:00		
		Tadipatri	d		19:20	21:22	22:01	22:01	22:01	22:01
	5.53		s		**19:05**	**21:05**		**21:40**		
372.2		**Komali**	a						T2	T2
		Pennuru River	d		19:26	21:28	22:06	22:07	22:07	22:07
	6.73	Ballast Deck Bridge	s							
		No.750 (Km.375/10-376/2)	a							
378.93		**Juturu**	d		19:30	21:32	22:11	22:11	22:11	22:11
	6.57		s							
385.5			a							
		Vemulapadu	d		19:33	21:35	22:15	22:14	22:14	22:14
	5.36		s							
390.86			a							
		Rayalacheruvu	d		19:36	21:38	22:19	22:17	22:17	22:17
	11.64		s							
402.5			a							
		Jakkalacheruvu								
		RUB KM 405/10-12	d		19:42	21:44	22:27	22:23	22:23	22:23
	9.69	RUB KM 410/8-10	s							
			a		E12 T3	E3 T5				
412.19		**Gooty Fort**	d							
			s							
		Gooty Jn					E8 T12	E8 T16	E8 T16	E8 T16
414.51	2.32		a		**20:09**	**22:04**			**22:59**	
			d		**20:10**	**22:05**	**23:00**	**23:00**	**23:00**	**23:00**
			s		**19:55**	**21:45**			**22:45**	

- Experimental Stoppage

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RENIGUNTA-GOOTY (DN)

20953	12798	17262	17654	17651	12164	22705	17415	16352	17622	STN code
MAS	CTO	TPTY	PDY	CGL	MAS	TPTY	TPTY	NCJ	TPTY	
ADI	KCG	GNT	KCG	KCG	LTT	JAT	KOP	CSMT	AWB	
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	
Fri	Daily	Daily	M,Th,Fri	Tu,W,Sa,Su	Daily	Tue	Daily	Th,Su	Sat	
Fri	Daily	Daily	M,Th,Fri	Tu,W,Sa,Su	Daily	Tue	Daily	Th,Su	Sat	
21:34	22:22		23:25	23:25	00:01	00:15	01:08	01:34	01:57	KDP
21:38	22:26		23:30	23:30	00:05	00:19	01:12	01:38	02:01	RLL
21:42	22:30		23:35	23:35	00:09	00:23	01:16	01:42	02:05	VRN
21:46	22:34		23:39	23:39	00:13	00:27	01:20	01:46	02:12	CLPE
E5 T5	E5 T4		E5 T2	E5 T2	E4	E5 T3		E5 T4	E5	TU
	22:49		23:52	23:52	00:23		01:27			
22:01	22:50		23:53	23:53	00:24	00:40	01:28	02:00	02:22	
	22:30		**23:30**	**23:30**	**00:05**		**01:10**			
T2										KMQA
22:07	22:56		23:59	23:59	00:30	00:44	01:34	02:04	02:26	
22:11	23:00		00:04	00:04	00:34	00:48	01:38	02:08	02:30	JUR
22:14	23:03		00:08	00:08	00:37	00:51	01:42	02:11	02:33	VML
						T6				RLO
22:17	23:06		00:12	00:12	00:40	01:00	01:45	02:14	02:36	
					E4 T3	E3		E10	E10 T3	JKO
22:23	23:12		00:20	00:20	00:53	01:10	01:51	02:30	02:55	
	E3 T35		E2 T13	E2 T13		T3	E8 T6	E3 T8	E3 T9	GYF
E8 T16										GY
22:59	**00:03**		**00:48**	**00:48**	**01:05**		**02:18**		**03:20**	
23:00	**00:05**		**00:50**	**00:50**	**01:06**	**01:25**	**02:20**	**02:55**	**03:21**	
22:45	**23:45**		**00:20**	**00:20**	**00:55**		**02:00**		**02:55**	

- Experimental Stoppage

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NOTES

SECTIONAL INFORMATION

GOOTY –DHARMAVARAM –GOOTY

TOTAL KMS	TRACTION	AXLE LOAD
90.5 Kms	Electrical	20.55 Tones
System of Working	Critical Block Section	Details of Line Capacity

Absolute Block System	TKPY- GY	Section	Charted Capacity	Effective Capacity	Utilisation	% of Utilisation
		GY-KLU	40	35	20.2	58
		KLU-DMM	40	35	37.6	108

Number of stations	12	Engg. Allowance	List of Notice Stations
B Class	12	GY-DMM-8 Mints GTL-DMM-7 Mints	GTL, GY, DMM, DHNE DMM and GTL to issue Caution order for both directions i.e. via GPU & GY.
C Class	0		

Section Wise Maximum Permissible Speed (In Kmph)

DMM-GY-DMM	130

RULING GRADIENT

S.No.	Section	Gauge	Length in Kms.	Single /Double	Ruling Gradient: Up gradient (Rising)	Length in Kms.	Down gradient (Falling)	Length in Kms.
1	GY- DMM	BG	90.5	Double line	1 in 100	1	1 in 100	1

INTER SECTIONAL RUNNING TIME FOR MAIL/EXPRESS AND PASSENGER TRAINS GY-DMM

At 110 kmph	At 130 Kmph	↓STATIONS↑	At 110 Kmph	At 130 Kmph
..	..	Gooty	12	11
12	11	Thurakapalli	8	7
8	7	Pamadi	5	5
5	5	Kalluru	8	8
8	7	Garladinne	6	5
6	5	Taticherla	5	5
5	5	Anantapur	4	3
4	3	Prasannayanapalli	5	5
5	5	Zangalapalle	6	5
6	5	Chigicherla	10	9
11	9	Dharmavaram	..	..
70	62	⟵Total BRT ⟶	69	63

Note:- The BRT Excludes AC/DC Timings

GOOTY-DHARMAVARAM (DN)

Kms.From SBC	Inter Distance in kms	Train No. / From / To / Types		11301	12732	12766	12770	22692	16591	12785
				CSMT-	SC	AMI	SC	NZM-	UBL	KCG
				SBC	TPTY	TPTY	TPTY	SBC	MYS	SBC
				Udyan			Seven Hills	Rajdhani	Hampi	
				Exp.	Exp.	Exp	Exp	Exp.	Exp.	Exp.
Days of service at originating station				Daily	W, Sa	M,Th	Tue,Fri	Daily	Daily	Daily
Days of service at entering section				Daily	Th, Su	M,Th	Tue,Fri	Daily	Daily	Daily
269.04		Gooty Jn	a		00:05		00:05			01:22
			d		00:06	00:06	00:06			01:24
	9.55		s		23:30		23:45			00:45
259.49		Turkapalli	a			T1				
			d		00:19	00:19	00:19			01:37
	12.34	IBS : 255/6-8	s							
247.15			a							
		Pamidi		Via GPU				Via GPU		
			d		00:27	00:27	00:27			01:44
	7.61	Pennar river	s							
239.54		Kalluru Jn.	a							
			d	23:20	00:32	00:32	00:32	00:42	01:03	01:49
	11.08	ROB Km 239/3	s							
228.46		Garladinne	a							
			d	23:30	00:40	00:40	00:40	00:52	01:13	01:57
	9.00		s							
219.46		Taticherla	a							
			d	23:36	00:46	00:46	00:46	00:57	01:18	02:02
	7.47	ROB Km 212/15-16	s							
211.99								T5		
		Anantapur	a	23:43	00:53	00:53	00:53		01:25	02:07
			d	23:45	00:55	00:55	00:55	01:07	01:27	02:09
	4.92		s	23:30	00:30	00:30	00:30		01:00#	01:45
207.07		ROB Km 211/22A						T1		
		Prasannayapalli	a							
	7.91		d	23:50	01:00	01:00	01:00	01:12	01:32	02:14
			s							
199.16				T19					T3	
		Zangalapalle	a							
	9.30	Pandameru river (Km205/1-204/10	d	00:14	01:05	01:05	01:05	01:17	01:40	02:19
			s							
189.86				T6 T4				E5 T10	E5 T17	
		Chigicherla	a							
	11:42	ROB Km 189/45-46	d	00:30	01:11	01:11	01:11	01:37	02:08	02:24
			s							
				T22	E8 T3	E8 T3	E8 T3	T11		E8 T6
178.44		Dharmavaram Jn	a	01:05	01:35	01:35	01:35	02:00	02:20	02:50
								Operating Halt		
			d	01:10	01:40	01:40	01:40	02:05	02:25	02:55
			s	00:45	01:20	01:20	01:20		02:05	02:30

Experimental stoppage

GOOTY-DHARMAVARAM (DN)

11311	16572	16584	17308	17211	12735	12214	15023	17603	18463	Stn. Code
SUR	BIDR	LUR	BGK	MTM	SC	DEE	GKP	KCG	BBS	
HAS	YPR	YPR	MYS	YPR	YPR	YPR	YPR	YNK	SBC	
			Basava		GaribRath	Duronto			Prashanti	
Exp	Exp	Exp	Exp.	Exp	Exp	Exp	Exp	Exp	Exp	
Daily	M,Tu,W,F	Th,Sa,Su	Daily	M,W,Fri	Su, W, Fri	Mon	Tue	Daily	Daily	
Daily	Tu,W,Th,Sa	F,Su,M	Daily	Tu,Thu, Sa	M,Thu,Sa	Wed	Thu	Daily	Daily	
				02:58			03:15	04:39	05:30	GY
							Operating Halt			
				03:00			03:20	04:40	05:32	
				02:25				04:20	05:15	
				03:13			03:33	04:53	05:45	TKPY
Via GPU				03:21	Via GPU		03:41	05:00	05:53	PMD
02:00	02:44	02:44	03:04	T2 03:28	03:39	03:39	E2 03:48	T2 05:07	T2 06:00	KLU
02:10	02:54	02:54	03:14	03:36	03:49	03:49	03:56	05:15	06:08	GDE
02:15	03:00	03:00	03:21	03:42	03:54	03:54	04:01	05:21	06:13	TAC
T7	T4	T4	T2		T3	T7	T18	T4	T4	ATP
02:30			03:30	03:50	04:04		04:26	05:32	06:24	
02:32	03:10	03:10	03:32	03:52	04:06	04:06	04:28	05:36	06:26	
02:20			03:10	03:25	04:00		04:15	05:20	06:15	
					T13	T15				PSPY
02:38	03:13	03:13	03:37	03:57	04:24	04:24	04:33	05:41	06:31	
			T10	E8 T10			E6 T15			ZPL
02:43	03:18	03:18	03:52	04:20	04:29	04:29	05:00	05:46	06:36	
T3	T26	T26	E5 T14		E7 T2	E7 T2	T11			CCA
				04:27						
				12735						
02:52	03:50	03:50	04:18	04:57	04:43	04:43	05:17	05:52	06:41	
E5 T35	E5 T7	E5 T7	T9	T4		T3	T6	E8 T7	E8 T18	DMM
03:45	04:15	04:15	04:40	05:15	04:55	04:58	05:35	06:20	07:20	
Operating Halt						Operating Halt				
03:50	04:20	04:20	04:45	05:20	05:00	05:00	05:40	06:25	07:25	
	04:05	04:05	04:25	05:00	04:45		05:20	06:10	07:10	

Experimental stoppage

GOOTY-DHARMAVARAM (DN)

Kms.From SBC	Inter Distance in kms	Train No. / From / To / Types		19301	12628	57404	12976	17215	16613	19568
		From		DADN	NDLS	GTL	JP	BZA	RJT-	OKHA
		To		YPR	SBC	TPTY	MYS	DMM	CBE	TN
		Types			Karnataka					
				Exp	Exp.	Pass	Exp.	Exp	Exp.	Exp
Days of service at originating station				Sun	Daily	Daily	M,W	Daily	Su	Fri
Days of service at entering section				Tue	Daily	Daily	W,F	Daily	Mon	Sat
269.04		Gooty Jn	a	05:43					08:20	
			d	05:48			07:55		08:22	
	9.55		s	**05:25**					**08:05**	
		Gooty Fort	a					**08:05**		
			d					**08:10**		
			s					**07:55**		
259.49		Turkapalli	a							
			d	06:01			08:07	08:20	08:35	
	12.34	IBS : 255/6-8	s							
247.15		Pamidi	a		Via GPU					Via GPU
			d	06:09			08:14	08:27	08:43	
	7.35		s							
239.54		Pennar river	a			08:59				
		Kalluru Jn.	d	06:14	06:34	09:00	08:19	08:32	08:48	08:48
	7.61		s			**08:50**				
228.46		ROB Km 239/3	a			09:11				
		Garladinne	d	06:20	06:44	09:12	08:27	08:40	08:56	08:56
	11.08		s			**09:00**				
219.46			a							
		Taticherla	d	06:26	06:49	09:19	08:32	08:45	09:02	09:02
	9.00	ROB Km 212/15-16	s							
211.99				T5	T4		T2	T4	T4	T4
		Anantapur	a		07:00	09:27	08:41	08:56	09:13	09:13
			d	06:37	07:02	09:29	08:43	08:58	09:15	09:15
	4.92		s		**06:30**	**09:15**	**08:30**	**08:35**	**08:50**	**08:50**
207.07			a			09:35				
		ROB Km 211/22A*	d	06:41	07:07	09:36	08:48	09:03	09:20	09:20
	7.91	Prasannayapalli	s			**09:20**				
199.16			a		E5 T7	09:44		E6	T9	T9
		Zangalapalle				12252				
		Pandameru river (Km205/1-204/10	d	06:46	07:24	10:05	08:53	09:14	09:35	09:35
	9.30		s			**09:30**				
189.86				E8 T22	T7	E7		E2 T11	E8 T4	E7 T5
			a			10:20				
		Chigicherla	d	07:22	07:37	10:21	8:58	09:32	09:52	09:52
	11.42	ROB Km 189/45-46	s			**09:40**				
178.44							E8 T12	T5		
			a	**07:35**	**07:50**	**10:34**	**09:30**	**09:50**	**10:05**	**10:05**
		Dharmavaram Jn						...		
			d	**07:40**	**07:55**	**10:40**	**09:35**		**10:10**	**10:10**
			s	**07:20**	**07:40**	**10:05**	**09:20**		**09:50**	**09:50**

Experimental stoppage

GOOTY-DHARMAVARAM (DN)

12252	12194	22684	22231	20703	16331	16339	22715	22883	Stn. Code
KRBA	JBP	LKO	KLBG	KCG	CSMT-	CSMT-	KCG	PURI	
YPR	YPR	YPR	YPR	YPR	TVC	NCJ	MDU	YPR	
Wainganga			VB	VB				Garib	
Exp	Exp	Exp	Exp.	Exp.	Exp.	Exp.	Exp	Exp	
Thu, Sun	Sat	Thu	Except	Except	Sun	Tu,W,Thu,Sa	Sat	Fri	
Fri, Mon	Sun	Sat	Fri	Wed	Mon	W,Thu,F,Su	Sat	Sat	
08:35	08:35	08:35							GY
Operating Halt									
08:40	08:40	08:40		10:15			12:19	13:50	
		08:15							
									GY/F
08:53	08:53	08:53		10:25			12:31	14:02	TKPY
09:01	09:01	09:01	Via GPU	10:31	Via GPU		12:39	14:10	PMD
T9 09:15	T9 09:15	T9 09:15	09:38	10:36	11:30	11:30	12:44	14:15	KLU
09:22	09:22	09:22	09:48	10:43	11:42	11:42	12:52	14:23	GDE
09:28	09:28	09:28	09:53	10:48	11:47	11:47	12:57	14:29	TAC
09:36	09:36	09:36	**10:00**	10:55	11:54	11:54	13:06	14:36	ATP
09:38	09:38	09:38	**10:02**	10:57	11:56	11:56	13:08	14:38	
09:10	**09:10**	**09:10**	**09:30**	**10:45**	**11:40**	**11:40**	**12:50**	**14:15**	
09:43	09:43	09:43	10:07	11:02	12:02	12:02	13:13	14:43	PSPY
E6 09:55	E6 09:55	E6 09:55	E5 T9 10:26	11:07	12:07	12:07	13:18	14:48	ZPL
E2 T2 10:05	E2 T2 10:05	T4 10:05	T4 10:35	11:12	12:13	12:13	13:23	14:54	CCA
T3 **10:20**	T3 **10:20**	T3 **10:20**	T4	**11:25**	E7 T22 **12:55**	E7 T2 **12:35**	E8 T1 **13:45**	E8 T15 **15:30**	DMM
10:30	**10:30**	**10:30**	**10:50**	**11:30**	**13:00**	**12:40**	**13:50**	**15:35**	
10:15	**10:15**	**10:15**		**11:15**	**12:40**	**12:30**	**13:30**	**15:10**	

 # Experimental stoppage

GOOTY-DHARMAVARAM (DN)

Kms.From SBC	Inter Distance in kms	Train No. / From / To / Types		11013	12648	77213	22831	57406	16531
		From		LTT	NZM	GTL-	HWH	KRYP	AII
		To		CBE	CBE	HUP	YPR	TPTY	SBC
		Types			Kongu				Garib Nawaz
				Exp.	Exp	Pass.	Exp	Pass	Exp
Days of service at originating station				Daily	W	Daily	W	Daily	Mon
Days of service at entering section				Daily	Thu	Daily	Thu	Daily	Tue
269.04		Gooty Jn	a		15:32	16:48	19:03		
					Operating Halt				
			d		15:37	16:50	19:05		
	9.55		s			**16:40**	**18:35**		
259.49		Turkapalli	a			17:06			
			d		15:50	17:07	19:18		
	12.34	IBS : 255/6-8	s			**16:55**			
247.15		Pamidi	a			17:17		Via GPU	
			d		15:57	17:18	19:26		
	7.35		s			**17:03**			
239.54		Pennar river	a			17:25	T2	19:48	
		Kalluru Jn.	d	14:25	16:02	17:26	19:33	19:50	20:30
	7.61		s			**17:10**		**19:30**	
228.46		ROB Km 239/3	a			17:36		20:00	
			d	14:35	16:10	17:37	19:41	20:01	20:38
	11.8	Garladinne	s			**17:20**		**19:40**	
219.46			a			17:45		20:09	
		Taticherla	d	14:40	16:15	17:46	19:47	20:10	20:44
	9.0	ROB Km 212/15-16	s	T3		**17:28**		**19:48**	
211.99		Anantapur	a	14:50	16:23	17:53	19:54	20:18	20:51
			d	14:52	16:25	17:55	19:56	20:20	20:53
	4.92		s	**14:30**	**16:00**	**17:40**	**19:35**	**20:00**	**20:35**
207.07		Prasannayapalli							
			a			18:01		20:27	
		ROB Km 211/22A*	d	14:59	16:30	18:02	20:01	20:28	20:58
	7.91		s			**17:45**		**20:05**	
199.16		Zangalapalle	a			18:10		20:36	
		Pandameru river (Km205/1-204/10	d	15:04	16:35	18:11	20:06	20:37	21:03
	9.30		s			**17:52**		**20:12**	
189.86				E5 T17				E5 T6	E6 T2
			a			18:21		20:56	
		Chigicherla	d	15:32	16:41	18:22	20:12	20:57	21:17
	11.42	ROB Km 189/45-46	s			**18:00**		**20:20**	
					E8 T27	E8 T13	E8 T22		T25
178.44		Dharmavaram Jn	a	**15:45**	**17:30**	**19:00**	**20:55**	**21:12**	**21:55**
					22232			12731	
			d	**15:50**	**17:50**	**19:05**	**21:00**	**21:32**	**22:00**
			s	**15:30**	**17:15**	**18:40**	**20:45**	**21:20**	**21:40**

Experimental stoppage

GOOTY-DHARMAVARAM (DN)

16533	22533	12591	22689	22602	16570	16578	16594	
BGKT	GKP	GKP-	ADI-	SNSI	KCG	BIDR	NED	
SBC	YPR	YPR	YPR	MAS	YPR	YPR	SBC	STN CODE
Exp	Exp	Exp.	Exp.	Exp	Exp	Exp	Exp.	
Wed	Mon	Sa	Tue	Fri	Tu,Th,Sa	Sun	Daily	
Thu	Tu	Sun	Wed	Fri	Tu,Th,Sa	Sun	Daily	
					22:20 22:22		22:18 22:20	GY
					21:45		22:00	
					22:35	Via GPU	22:33	TKPY
Via GPU					22:43		22:40	PMD
20:30	22:00	22:00	22:00	22:00	22:48	22:56	T23 23:08	KLU
20:38	22:10	22:10	22:10	22:10	22:58	23:06	23:18	GDE
20:44	22:16	22:16	22:16	22:16	23:04	23:14	23:23	TAC
20:51	T4	22:23	22:23	22:23	23:11	23:22	23:30	
20:53	22:25	22:25	22:25	22:25	23:13	23:24	23:32	ATP
20:35		21:50	21:50	21:50	22:50	22:50	23:00	
20:58	T1 22:32	22:32	22:32	22:30	23:17	23:30	23:37	PSPY
21:03	22:37	22:37	22:37	22:37	23:22	23:36	E2 T14 23:59	ZPL
E6 T2 21:17	22:43	22:43	22:43	22:43	23:28	E5 T10 23:57	E6 T1 00:12	CCA
T25 21:55 22:00	E5 T5 23:05 23:10	E5 T5 23:05 23:10	E5 T5 23:05 23:10	E5 T29 23:30 23:35	E8 T7 23:56 00:01	00:10 00:15	00:25 00:30	DMM
21:40	22:50	22:50	22:50	23:20	23:45	23:45	00:15	

Experimental stoppage

GOOTY-DHARMAVARAM (UP)

Kms.From SBC	Inter Distance in kms	Train No. / From / To / Types		11302	16332	16340	22534	12213	16592	12647
				SBC	TVC	NCJ	YPR	YPR	MYS	CBE
				CSMT	CSMT	CSMT	GKP	DEE	UBL	NZM
				Exp.	Exp.	Exp.	Exp	Exp.	Exp.	Exp.
Days of service at originating station				Daily	Sa,	M,Tu, W,F	Wed	Sat	Daily	Su
Days of service entering into section				Daily	Su	Tu,W, Th,Sa	Thu	Sun	Daily	Mon
178.44		Dharmavaram Jn	a	00:50	01:15	01:15	02:20	02:20	02:00	02:55
	11.42							Operating Halts		
			d	00:55	01:20	01:20	02:22	02:22	02:05	03:00
			s	00:30	01:00	01:00	02:05		01:45	02:40
189.86		Chigicherla	a							
	9.3		d	01:07	01:32	01:32	02:34	02:34	02:17	03:12
		ROB Km 189/45-46	s							
199.16		Zangalapalle	a							
	7.91		d	01:12	01:37	01:37	02:39	02:39	02:22	03:17
		Pandameru river (Km205/1-204/10	s							
		Prasannayanapalli	a							
207.07	4.92		d	01:17	01:42	01:42	02:44	02:44	02:27	03:22
		ROB Km 211/22A*	s							
211.99		Anantapur	a	01:22	01:49	01:49			02:32	03:27
	7.47		d	01:24	01:51	01:51	02:47	02:47	02:34	03:29
			s	01:00	01:35	01:35			02:10#	03:10
219.46		ROB Km 212/15-16	a							
	9	Taticherla	d	01:31	01:58	01:58	02:52	02:52	02:41	03:36
			s							
228.46		Garladinne	a						02:48	
									12213	
	11.08		d	01:36	02:03	02:03	02:57	02:57	03:09	03:41
			s							
										E3
239.54		Kalluru Jn.	a							
	7.61		d	01:46	02:13	02:13	03:06	03:06	03:21	03:52
		ROB Km 239/3	s							
247.15		Pennar river	a	Via GPU						
	7.35	Pamidi	d							03:57
			s							
259.4		IBS 254/25-27	a							
	9.55	Turkapalli	d							04:04
			s							
										E5 T8
269.04			a							04:30
										Operating halts
		GOOTY	d							04:35
			s							

#- Experimental stoppage

GOOTY-DHARMAVARAM (UP)

22683	12251	15024	22884	16593	16577	22716	57405	77214	Stn. Code
YPR	YPR	YPR	YPR	SBC	YPR	MDU	TPTY	HUP	
LKO	KRBA	GKP	PURI	NED	BIDR	KCG	KRYP	GTL	
Exp	Exp	Exp	Exp	Exp	Exp	Exp	Pass	Pass.	
Mon	Tu, F	Th	Sat	Daily	Sat	Sun	Daily	Daily	
Tue	Wed, Sat	Fri	Sun	Daily	Sun	Mon	Daily	Daily	
02:55	**02:55**	**02:55**	**02:55**	**03:45**	**03:55**	**04:30**	**05:10**	**08:20**	DMM
03:00	**03:00**	**03:00**	**03:00**	**03:50**	**04:05**	**04:35**	**05:15**	**08:25**	
02:40	**02:40**	**02:40**	**02:40**	**03:20**	**03:40**	**04:20**	**05:00**	**08:05**	
							05:29	08:38	CCA
03:12	03:12	03:12	03:12	04:02	04:17	04:47	05:30	08:39	
							05:15	**08:20**	
							05:38	08:48	ZPL
03:17	03:17	03:17	03:17	04:07	04:23	04:52	05:39	08:49	
							05:25	**08:35**	
							05:47	08:56	PSPY
								22832	
03:22	03:22	03:22	03:22	04:12	04:28	04:57	05:48	09:10	
							05:35	**08:42**	
							E7 T26		ATP
03:27	**03:27**	**03:27**	**03:27**	**04:17**	**04:33**	**05:02**	**06:28**	**09:18**	
03:29	**03:29**	**03:29**	**03:29**	**04:19**	**04:35**	**05:04**	**06:30**	**09:20**	
03:10#	**03:10**	**03:10**	**03:10**	**04:00**	**04:15**	**04:55**	**06:30**	**08:55**	
							06:38	09:29	TAC
03:36	03:36	03:36	03:36	04:26	04:42	05:11	06:39	09:30	
							06:37	**09:10**	
							06:48	09:38	GDE
03:41	03:41	03:41	03:41	04:31	04:48	05:16	06:49	09:39	
							06:44	**09:20**	
E3	**E3**	**E3**	**E3**	**E3**		**E3**		**E4**	KLU
							07:00	09:54	
03:52	03:52	03:52	03:52	04:42	05:00	05:27	07:02	09:55	
							06:55	**09:30**	
					Via		**Via**	10:02	PMD
03:57	03:57	03:57	03:57	04:47	**GPU**	05:32	**GPU**	10:03	
								09:37	
								10:14	TKPY
04:04	04:04	04:04	04:04	04:54		05:39		10:15	
								09:50	
E5 T8	**E5 T8**	**E5 T8**	**E5 T8**	**E5 T3**		**E5 t3**		**E2 T6**	GY
04:30	04:30	04:30	04:30	05:15				10:38	
	Operating halts	Operating halts	Operating halts						
04:35	04:35	04:35	04:35	05:17		06:00		10:40	
04:15				**05:00**				**10:15**	

#- Experimental stoppage

GOOTY-DHARMAVARAM (UP)

Kms.From SBC	Inter Distance in kms	Train No. / From / To / Types		22832	16614	57403	19567	12975	20704	17216
				YPR	CBE-	TPTY	TN	MYS	YPR	DMM
				HWH	RJT	GTL	OKHA	JP	KCG	BZA
									VB	
				Exp	Exp.	Pass	Exp	Exp.	Exp.	Exp
Days of service at originating station				Fri	Fri	Daily	Sun	Thu,Sa	Except Wed	Daily
Days of service entering into section				Fri	Fri	Daily	Mon	Thu,Sa		Daily
178.44		**Dharmavaram Jn**	a	**08:35**	**11:25**	**12:30**	**15:05**	**16:50**	**17:15**	**...**
			d	**08:40**	**11:30**	**12:35**	**15:10**	**16:55**	**17:20**	**17:30**
	11.42		s	**08:25**	**11:05**	**12:00**	**14:55**	**16:40**	**16:50**	
189.86		**Chigicherla**	a			12:49				
	9.3		d	08:52	11:42	12:50	15:22	17:07	17:29	17:42
		ROB Km 189/45-46	s			**12:15**				
199.16		**Zangalapalle**	a			12:58				
	7.91		d	08:57	11:48	12:59	15:27	17:12	17:34	17:47
		Pandameru river (Km205/1-204/10	s			**12:25**				
207.07		**Prasannayanapalli**	a			13:07				
	4.92		d	09:02	11:53	13:08	15:32	17:17	17:38	17:52
		ROB Km 211/22A*	s			**12:35**				
211.99		**Anantapur**	a	09:07	11:58	13:15	15:37	17:22	17:42	17:57
			d	09:09	12:00	13:17	15:39	17:24	17:44	17:59
			s	**09:00**	**11:30**	**12:50**	**15:30**	**17:10**	**17:20**	**17:55**
219.46		ROB Km 212/15-16	a			13:26				
	9	**Taticherla**	d	09:16	12:07	13:27	15:46	17:31	17:50	18:06
			s			**13:00**				
228.46		**Garladinne**	a			13:36				
	11.08		d	09:21	12:13	13:37	15:51	17:36	17:55	18:11
			s			**13:10**				
				E3			**E3**			**E3**
239.54		**Kalluru Jn.**	a			13:50				
	7.61		d	09:32	12:20	13:52	16:04	17:44	18:02	18:22
		ROB Km 239/3	s			**13:20**				
247.15		Pennar river	a			**Via GPU**				
	7.35	**Pamidi**	d	09:37	12:25			17:49	18:07	18:27
			s							
259.49		**IBS 254/25-27**	a							
	6.5	**Turkapalli**	d	09:44	12:33			17:56	18:13	18:35
266			s							**E5 T3**
	3.0	**GOOTY Fort**	a							18:53
			d	**E5 T8**	**E8 T19**					18:58
			s							**18:50**
269.0		**Gooty**	a	**10:10**	**13:13**			**E8**		**Via**
				20703						
			d	**10:17**	**13:15**			**18:16**	**18:24**	**JKO**
			s	**09:50**	**12:45**					

 # Experimental stoppage

GOOTY-DHARMAVARAM (UP)

22232	18464	17212	16569	19302	12193	17604	12736	22601	22690	Stn. Code
YPR	SBC-	YPR	YPR	YPR	YPR	YNK	YPR	MAS	YPR	
KLBG	BBS	MTM	KCG	DADN	JBP	KCG	SC	SNSI	ADI	
VB	Prashanti									
Exp	Exp.	Exp	Exp.	Exp.	Exp	Exp	Exp	Exp	Exp.	
Except Thu	Daily	Tu,Th, Sa	M,W,F.	Tue	Sun	Daily	M, Thu,sa	Wed	Su	
	Daily	Tu,Th, Sa	M,W,F.	Tue	Sun	Daily	M, Thu,sa	Wed	Su	
	17:45	18:20	18:40	18:40	18:40	19:30	19:55	19:55	19:55	DMM
17:45	22232 17:58	18:25	18:45	18:45	18:45	19:35	20:00	20:00	20:00	
	17:40	18:10	18:25	18:25	18:25	19:20	19:45	19:45	19:45	
17:55	18:10	18:37	18:57	18:57	18:57	19:47	20:12	20:12	20:12	CCA
18:00	18:15	18:42	19:03	19:03	19:03	19:53	20:17	20:17	20:17	ZPL
18:05	18:20	18:47	19:08	19:08	19:08	19:58	20:22	20:22	20:22	PSPY
				T3						ATP
18:10	18:25	18:52	19:13		19:13	20:03	20:27	20:27	20:27	
18:12	18:27	18:54	19:15	19:15	19:15	20:05	20:29	20:29	20:29	
18:00	18:15	18:40	18:55		18:55	19:50	20:20	20:20	20:20	
18:19	18:34	19:01	19:22	19:22	19:22	20:12	20:36	20:36	20:36	TAC
18:24	18:39	19:06	19:28	19:28	19:28	20:18	20:41	20:41	20:41	GDE
	E3	E3	E3	E3	E3	E3				KLU
18:35	18:50	19:17	19:39	19:39	19:39	20:29	20:50	20:50	20:50	
	18:55	19:22	19:45	19:45	19:45	20:34		Via GPU		PMD
	19:03	19:29	19:53	19:53	19:53	20:42				TKPY
	E5 T7	E5 T6	E5 T4	E5 T4	E5 T4	E5 T8				GYF
	19:28	19:54	20:15	20:15	20:15	21:08				GY
	19:30	19:56	20:20	20:20	Operating Halt 20:20	21:10				
	19:10	19:40	19:55	19:55		20:50				

Experimental stoppage

GOOTY-DHARMAVARAM (UP)

Kms.From SBC	Inter Distance in kms	Train No. / From / To / Types		12765	12769	11014	12592	16532	16534
		From		TPTY	TPTY	CBE-	YPR-	SBC	SBC
		To		AMI	SC	LTT	GKP	AII	BGKT
		Types		Exp	Exp	Exp.	Exp.	Exp	Exp
Days of service at originating station				Tue, Sat	Mon, Fri	Daily	Mon	Fri	Sun
Days of service entering into section				Tue, Sat	Mon, Fri	Daily	Mon	Fri	Sun
178.44		**Dharmavaram Jn**	a	20:10	20:10	20:25	20:45	20:45	20:45
	11.42		d	20:15	20:15	20:30	20:50	20:50	20:50
			s	20:00	20:00	20:15	20:30	20:30	20:30
189.86		**Chigicherla**	a						
	9.3		d	20:27	20:27	20:42	21:02	21:02	21:02
		ROB Km 189/45-46	s						
199.16		**Zangalapalle**	a						
	7.91		d	20:33	20:33	20:47	21:07	21:07	21:07
		Pandameru river (Km205/1-204/10	s						
		Prasannayanapalli	a						
207.07			d	20:38	20:38	20:52	21:12	21:12	21:12
	4.92	ROB Km 211/22A	s						
211.99		**Anantapur**	a	20:43	20:43	20:57	21:17	21:17	21:17
	7.47		d	20:45	20:45	20:59	21:19	21:19	21:19
		ROB Km 212/4-6, 212/15-16	s	20:30	20:30	20:45	21:00	21:00	21:00
219.46		**Taticherla**	a						
	9		d	20:52	20:52	21:06	21:26	21:26	21:26
			s						
228.46		**Garladinne**	a						
	11.08		d	20:58	20:58	21:11	21:31	21:31	21:31
			s						
239.54		**Kalluru Jn.**	a	E3	E3				
			d	21:09	21:09	21:21	21:40	21:40	21:40
	7.61	ROB Km 239/3	s						
247.15		Pennar river	a			Via GPU	Via GPU	Via GPU	Via GPU
	7.35	**Pamidi**	d	21:14	21:14				
			s						
259.49		IBS 254/25-27	a						
	9.55	**Turkapalli**	d	21:22	21:22				
			s	E5 T8	E5 T6				
269.04			a		21:46				
		GOOTY	d	21:48	21:48				
			s		21:30				

Experimental stoppage

GOOTY-DHARMAVARAM (UP)

17307	12731	12786	16571	16583	12627	22691	11312	Stn. Code
MYS	TPTY	MYS	YPR	YPR	SBC-	SBC-	HAS	
BGK	SC	KCG	BIDR	LUR	NDLS	NZM	SUR	
Exp	Exp	Exp.	Exp	Exp	Exp.	Exp.	Exp	
Daily	Th, Su	Daily	M,Tu,Th,Su	W,F,Sa	Daily	Daily	Daily	
Daily	Th, Su	Daily	M,Tu,Th,Su	W,F,Sa	Daily	Daily	Daily	
20:55	**21:30**	**22:00**	**22:25**	**22:25**	**23:05**	**23:25**	**23:45**	**DMM**
						Operating Halts		
21:05	**21:35**	**22:05**	**22:30**	**22:30**	**23:10**	**23:27**	**23:50**	
20:45	**21:20**	**21:50**	**22:20**	**22:20**	**22:55**			
21:17	21:47	22:17	22:42	22:42	23:22	23:39	00:02	**CCA**
21:23	21:53	22:23	22:47	22:47	23:27	23:44	00:07	**ZPL**
21:28	21:58	22:28	22:52	22:52	23:32	23:49	00:12	**PSPY**
21:33	22:03	22:33			23:37		00:17	**ATP**
21:35	22:05	22:35	22:55	22:55	23:39	23:52	00:19	
21:15	**21:50**	**22:20**			**23:30**		**00:10**	
21:42	22:12	22:42	23:00	23:00	23:46	23:57	00:26	**TAC**
21:48	22:18	22:48	23:05	23:05	23:51	00:02	00:31	**GDE**
E3	**E3**	**E3**			00:01			**KLU**
					22691			
22:00	22:29	22:59	23:15	23:15	00:20	00:10	00:40	
Via GPU	22:34	23:04	**Via GPU**	**Via GPU**	**Via GPU**	**Via GPU**	**Via GPU**	**PMD**
	22:42	23:12						**TKPY**
	E5 T8	**E5**						
	23:08	**23:30**						**GY**
	23:10	**23:32**						
	22:50	**23:15**						

 # Experimental stoppage

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SECTIONAL INFORMATION

GUNTAKAL-KALLURU

Total Kilometres	Traction	AXLE LOAD
41 KMS	Electrical	20.55 Tones

System of Working	Critical Block Section	Details of Line Capacity				
Absolute Block System	GPU-VPL	Section	Charted Capacity	Effective Capacity	Utilisation	% of Utilisation
		GTL -KLU	40	35	19.5	56

Number of stations	7	Engg. Allowance	List of Notice Stations
B Class	5	GTL-DMM - 7 Mints GTL-KLU - 3 Mints	GTL
Halts	2		

SECTIONAL SPEED IN KMPH

KLU-GTL -KLU	110 KMPH

RULING GRADIENT

Sl.No.	Section	Gauge	Length in Kms.	Single / Double	Ruling Gradient		
					Up gradient (Rising)	Down gradient (Falling)	Length in Kms.
GTL-KLU	GTL-KLU	BG	40.54	Double	1 in 100	1 in 100	1.05

INTER SECTIONAL RUNNING TIME FOR

Dn Direction	↓ STATIONS ↑	Up direction
..	GUNTAKAL	14
14	GULAPALAYMU	9
9	VENKATAM PALLI	8
7	KHADARPET	8
8	KALLURU	..
38	← Total BRT →	39

Note:- The BRT Excludes AC/DC Timings

KALLURU-GUNTAKAL (UP)

ms.From SBC	Inter Distance in kms	Train No. From To		22691	12627	11312	11302	16332	16340	22534	12213	16592	16577	57405
				SBC-NZM	SBC NDLS	HAS SUR	SBC-CSMT	TVC-CSMT	NCJ-CSMT	YPR-GPR	YPR DEE	MYS - UBL	YPR BIDR	TPTY KRYP
		Types		Rajdhani			Udyan				Duoronto	Hampi		
				Exp	Exp	Exp	Exp.	Exp.	Exp.	Exp	Exp	Exp	Exp	Pass
Days of service at originating stn.				Daily	Daily	Daily	Daily	Sa,	M,Tu, W,F	W	Sa	Daily	Sat	Daily
Days of service at entering section.				Daily	Daily	Daily	Daily	Su	Tu,W, Th,Sa	Thu	Su	Daily	Sun	Daily
239.54		Kalluru	a		00:01									07:00
					22691									
	7.78	Pennar river	d	00:10	00:20	00:40	01:46	02:13	02:13	03:06	03:06	03:21	05:00	07:02
			s											06:55
		Km 241/5-240/10	a											07:12
247.31		Khadarpet	d	00:18	00:30	00:48	01:55	02:23	02:23	03:14	03:14	03:30	05:09	07:13
	10.99		s											07:04
		Imampuram (H)	a											07:18
			d											07:19
			s											07:08
258.34		Venkatampalle	a											07:23
			d	00:26	00:38	00:56	02:03	02:31	02:31	03:22	03:22	03:38	05:17	07:24
	10.5		s											07:12
268.85		Gulapalyamu	a		E7 T2	E7						E3 T2		07:35
			d	00:34	00:56	01:11	02:12	02:40	02:40	03:30	03:30	03:52	05:26	07:36
	7.75		s											07:22
276.6		Hanuman Circle (H)	a				E7 T2			E7	E7			07:41
			d											07:42
			s											07:27
	3.2			E7				E7 T18	E7 T18	T8		E4	E7 T11	T9
279.8		Guntakal Jn	a	00:55	01:10	01:25	02:35	03:20	03:20	04:00	03:50	04:10	05:58	08:05
			d	01:00	01:15	01:30	02:40	03:30	03:30	04:05	03:55	04:25	06:08	08:10
			s	00:45	01:00	01:15	02:30	03:20	03:20	03:40	03:30	04:10	06:00	08:00

KALLURU-GUNTAKAL (UP)

57403	19567	22232	12736	22601	22690	11014	12592	16532	16534	17307	16571	16583	Stn. Code
TPTY-GTL	TN OKHA	YPR KLBG	SC-YPR	MAS SNSI	YPR ADI	CBE - LTT	YPR GKP	SBC-AII	SBC-BGKT	MYS-BGK	YPR-BIDR	YPR-LUR	
			Garib rath										
Pass	Exp	VB	Exp	Exp	Exp.	Exp	Exp	Exp	Exp	Exp	Exp	Exp	
Daily	SU	Except Thu	M,Th,Sa	Wed	Su	Daily	Mon	Fri	Sun	Daily	M,Tu, Th,Su	W,F,Sa	
Daily	Mon		M,Th,Sa	Wed	Su	Daily	Mon	Fri	Sun	Daily	M,Tu, Th,Su	W,F,Sa	
13:50 13:52	16:04	18:35	20:50	20:50	20:50	21:21	21:40	21:40	21:40	22:00	23:15	23:15	KLU
13:20													
14:03 14:04	16:13	18:44	20:59	20:59	20:59	21:30	21:49	21:49	21:49	22:09	23:29	23:29	KDT
13:30													
14:09 14:10													IMAM
13:35													
14:16 14:17	16:21	18:52	21:07	21:07	21:07	21:38	21:57	21:57	21:57	22:18	23:37	23:37	VPL
13:45													
14:30 14:31	16:30	19:01	21:16	21:16	21:16	21:47	E7 T3 22:16	E7 T3 22:16	E7 T3 22:16	E7 T11 22:45	23:46	23:46	GPU
14:00													
14:37 14:38													HNMN
14:06													
E7 T31 **15:30** **...**	E7 **16:50** **17:00**	E7 T3 **19:25** **19:30**	**21:30** **21:35**	E7 T3 **21:40** **21:50**	E7 T3 **21:40** **21:50**	E7 T6 **22:15** **22:20**	**22:30** **22:35**	T10 **22:40** **23:05**	T10 **22:40** **23:05**	**23:00** **23:15**	E7 T3 **00:10** **00:15**	E7 T3 **00:10** **00:15**	GTL
	16:45	**19:05**	**21:20**	**21:30**	**21:30**	**21:50**	**22:15**	**22:45**	**22:45**	**22:40**	**00:10**	**00:10**	

GUNTAKAL-KALLURU (DN)

Kms.From SBC	Inter Distance in kms	Train No.		16591	11311	16572	16584	17308	12735	12214	12628	57404	19568
		From To		UBL-MYS	SUR HAS	BIDR-YPR	LUR-YPR	BGK-MYS	SC-YPR	DEE YPR	NDLS SBC	GTL-TPTY	OKHA - TN
		Types		Hampi	Exp	Exp.	Exp.	Exp	Garibrath Exp.	Duoron to Exp	Exp	Pass	VIVEK Exp
Days of service at originating stn.				Daily	Daily	M,Tu,W,F	Th,Sa,Su	Daily	Su,W,Fri	M	Daily	Daily	Fri
Days of service at entering section.				Daily	Daily	Tu,W,Th, Sa	F,Su,M	Daily	M,Th,Sa	W	Daily	Daily	Sat
279.8		**Guntakal Jn**	a	**00:15**	**01:10**	**01:55**	**01:55**	**02:13**	**02:50**	**02:50**	**05:40**	**...**	**07:35**
			d	**00:20**	**01:15**	**02:00**	**02:00**	**02:20**	**02:55**	**02:55**	**05:50**	**08:00**	**07:45**
	3.2		s	**23:55**	**01:05**	**01:45**	**01:45**	**02:00**	**02:40**	**02:40**	**05:20**		**07:30**
276.6		Hanuman Circle (H)	a									08:06	
			d									08:07	
	7.75		s									**08:05**	
268.85		**Gulapalyamu**	a									08:19	
			d	00:35	01:30	02:15	02:15	02:35	03:10	03:10	06:05	08:20	08:00
	10.5		s									**08:17**	
258.34		**Venkatampalle**	a									08:32	
			d	00:44	01:39	02:24	02:24	02:44	03:19	03:19	06:14	08:33	08:09
	10.99		s									**08:27**	
		Imampuram (H)	a									08:37	
			d									08:38	
			s									**08:31**	
247.31		**Khadarpet**	a									08:48	
		Pennar river											
		Km 241/5-240/10	d	00:52	01:48	02:32	02:32	02:52	03:27	03:27	06:22	08:49	08:17
	7.77		s									**08:40**	
				E2	E2	E2	E2	E2	E2	E2	E2		E2 T19
239.54		**Kalluru**	a									08:59	
			d	01:03	02:00	02:44	02:44	03:04	03:39	03:39	06:34	09:00	08:48
			s									**08:50**	

GUNTAKAL-KALLURU (DN)

22231	16331	16339	11013	57406	16531	16533	12591	22533	22689	22602	16578	11301	22692	
KLBG YPR	CSMT-TVC	CSMT-NCJ	LTT-CBE	KRYP-TPTY	AII-SBC	BGKT SBC	GKP-YPR	GKP-YPR	ADI YPR	SNSI MAS	BIDR YPR	CSMT-SBC	NZM-SBC	STN CODE
VB	Exp.	Exp.	Exp.	Pass	Garib nawaz Exp	Exp	Exp	Exp	Exp.	Exp	Exp.	Udyan Exp.	Rajdhani Exp	
Except Fri	Su	Tu,W,Th, Sa	Daily	Daily	Mon	Wed	Sat	Mon	Tue	Fri	Sun	Daily	Daily	
	Mon	W,Th,F, Su	Daily	Daily	Tu	Thu	Sun	Tu	Wed	Fri	Sun	Daily	Daily	
08:50	**10:40**	**10:40**	**13:15**	**18:38**	**19:35**	**19:35**	**21:05**	**21:05**	**21:05**	**21:05**	**21:50**	**22:30**	**23:50**	GTL
08:55	**10:50**	**10:50**	**13:25**	**18:48**	**19:45**	**19:45**	**21:15**	**21:15**	**21:15**	**21:15**	**22:00**	**22:35**	**23:55**	
08:30	**10:30**	**10:40**	**13:10**	**18:30**	**19:30**	**19:30**	**20:50**	**20:50**	**20:50**	**20:50**	**21:45**	**22:25**	**23:40**	
				18:53										HNMN
				18:54										
				18:35										
				19:07										GPU
09:10	11:05	11:05	13:40	19:08	20:00	20:00	21:30	21:30	21:30	21:30	22:15	22:50	00:10	
				18:43										
				19:18										VPL
09:18	11:13	11:13	13:49	19:19	20:09	20:09	21:39	21:39	21:39	21:39	22:24	22:59	00:19	
				18:52										
				19:25										IMAM
				19:26										
				18:56										
				19:32										KDT
09:26	11:22	11:22	13:57	19:33	20:17	20:17	21:47	21:47	21:47	21:47	22:32	23:07	00:27	
				19:10										
E2			E2 T17	E3	E2 T1	E2 T1	E2	E2	E2	E2	E2 T11	E2	E2 T2	KLU
				19:48										
09:38	11:30	11:30	14:25	19:50	20:30	20:30	22:00	22:00	22:00	22:00	22:56	23:20	00:42	
				19:30										

GUNTAKAL -NANDYAL -GUNTAKAL

PENDEKALLU-GOOTY

Total KMS: 144.30	TRACTION	AXLE LOAD
PDL-GY : 29.00 Kms GTL-NDL : 115.3 Kms	Electric	20.55 Tonnes
System of Working	**Critical Block Section**	**Details of Line Capacity**

Absolute Block System	Panyam-Krisnammakona-Bugganapalle	Section	Charted Capacity	Effective Capacity	Utilization	% of utilization
		NDL-DHNE	20	18	21.5	119
		GTL-PDL	20	18	16.3	91
		PDL-DHNE	40	35	31.7	91
		GY - PDL	20	18	17.4	97

Number of stations	18	Engg. Allowance	List of Notice Stations
B Class	17	GTL -DHNE : 4 Mts GY - DHNE : 4 Mts DHNE-NDL: 5 Mts	GTL, DHNE, NDL, GY
Halts	1		

RULING GRADIENT

Sl.No.	Section	Gauge	Length in Kms.	Single / Double	Ruling Gradient			
					Up gradient (Rising)	Length in Kms.	Down gradient (Falling)	Length in Kms.
1	NDL –DHNE	BG	76.03	(DHNE-PNM Double) (PNM-NDL Single)	1 in 83	12.60	1in 86	2.60
2	DHNE-MLGT	BG	56.9	Double	1in 100	13.40	1in100	7.00
3	MLGT-GTL	BG	11.7	Twin Single Line	1in 100	13.40	1in100	7.00

Sl.No.	Maximum Speed In Kmph Section Wise	
1	GY-PDL-GY	110 Kmph
2	GTL-DHNE-GTL	110 Kmph
3	DHNE-NDL-DHNE	110 Kmph

LOCATIONS AT WHICH SLIP/KOPKE SIDINGS ARE PROVIDED

MALKAPURAM, BETAMCHERLA, BUGGANAPALLE , KRISHNAMMAKONA

INTER SECTIONAL RUNNING TIME FOR MAIL/EXPRESS AND PASSENGER TRAINS GTL-NDL		
Dn direction	↓ **STATIONS** ↑	**Up Direction**
...	GTL s end / GTL n end	11/18
11/18	MLGT	5
5	MKR	8
8	TGL	5
5	EDD	5
5	PDL	...
34/41	**Total BRT**	**34/41**
...	GY	13
13	PGRI	4
4	RMPL	8
8	PDL	...
25	**Total BRT**	**25**
...	PDL	12/11
12/11	MYL	10
10	DHNE	13
13	MLK	9
9	RGM	8
8	BMH	5
5	BEY	9
10	KEF	9
10	PNM	15
15	NDL	...
92/91	← **Total BRT** →	**90/89**

Note:- The BRT Excludes AC/DC Timings

GUNTAKAL-DHONE (DN)

Kms from SC	Inter distance in kms	Train Nos.		12798	17651	17654	17329	12649	12647	12251	15024
		From		CTO	CGL	PDY	UBL	YPR	CBE	YPR	YPR
		To		KCG	KCG	KCG	BZA	NZM	NZM	KRBA	GKP
		Types		Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
Days of service from originating station				Daily	Mo,Th,Fri	Tu,w,Sa,Su	Mo,Th,Fri	Daily	Su	Tu, F	Thu
Days of service entering into section				Daily	Tu,F,Sa	W,Th,Su,M	Tu,F,Sa	Daily	M	W, Sa	Fri
365.66		Guntakal Jn	a				01:38	02:15			
			d				01:43	02:20			
			s				01:25	02:10			
359.10	6.55	Mallappa Gate	a								
			d				01:58	02:33			
			s								
353.96	5.14	Maddikera	a				02:05				
			d				02:06	02:39			
			s				01:40				
339.5	14.46	IBS 346/16-18 Tuggali	a				02:17				
			d				02:18	02:48			
			s				01:50				
331.42	8.41	Edduladoddi	a	Via RU					Via DMM		
			d				02:25	02:53			
			s								
0.00		Gooty Jn.	a	00:03	00:48	00:48			04:30	04:30	04:30
										Operating Halts	
			d	00:05	00:50	00:50			04:35	04:35	04:35
	13.86		s	23:45	00:20	00:20					
13.86		Pagidirai	a								
			d	00:20	01:05	01:05			04:50	04:52	04:52
	4.72		s								
18.62		Ramalingayapalle	a								
			d	00:25	01:10	01:10			04:55	04:56	04:56
	9.59		s								
28.76		Pendekallu Jn.	a				02:33				
323.01	9.13		d	00:34	01:19	01:19	02:34	02:59	05:04	05:04	05:04
			s				02:05				
	06.59		a				02:40				
316.42		Linganenidoddi(H)	d				02:41				
		IBS kms at 316/0-1	s				02:10				
	08.47	Malliyala	a				02:50				
307.95		IBS kms at 302/20-18	d	00:46	01:32	01:32	02:51	03:11	05:17	05:17	05:17
			s				02:15				
297.12	10.83	ROB 296/14		E4 T18	E4 T40	E4 T40	E4 T16	E4 T13	E4 T12	E4 T12	E4 T12
Ex.GNT			a	01:20	02:30	02:30	03:25	03:40	05:45	05:45	05:45
332.74		Dhone Jn.						Operating Halts			Operating Halts
			d	01:25	02:35	02:35	03:27	03:45	05:50	05:50	05:50
			s	01:05	02:20	02:20	03:00		05:15	05:15	

GUNTAKAL-DHONE (DN)

22683	22884	16354	22716	57411	22832	12707	77203	77206	77207	Stn. Code
YPR	YPR	NCJ	MDU	GTL	YPR	TPTY	GTL	GY	DHNE	
LKO	PURI	KCG	KCG	BDHN	HWH	NZM	DHNE	DHNE	KRNT	
Exp.	Exp.	Exp.	Exp.	Pass.	Exp.	Exp.	Pass.	Pass.	Pass.	
Mon	Sat	Sat	Sun	Daily	Fri	M,W,F	Daily	Daily	Daily	
Tue	Sun	Sun	Mon	Daily	Fri	M,W,F	Daily	Daily	Daily	
				..			....			GTL
				06:00			**11:00**			
				06:13			**11:13**			MLGT
				06:20			11:20			MKR
				06:21			11:21			
				06:18			**11:18**			
				06:32			11:32			TGL
				06:33			11:33			
				06:28			**11:27**			
Via DMM		Via RU	Via PAK	06:41	Via DMM	Via RU	11:41			EDD
				06:42			11:42			
				06:35			**11:34**			
04:30	04:30	05:59			10:10			....		GY
	Operating Halts				20703					
04:35	04:35	06:00	06:00		10:17	10:35		**14:25**		
04:15		**05:30**			**09:50**					
			T1							PGDI
								14:40		
04:52	04:52	06:15	06:15		10:33	10:50		14:41		
								14:39		
04:56	04:56	06:20	06:20		10:38	10:55		14:47		RMPL
				06:50			11:50	14:57		PDL
05:04	05:04	06:29	06:29	06:52	10:47	11:04	11:51	14:58		
				06.44			**11:42**	**14:43**		
				06:59			11:58	15:05		LMD(H)
				07:00			11:59	15:06		
				06.49			**11:48**	**14:48**		
				E4 T6						MYL
				07:17			12:07	15:14		
05:17	05:17	06:42	06:42	07:18	11:00	11:17	12:08	15:15		
				06:50			**11:55**	**14:55**		
E4 T12	E4 T7	E4 T22	E4 T22	T5	E4 T2	E4 T7	E4 T10	E4 T13		DHNE
05:45	**05:40**	**07:20**	**07:20**	**07:35**	**11:18**	**11:40**	**12:35**	**15:45**	....	
05:50	**05:42**	**07:25**	**07:25**	**07:40**	**11:20**	**11:45**	...	...	**16:00**	
05:15	**05:20**	**07:10**	**07:10**	**07:25**	**11:00**	**10:50**				

GUNTAKAL-DHONE (DN)

Kms from SC	Inter distance in kms	Train Nos.		16003	16733	12790	18048	20704	17226	12975	17212
		From		MAS	RMM	MRDW	VSG	YPR	UBL	MYS	YPR
		To		NSL	OKHA	KCG	SHM	KCG	BZA	JP	MTM
		Types		Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
Days of service from originating station				Sun	Fri	W,Sa	Tu,Th, F,Su	Except Wed	Daily	Th,Sa	Tu,Th,Sa
Days of service entering into section				Sun	Sa	Th,Su	Tu,Th, F,Su		Daily	Th,Sa	Tu,Th,Sa
365.66	6.55	Guntakal Jn	a	Via	Via	Via	17:25		18:50	19:00	
			d	GY	GY	GY	17:50		19:00	19:10	
			s				17:40		18:50	18:40	
359.106	5.14	Mallappa Gate	a								
			d				18:03		19:13	19:28	
			s								
353.96	14.46	Maddikera	a								
			d				18:09		19:19	19:33	
		IBS 346/16-18	s								
339.5	8.08	Tuggali	a								
			d				18:18		19:28	19:41	
			s								
331.42	8.41	Edduladoddi	a	Via RU				Via DMM			Via DMM
			d				18:23		19:33	19:46	
			s								
0	13.86	Gooty Jn.	a	16:24		16:41					19:54
			d	16:25	16:42	16:42		18:24			19:56
			s	16:05		16:20					19:40
		Pagidirai	a		T1						
			d	16:40	16:57	16:57		18:36			20:11
			s								
14.9	9.59	Ramalingayapalle	a								
			d	16:45	17:02	17:02		18:39			20:16
			s								
28.76 323.01		Pendekallu Jn.	a						19:39		
			d	16:54	17:11	17:11	18:28	18:47	19:40	19:51	20:25
			s						19:20		
316.42	06.58	Linganenidoddi(H)	a								
		IBS kms at 316/0-1	d								
			s								
307.95	10.83	Malliyala	a								
			d	17:06	17:23	17:23	18:38	18:57	19:53	20:04	20:37
		IBS kms at 302/20-18	s								
297.12		ROB (KM 298/4-5)		E4 T4	E4 T16	E4 T16	E4 T2		E4	E4 T10	E4 T5
Ex GNT 332.74		Dhone Jn.	a	17:25	17:55	17:55	18:55		20:08	20:30	20:58
			d	17:30	18:00	18:00	19:00	19:08	20:10	20:35	21:00
			s	17:15	17:30	17:30	18:50		20:00	20:15	20:50

Experimental stoppage

GUNTAKAL-DHONE (DN)

16569	19302	12193	17022	17040	18464	12765	12769	17604	12786	Stn. Code
YPR	YPR	YPR	VSG	VSG	SBC	TPTY	TPTY	YNK	MYS	
KCG	DADN	JBP	HYB	SC	BBS	AMI	SC	KCG	KCG	
Exp.	Exp.	Exp.	Exp.	SPL	Exp.	Exp.	Exp.	Exp.	Exp.	
M,W,F	Tue	Sun	Fri	Thu,Sat	Daily	Tu, Sat	Fri , Mon	Daily	Daily	
M,W,F	Tue	Sun	Fri	Thu,Sat	Daily	Tu, Sat	Fri , Mon	Daily	Daily	
			...	**20:00**	**20:10**			**21:40**		GTL
			20:25	**20:25**	**20:20**			**22:20**		
				20:20	**20:10**			**22:05**		
			20:37	20:37	T5 20:45			22:40		MLGT
			20:43	20:43	20:51			22:46		MKR
			20:51	20:51	20:59			22:55		TGL
Via DMM			20:56	20:56	21:05	Via PAK		23:01	Via DMM	EDD
20:15	**20:15**	**20:15** Operating Halt					**21:46**		**23:30**	GY
20:20	**20:20**	**20:20**				**21:48**	**21:48**		**23:32**	
19:55	**19:55**						**21:30**		**23:15**	
20:35	20:35	20:35				T1 22:03	22:03		23:47	PGDI
20:40	20:40	20:40				22:08	22:08		23:52	RMPL
20:49	20:49	20:49	21:02	21:02	E4 21:14	22:17	22:17	23:07	00:01	PDL
										LMD(H)
21:01	21:01	21:01	21:15	21:15	21:26	22:29	22:29	23:20	00:14	MYL
E4 T13	E4 T13	E4 T13	E4 T9	E4 T9	T4	E4 T16	E4 T16	E4 T14	E4 T15	DHNE
21:30	**21:30** Operating Halt	**21:30**	**21:40**	**21:40**	**21:42**	**23:00**	**23:00**	**23:50**	**00:45**	
21:35	**21:35**	**21:35**	**21:45**	**21:45**	**21:44**	**23:05**	**23:05**	**23:59**	**00:50**	
21:15		**21:15**	**21:30**	**21:30**	**21:05**	**22:35**	**22:35**	**23:35**	**00:30**	

Experimental stoppage

GUNTAKAL-DHONE (DN)

Kms from SC	Inter distance in Kms	Train Nos. / From / To / Types		17329	17252	22884	17227	22832
				UBL-BZA Exp.	KCG - GNT EXP	YPR PURI Garib Rath Exp	DHNE GNT Exp	YPR HWH Exp
Days of service from originating station				Daily	Daily	Sat	Daily	Fri
Days of service entering into section				Daily	Daily	Sun	Daily	Fri
Ex GNT		Dhone Jn.	a	03:25	04:10	05:40	...	11:18
332.74	12.84		d	03:27	04:40	05:42	06:30	11:20
			s	03:00	04:25	05:20		11:00
		IBS at 325/4-6						
		ROB 298/ 33-34	a				06:47	
319.9	11.93	Malkapuram						
		RUB	d	03:44	04:57	05:58	06:48	11:36
			s				06:43	
		IBS at 313/28-26						
		Rangapuram	a	03:55			07:01	
307.97	11.05							
			d	03:56	05:06	06:07	07:02	11:45
			s	03:25			06:52	
		IBS at 313/2-4						
		Betamcherla	a	04:06	05:15		07:12	
296.92	6.61							
			d	04:08	05:17	06:15	07:14	11:53
			s	03:35	04:50		07:02	
		Bugganipalli						
		Cement Nagar	a	04:16			07:21	
290.31	8.58	ROB Km 287/5-6	d	04:18	05:24	06:20	07:22	11:58
			s	03:40			07:08	
		Krishnammakona	a				07:34	
281.73	10.22							
			d	04:30	05:33	06:29	07:35	12:07
			s				07:16	
		Panyam	a	04:42			07:48	
271.51	14.53							
		Causeway Km 259/5-260/6	d	04:44	06:43	06:39	07:50	12:17
			s	04:15			07:25	
		RUB 222 (Km 259/5-4)		E5 T20	E5 T8	E5 T14	E5 T17	E5 T6
		Kundu river Km 258/9-10	a	05:25	06:13	07:15	08:30	12:45
256.98		Nandyal						
			d	05:30	06:18	07:20	08:35	12:50
			s	05:10	06:00	07:05	08:05	12:30

Experimental stoppage

GUNTAKAL-DHONE (DN)

17254	77209	18048	17226	17212	18464	Stn.
AWB- GNT Exp.	KRNT NDL Pass	VSG - SHM Exp.	UBL- NS Amaravati Exp.	YPR - MTM Kondaveedu Exp	SBC - BBS Prashanthi Exp.	
Daily	Daily	Tu,Th, F,Su	Daily	Tu,Thu, Sa	Daily	Code
Daily	Daily	Tu,Th, F,Su	Daily	Tu,Thu, Sa	Daily	
13:10	18:55	18:55	20:08	20:58	21:42	DHNE
	Fueling					
13:40	19:15	19:00	20:10	21:00	21:44	
13:20	19:00	18:50	20:00	20:50	21:05	
	19:32					MLK
13:56	19:33	19:16	20:26	21:16	22:01	
	19:15					
14:07	19:45					RGM
14:08	19:46	19:25	20:35	21:25	22:10	
13:50	19:25					
				T3		BMH
14:20	19:58					
14:22	20:00	19:33	20:43	21:36	22:18	
14:00	19:35					
	20:07					BEY
14:29	20:08	19:39	20:49	21:42	22:24	
	19:45					
14:40	20:20					KEF
14:41	20:21	19:48	20:58	21:51	22:33	
14:20	19:55					
	E5 T12		E5 T15			PNM
	20:50					
	17330					
14:53	21:00	19:58	21:28	22:01	22:43	
	20:30					
E5 T30	T3	E5 T15	T5	E5 T12	E5 T5	NDL
15:45	21:25	20:35	21:50	22:35	23:10	
15:50	...	20:40	21:55	22:40	23:15	
15:30		20:25	21:35	22:30	23:00	

Experimental stoppage

NANDYAL - DHONE (UP)

Kms. From GNT/SC	Inter Distance in .Kms	Train Nos / From / To / Types		17211	18047	18463	17225
				MTM YPR Konda-veedu	SHM VSG Amaravati	BBS SBC Prasanti	NS UBL
				Exp	Exp.	Exp.	Exp
Days of service at originating station				M,W,F	M,Tu,Th, Sa,.	Daily	Daily
Days of service entering into section				Tu,Th,Sa	W,Th,Sa,M	Daily	Daily
256.98	14.53	**Nandyal** Causeway in Km 259/5-260/6	a	00:15	01:15	01:55	02:35
			d	00:20	01:20	02:00	02:40
			s	23:55	00:55	01:30	02:20
271.51	10.22	**Panyam**	a				
			d	00:37	01:37	02:17	02:56
			s				
281.73	8.58	**Krishnammakona** ROB Km 287/5-6	a				
			d	00:47	01:47	02:27	03:06
			s				
290.31	6.61	**Bugganipalli Cement Nagar**	a				
			d	00:57	01:57	02:37	03:16
			s				
296.92	11.05	**Betamcherla**	a				
			d	01:03	02:03	02:43	03:22
			s				
307.97	11.93	IBS at 301/33-35 **Rangapuram**	a				
			d	01:11	02:11	02:51	03:30
			s				
		IBS at 314/1-3 **Malkapuram** ROB 298/ 33-34		E5			
			a				
			d	01:25	02:20	03:00	03:39
			s				
332.74		IBS at 325/7-9		T6	E5	E5	E5 T3
		Dhone Jn.	a	01:48	02:40	03:22	04:03
297.12			d	01:50	02:42	03:24	04:05
			s	01:25	02:25	03:05	03:50

Experimental stoppage

NANDYAL - DHONE (UP)

77210	22883	17253	22831	17228	17330	17251	Stn. Code
NDL KRNT DEMU	PURI YPR Garib Rath	GNT AWB	HWH YPR	GNT-DHNE	BZA UBL	GNT KCG	
Pass	Exp	Exp	Exp	Exp.	Exp	EXP	
Daily	Fri	Daily	Wed	Daily	Daily	Daily	
Daily	Sat	Daily	Thu	Daily	Daily	Daily	
...	**11:10**	**12:45**	**16:15**	**19:05**	**20:35**	**23:30**	**NDL**
06:15	**11:15**	**12:50**	**16:20**	**19:10**	**20:40**	**23:35**	
	11:00	**12:15**	**15:30**	**18:40**	**20:20**	**23:15**	
06:32				19:27	20:58		**PNM**
06:33	11:32	13:06	16:37	19:28	20:59	23:52	
06:31				**18:55**	**20:30**		
06:45		13:17		19:40			**KEF**
06:46	11:42	13:19	16:47	19:41	21:10	00:02	
06:42		**12:35**		**19:05**			
06:58				19:53	21:21		**BEY**
06:59	11:52	13:30	16:57	19:54	21:22	00:12	
06:55				**19:15**	**21:00**		
				T2	**T5**		**BMH**
07:07		13:37		20:04	21:36	00:20	
07:09	11:58	13:39	17:03	20:06	21:38	00:22	
07:03		**12:50**		**19:25**	**21:10**	**00:05**	
07:19		13:49		20:17	21:50		**RGM**
07:20	12:06	13:50	17:11	20:18	21:51	00:32	
07:15		**13:05**		**19:35**	**21:20**		
				E5 T11			**MLK**
07:31				20:47			
07:32	12:15	14:01	17:20	20:48	22:01	00:41	
07:25				**19:50**			
E5 T5	**E5 T6**	**E5 T14**	**E5 T6**		**E5 T17**	**E5 T9**	**DHNE**
08:00	**12:43**	**14:35**	**17:48**	**21:05**	**22:38**	**01:10**	
08:10	**12:45**	**15:05**	**17:50**	**....**	**22:40**	**01:40**	
07:45	**12:20**	**14:25**	**17:25**		**22:20**	**01:25**	

 # Experimental stoppage

DHONE-GUNTAKAL (UP)

Kms. from GNT/SC	Inter Distance in KMS	Train No.s / From / To / Types		12797	17211	15023	18047	17603	18463	17225
		From		KCG -	MTM	GKP	SHM	KCG-	BBS	BZA
		To		CTO	YPR	YPR	VSG	YPR	SBC	UBL
		Types		Venkatadri	Konda		Amaravati		Prashanti	
				Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
Days of service at originating station				Daily	M,W,F	Tue	M,Tu,Th,Sa	Daily	Daily	Daily
Days of service entering into section				Daily	Tu,Th,Sa	Thu	W,Th,Sa,M	Daily	Daily	Daily
Ex.SC		ROB 298/ 33-34	a	01:20	01:48	02:10	02:40	02:30	03:22	04:03
	10.83	Dhone Jn.								
297.12			d	01:25	01:50	02:15	02:42	02:35	03:24	04:05
			s	01:10	01:25		02:25	02:15	03:05	03:50
		IBS kms at 302/17-19	a							
307.95	08.42	Malliyala	d	01:36	02:01	02:26	02:53	02:46	03:35	04:16
			s							
		Linganenidoddi(H)	a							
316.42	06.58	IBS kms at 316/7-8	d							
			s							
323.01		Pendekallu Jn.	a							04:29
28.76	9.13		d	01:48	02:13	02:38	03:04	02:56	03:45	04:30
			s							04:15
		Ramalingayapalle	a							
18.62	4.72		d	01:57	02:22	02:47				
			s							
			a			E4 T4				
13.86	13.86	Pagidirai	d	02:02	02:27	03:00				
			s							
				E4 T2	E4 T12					
		Gooty Jn	a	02:23	02:58	03:15				
0	8.41					Operating Halt				
			d	02:25	03:00	03:20				
			s	02:00	02:25					
		Edduladoddi	a	Via	Via DM M					
331.42	8.08	RUB 29 Kms 337/7-8	d	RU			03:09	03:01	03:50	04:37
			s							
		Tuggali	a							
339.5	14.46		d				03:14	03:06	03:55	04:42
		IBS 346/21-23	s							
		Maddikera	a							
353.96	5.14		d				03:22	03:15	04:04	04:51
			s							
359.106	6.55	Mallapa Gate	a							
			d				03:28	03:20	04:10	04:57
			s							
							E4 T1	E4 T6	E4 T6	E4
365.66		Guntakal Jn	a				03:45	03:50	04:40	05:15
			d				04:10	04:05	04:50	05:35
			s				04:00	03:50	04:30	05:30

Experimental stoppage

DHONE-GUNTAKAL (UP)

19301	12976	16004	12252	12194	22684	20703	77204	22715	Stn. Code
DADN	JP-	NSL	KRBA	JBP	LKO	KCG	KRNT	KCG	
YPR	MYS	MAS	YPR	YPR	YPR	YPR	GTL	MDU	
						VB			
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Pass.	Exp.	
Sun	M,W	Mon	Thu,Su	Sat	Thu	Except Wed	Daily	Sat	
Tue	W,F	Tu	F,M	Sun	Sat	Except Wed	Daily	Sat	
04:30 04:40	05:45 05:50	07:15 07:20	07:20 07:25	07:20 07:25	07:20 07:25	09:35	10:55 11:00	11:20 11:25	DHNE
	05:25	07:00	07:00	07:00	07:00		10:40	11:10	
04:51	06:01	07:31	07:36	07:36	07:36	09:43	11:12 11:13	11:36	MYL
							10:50		
							11:19 11:20		LMD (H)
							10:57		
05:03	06:12	07:43	07:49	07:49	07:49	09:53	11:30 11:32	11:48	PDL
							11:05		
05:12		07:52	07:57	07:57	07:57	09:59		11:57	RMPL
05:17		07:57	08:01	08:01	08:01	10:02		12:01	PGDI
E4 T6 05:43 05:48		E4 T3 08:19 08:20	E4 T15 08:35 Operating Halt 08:40	E4 T15 08:35 08:40	E4 T15 08:35 08:40	10:15		E4 12:19	GY
05:25		08:00			08:15				
Via DMM	06:17		Via DMM				11:40 11:41	Via PAK	EDD
							11:15		
	06:22						11:49 11:50		TGL
							11:25		
	06:31						12:01 12:02		MKR
							11:40		
	06:37						12:09		MLGT
	E4 07:00 07:30						E4 T12 12:40 ….		GTL
	07:05								

Experimental stoppage

DHONE-GUNTAKAL (UP)

Kms from GNT/SC	Inter Distance in Kms	Train No. / From / To / Types		12789	22883	77205	12650	12648	12708	17021	17039
		From		KCG	PURI	DHNE	NZM-	NZM	NZM	HYB	SC
		To		MRDW	YPR	GY	YPR	CBE	TPTY	VSG	VSG
		Types		Exp	Garib Rath Exp	Pass	Exp.	Exp.	An Exp.	Exp.	SPL
Days of service at originating station				Tu, Fri	Fri	Daily	M,Tu,Th, Sa,Su	Wed	W,F.Su	Thu	Wed,Fri
Days of service entering into section				Tu, Fri	Sat	Daily	Tu,W,F, Su.M	Thu	Th,Sa,M	Thu	Wed,Fri
		ROB 298/ 33-34									
Ex.SC		Dhone Jn.	a	11:20	12:43	...	14:25	14:25	14:55	15:35	15:35
297.12	10.83		d	11:25	12:45	12:55	14:30	14:30	15:00	15:40	15:40
			s	11:10	12:20			14:20	14:45	15:25	15:25
		IBS kms at 302/17-19	a			13:07					
307.95	08.42	Malliyala	d	11:36	12:57	13:08	14:41	14:41	15:12	15:51	15:51
			s			13:06					
			a			13:14					
316.42	06.58	Linganenidoddi(H)	d			13:15					
		IBS kms at 316/7-8	s			13:12					
323.01								E4 T3			
	14.9	Pendekallu Jn.	a			13:24					
28.76			d	11:48	13:10	13:25	14:53	15:00	15:24	16:03	16:03
			s			13:20					
18.62		Ramalingayapalle	a								
	4.72		d	11:57	13:18	13:35		15:09	15:33		
			s								
								T3			
13.86	13.86	Pagidirai	a			13:41					
			d	12:01	13:26	13:42		15:17	15:38		
			s			13:35					
				E4 T4	E4 T7	E4 T8		15:32	E4		
0		Gooty Jn	a	12:24		14:10		Operating Halt			
			d	12:25	13:50	...		15:37	15:55		
			s	12:05							
	8.41	Edduladoddi	a	Via				Via	Via		
331.42	8.08		d	RU			14:58	DMM	RU	16:08	16:08
		RUB 29 Kms 337/7-8	s								
			a								
339.5	14.46	Tuggali	d				15:03			16:13	16:13
			s								
		IBS 346/21-23									
353.96	5.14	Maddikera	a								
			d				15:12			16:22	16:22
			s								
359.106		Mallappa Gate	a								
			d				15:17			16:27	16:27
	6.55		s								
		Guntakal Jn					E4 T2			E4 T7	E4 T7
365.66			a				15:35			16:50	16:50
			d				15:45			....	17:40
			s				15:15				17:25

Experimental stoppage

DHONE-GUNTAKAL (UP)

22831	57412	16570	16353	17652	17653	17330	12766	12770	16734	12785	Stn. Code
HWH YPR Exp.	KCG GTL Pass.	KCG YPR Exp.	KCG NCJ Exp.	KCG- CGL Exp.	KCG- PDY Exp.	BZA UBL Exp.	AMI TPTY Exp.	SC TPTY Exp.	OKHA RMM Exp.	KCG MYS Exp.	
Wed	Daily	Tu,Th,Sa	Sun	Mon,Tu,F,Sa	Su,Wed,Thu	Daily	M, Th	Tue, Fri	Tu	Daily	
Thu	Daily	Tu,Th,Sa	Sun	Mon,Tu,F,Sa	Su,Wed,Thu	Daily	M, Th	Tue, Fri	Th	Daily	
17:48 17:50	18:40 18:45	21:10 21:15	21:10 21:15	22:25 22:30	22:25 22:30	22:38 22:40	23:00 23:05	23:00 23:05	23:35 23:40	23:55 00:01	DHNE
17:25	18:30	20:45	20:45	22:10	22:10	22:20	22:50	22:50	23:30	23:40	
18:02	18:57 18:58	21:26	21:26	22:41	22:41	22:53 22:54	23:16	23:16	23:51	00:11	MYL
	18:42					22:30					
	19:04 19:05					23:00 23:01					LMD (H)
	18:47					22:38					
18:14	19:13 19:15	21:38	21:38	22:53	22:53	23:10 23:12	23:28	23:28	00:03	E4 T10 00:37	PDL
	18:55					22:45					
18:23		21:47	21:47	23:02	23:02		23:37	23:37	00:12	00:46	RMPL
E4 18:33 20704 18:38		E4 T3 22:00 12765 22:04	22:52	23:07	23:07		23:42 12786 23:46	23:42 12786 23:46	00:18 12798 00:22	T10 01:02 17651 01:06	PGDI
T8 19:03 19:05		22:20 22:22	E4 22:11 22:12	E4 T2 23:28 23:33	E4 T2 23:28 23:33		E4 T2 00:06	E4 00:05 00:06	E4 00:42	01:22 01:24	GY
18:35		21:45	21:45	23:20	23:20			23:45		00:45	
Via DMM	19:22 19:23	Via DMM	Via RU			23:19	Via PAK		Via RU	Via DMM	EDD
	19:03										
	19:32 19:33					23:25 23:27				..	TGL
	19:10					22:58					
	19:45 19:47					23:40 23:42					MKR
	19:25					23:10					
	19:54					23:49					MLGT
	E4 T20 20:45					E4 T5 00:10 00:15					GTL
						23:35					

Experimental stoppage

Note

GUNTAKAL –BELLARY

SECTIONAL INFORMATION

Total Kilometres	TRACTION	AXLE LOAD
50.3 Kms	Electric	20.55 Tonnes

System of Working	Critical Block Section	* Details of Line Capacity				
Absolute Block System	VP-HGI	Section	Chartered Capacity	Effective Capacity	Utilisation	% of utilisation
		GTL-BAY	44	39	37.8	97

Number of stations	10	Engg. Allowance	List of Notice Stations
B Class	8	03 mts	GTL, GY , BAY
Halts	2		GTL(W) to issue caution order for all By-pass trains.

Section Wise Maximum Permissible Speed (In Kmph)

GTL - BAY	110
BAY - GTL	110

RULING GRADIENT

S.No.	Section	Gauge	Length in Kms.	Single /Double	Ruling Gradient			
					Up gradient (Rising)	Length in Kms.	Down gradient (Falling)	Length in Kms.
1	BAY – GTL	BG	48	Double	1 in 125	0.18	1 in 125	10 .56

INTER SECTIONAL RUNNING TIME

DN Direction	↓ STATIONS↑	Up direction
**	Bellary	7
7	Haddigundu	5
5	Hagari	6
6	Virapur	6
6	Bevinahalu	5
5	Bantanhal	5
5	Guntakal West	10
10	Guntakal	**
44	← Total BRT →	44

Note:- The BRT Excludes AC/DC Timings

GUNTAKAL-BELLARY (UP)

Kms.From UBL	Inter Distance in kms	Train No. / From / To / Types		17322	17415	18111	18047	16592	17225	11303 $	57415
				JSME	TPTY	TATA	SHM	MYS	NS	MUGR	GTL-
				VSG	KOP	YPR	VSG	UBL	UBL	BGM	JRU
				Exp.	Exp.	Exp	Exp.	Exp.	Exp.	Exp	Pass.
Days of service from originating station				Mon	Daily	Thu	M,Tu, Th Sa	Daily	Daily	Daily	Daily
Days of service entering into section				Wed	Daily	Sat	W,Th, Sa,M	Daily	Daily	Daily	Daily
256.6	1.3	Guntakal Jn	a	02:30	03:00	Via	03:45	04:10	05:15	06:25	..
			d	03:00	03:12	AD	04:10	04:25	05:35	07:00	07:20
255.3	1.8		s	02:40	02:50		04:00	04:10	05:30	06:30	
		GUNTAKAL B PASS	d			03:50					
253.5	7.23	Guntakal West	a			03:59 Operating Halt					
			d	03:10	03:22	04:00	04:20	04:35	05:45	07:10	07:30
			s								
246.22	3.82	Bantanahal	a								07:36
			d	03:15	03:27	04:06	04:25	04:40	05:50	07:15	07:37
			s								07:35
242.4	3.1	Sankaragummanur (H)	a								07:41
			d								07:42
			s								07:38
239.25	4.07	Bevinahalu	a								07:46
											20668
			d	03:20	03:32	04:11	04:30	04:45	05:55	07:20	08:00
			s								07:45
235.1	4.5	T Sakibanda(H)	a								08:04
			d								08:05
			s								07:48
230.63	8.68	Virapur	a								08:10
			d	03:26	03:38	04:17	04:36	04:51	06:01	07:26	08:11
			s								07:55
222	7.09	Hagari	a								08:20
			d	03:33	03:45	04:24	04:43	04:58	06:08	07:33	08:21
			s								08:05
214.68	6.1	Haddinagundu			E3 T18		E3 T11	E3 T21			
			a								08:29
			d	03:38	04:11	04:29	05:02	05:27	06:13	07:38	08:30
			s								08:15
208.06		Bellary Jn.		E3 T20		E3 T19	T15	T14	E3 T35	E3 T25	E3 T11
			a	04:10	04:20	05:00	05:25	05:50	07:00	08:15	08:55
			d	04:15	04:25	05:05	05:27	05:55	07:05	08:20	09:00
			s	04:05	04:20	04:55	05:17	05:40	06:55	08:05	08:50

$ Train yet to be restored .

GUNTAKAL-BELLARY (UP)

20668	57405	22688	57401	56912	12650	17419	17039	16532	16534	17314	17330	Stn. Code
JP	TPTY	BSB	TPTY	GTL	NZM	TPTY	SC	SBC-	SBC	MAS	BZA	
YPR	KRYP	MYS	UBL	UBL	YPR	VSG	VSG	AII	BGKT	UBL	UBL	
Exp	Pass	Exp	Pass	Pass	Exp	Exp	SPL	Exp	Exp	Exp	Exp.	
Sat	Daily	Th,Sa	Daily	Daily	M,Tu,Th, Sa,Su	Thu	Wed,Fri	Fri	Sun	Thu,Sa	Daily	
Mon	Daily	M,Sa	Daily	Daily	M,Tu,W, F,Su	Thu	Wed,Fri	Fri	Sun	Thu,Sa	Daily	
06:50	08:05	08:30	13:35	...	15:35	17:00	16:50	22:40	22:40	23:30	00:10	GTL
07:32	08:10	09:00	13:50	15:30	15:45	17:40	17:40	23:05	23:05	23:40	00:15	
07:05	08:00	08:50	13:20		15:15	17:25	17:25	22:45	22:45	23:20	23:35	
												GTL BP
07:42	08:20	09:10	14:00	15:40	15:55	17:50	17:50	23:15	23:15	23:50	00:25	GTLW
	08:26		14:07	15:46							00:32	BLL
07:47	08:27	09:15	14:08	15:47	16:00	17:55	17:55	23:20	23:20	23:55	00:33	
	08:15		**13:40**	**15:46**							**23:55**	
	08:32											SNKG
	08:33											
	08:19											
	08:38		14:16	15:55								BNL
				12650								
07:52	08:39	09:20	14:17	16:13	16:05	18:00	18:00	23:25	23:25	00:01	00:39	
	08:24		**13:48**	**15:55**								
	08:45		14:21									TKBN
	08:46		14:22									
	08:28		**13:52**									
	08:51		14:26	16:22								VP
07:58	08:52	09:26	14:27	16:23	16:11	18:06	18:06	23:31	23:31	00:07	00:46	
	08:34		**14:00**	**16:03**								
	09:01		14:37	16:33								HGI
08:05	09:02	09:33	14:38	16:34	16:18	18:13	18:13	23:38	23:38	00:13	00:53	
	08:45		**14:10**	**16:13**								
E3 T3		E3 T24	E3 T10									HDD
			14:59									
08:16	09:11	10:05	15:00	16:41	16:23	18:18	18:18	23:43	23:43	00:18	00:58	
			14:30									
T10	E3 T37	T15	T50	E3 T17	E3 T11	E3 T16	E3 T16	E3 T20	E3 T20	E3 T20	E3 T35	BAY
08:35	10:00	10:30	16:00	17:10	16:45	18:45	18:45	00:15	00:15	00:50	01:45	
08:40	10:02	10:35	16:05	17:15	16:50	18:50	18:50	00:20	00:20	00:55	01:50	
08:25	09:50	10:25	15:55	17:05	16:20	18:40	18:40	00:10	00:10	00:40	01:40	

$ Train yet to be restored .

BELLARY - GUNTAKAL (DN)

Kms.From UBL	Inter Distance in kms	Train No.		17329	17416	12649	17313	57402	56911	17321	18048
		From		UBL	KOP	YPR	UBL	UBL	UBL	VSG	VSG-
		To		BZA	TPTY	NZM	MAS	TPTY	GTL	JSME	SHM
											Amaravati
		Types		Exp.	Exp.	Exp.	Exp.	Pass	Pass	Exp.	Exp.
Days of service from originating station				Daily	Daily	M,W,F, Sa, Su	Wed, Fri	Daily	Daily	Fri	Tu,Th, F, Su
Days of service entering into section				Daily	Daily	Tu,Th, Sa Su, M	Th, Sa	Daily	Daily	Fri	Tu,Th, F, Su
208.06	6.1	Bellary Jn.	a	00:35	00:55	01:15	02:10	11:40	12:55	14:55	16:28
			d	00:40	01:05	01:20	02:15	11:45	13:00	15:00	16:30
			s	00:30	00:45	01:10	02:00	11:10	12:50	14:40	16:20
214.68	7.09	Haddinagundu	a					11:55			
			d	00:48	01:13	01:28	02:23	11:56	13:08	15:08	16:38
			s					11:20			
222	8.68	Hagari	a					12:03	13:15		
			d	00:53	01:18	01:33	02:29	12:04	13:16	15:13	16:43
			s					11:28	13:06		
230.63	4.5	Virapur	a					12:12	13:24		
			d	00:59	01:24	01:39	02:35	12:13	13:25	15:19	16:49
			s					11:36	13:14		
235.1	4.07	T Sakibanda H	a					12:18			
			d					12:19			
			s					11:40			
239.25	3.15	Bevinahalu	a					12:24	13:33		
			d	01:04	01:30	01:45	02:41	12:25	13:34	15:25	16:55
			s					11:45	13:22		
242.4	3.82	Sankaragummanur H	a								
			d								
			s								
246.22	7.23	Bantanahal	a	01:11				12:35	13:42		
			d	01:12	01:35	01:50	02:46	12:36	13:43	15:30	17:00
			s	00:55				11:52	13:30		
253.45	3.15	Guntakal West	a			E3 T2					
			d	01:20	01:40	02:00	02:51	12:42	13:50	15:35	17:05
			s								
		Guntakal By-Pass									
256.6		Guntakal Jn		E3 T3	E3	T3	E3 T4	E3 T3	E3 T20	E3 T5	E3 T5
			a	01:38	01:55	02:15	03:10	13:00	14:25	15:55	17:25
			d	01:43	02:05	02:20	03:15	13:10	...	16:25	17:50
			s	01:25	01:55	02:10	03:05	12:45		16:10	17:40

$ TRAIN YET TO BE RESTORED

BELLARY - GUNTAKAL (DN)

57406	17226	16531	16533	57416	17420	17040	22687	20667	11304 $	18112	16591	Stn. Code
KRYP	UBL-	AII-	BGKT	JRU-	VSG	VSG	MYS	YPR-	BGM	YPR	UBL-	
TPTY	NS	SBC	SBC	GTL	TPTY	SC	BSB	JP	MUGR	TATA	MYS	
	Amaravati							suvidha			Hampi	
Pass	Exp.	Exp.	Exp.	Pass.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	
Daily	Daily	Mon	Wed	Daily	Fri	Thu,Sat	Tu, Th	Thu	Daily	Sun	Daily	
Daily	Daily	Tue	Thu	Daily	Fri	Thu,Sat	Tu, Th	Thu	Daily	Sun	Daily	
17:28	**17:45**	**18:35**	**18:35**	**18:40**	**19:05**	**19:05**	**19:20**	**20:15**	**20:25**	**21:30**	**23:05**	BAY
17:30	**17:50**	**18:40**	**18:40**	**18:55**	**19:10**	**19:10**	**19:25**	**20:20**	**20:30**	**21:40**	**23:10**	
17:15	**17:35**	**18:20**	**18:20**	**18:30**	**18:50**	**18:50**	**19:00**	**19:45**	**20:15**	**21:00**	**22:55**	
				19:04								HDD
17:38	17:58	18:48	18:48	19:05	19:18	19:18	19:33	20:28	20:38	21:48	23:18	
				18:38								
17:46				19:12								HGI
17:47	18:03	18:53	18:53	19:13	19:23	19:23	19:38	20:33	20:43	21:53	23:23	
17:35				**18:45**								
17:56				19:21								VP
				22687								
17:57	18:09	18:59	18:59	19:34	19:29	19:29	19:44	20:39	20:49	21:59	23:29	
17:42				**19:00**								
18:01				19:40								TKBN
18:02				19:41								
17:46				**19:04**								
18:07	E3 T5			19:47								BNL
				17420								
18:08	18:23	19:05	19:05	20:00	19:35	19:35	19:50	20:45	20:55	22:05	23:35	
17:50				**19:10**								
18:10				20:05								SNKG
18:11				20:06								
17:53				**19:14**								
18:16				20:10								BLL
18:17	18:28	19:10	19:10	20:11	19:40	19:40	19:55	20:50	21:00	22:10	23:40	
17:58				**19:20**								
E3	T5			T14								GTLW
18:26	18:39	19:15	19:15	20:32	19:45	19:45	20:00	20:55	21:05	22:15	23:45	
										E3 T7		GTL.B
										22:35		
		E3 T5	E3 T5	E3 T3	E3	E3	E3	E3 T5	E3 T5		E3 T15	GTL
18:38	**18:50**	**19:35**	**19:35**	**20:50**	**20:00**	**20:00**	**20:15**	**21:15**	**21:25**		**00:15**	
18:48	**19:00**	**19:45**	**19:45**	**..**	**21:20**	**20:25**	**20:40**	**21:50**	**22:05**		**00:20**	
18:30	**18:50**	**19:30**	**19:30**		**21:10**	**20:20**	**20:20**	**21:30**	**21:40**		**23:55**	

$ TRAIN YET TO BE RESTORED

NOTES

SECTIONAL INFORMATION

TIRUPATI –GUDUR -TIRUPATI

Total Kilometres	TRACTION	AXLE LOAD
92.96 Kms	Electric	20.55 Tonnes

System of working	Critical Block Section	Details of Line Capacity				
Absolute Block System	Sri Kalahasti - Yellakaru	Section	Charted Capacity	Effective Capacity	Utilisation	% of Utilisation
		TPTY-RU	40	35	36.3	104
		RU-GDR	42	37	38.8	105

Number of stations	12	Engg. Allowance	List of Notice Stations
B Class	11	TPTY-GDR -6 mts.	TPTY, RU, GDR
Spl Class	1	RU-GDR- 5 mints	

Section Wise Maximum Permissible Speed (In Kmph)	
GDR-RU-GDR	110
RU-TPTY-RU	100

RULING GRADIENT

S.No.	Section	Gauge	Length in Kms.	Single /Double	Ruling Gradient			
					Up gradient (Rising)	Length in Kms.	Down gradient (Falling)	Length in Kms.
1	GDR-TPTY	BG	92.96	Double	1 in 200	7.856	1 in 200	3.483

Note: Whenever WDG4,WDG3A, WDM3D are utilised to work coaching trains during emergency, the maximum permissible speed should not exceed 110 KMPH duly observing existing Permanent Speed restrictions/Temporary speed restrictions in force.

INTER SECTIONAL RUNNING TIME FOR MAIL/EXPRESS AND PASSENGER TRAINS TPTY-GDR

DN	↓STATIONS↑	UP
..	Tirupati	11
11	Tiruchanur	9
9	Renigunta	13
13	Yerpedu	4
4	Rachagunneri	4
4	Sri Kalahasti	8
9	Yellakaru	9
8	Venkatagiri	5
5	Nidagallu	6
6	Vendodu	7
7	Kondagunta	12
12	Gudur	..
88	Total BRT	88

Note:- The BRT Excludes AC/DC Timings

TIRUPATI-GUDUR (DN)

Kms from GDR	Inter Distance in Kms	Train No.		17229	16354	16111	16382	17488	12625	12707
		From		KCVL	NCJ	TPTY	CAPE	VSKP	TVC-	TPTY
		To		SC	KCG	PDY	PUNE	HX	NDLS	NZM
		Types		Exp.	Exp.	Exp.	Exp.	Exp.	S/Exp.	S/Exp.
Days of service at originating station				Daily	Sat	Daily	Daily	Daily	Daily	M,W,F
Days of service entering into section				Daily	Sun	Daily	Daily	Daily	Daily	M,W,F
92.96		Tirupati	a	23:54	00:55	...	04:22	04:15	04:53	...
	6.87		d	23:59	01:00	04:00	04:27	04:45	05:00	05:30
		ROB 103/A&B								
		RUB 103/38-40	s	23:40	00:35		04:20	04:30	04:50	
86.09		Tiruchanur	a	T8						
		ROB 86/1	d	00:20	01:15	04:15	04:40	04:58	05:10	05:43
	2.92	ROB 86/9	s							
83.17		Renigunta Jn (S)	a	00:30	01:25	04:25	04:50	05:08	05:20	05:54
				W	W		W		W	
		IBS 77/8-6	d	00:40	01:35	04:55	05:00	05:10	05:30	05:56
	9.9		s	00:10	01:20	04:40	04:45	05:00	05:20	05:55
73.52		Yerpedu	a		Via	To	Via	Via		Via
		IBS 70/8-6	d	00:55	GTL	PUDI	GTL	HX	05:45	DHNE
	6.80		s							
66.72		Rachagunneri	a							
		IBS 64/4-2	d	01:00					05:50	
	6.75		s							
		Sri Kalahasti	a							
59.97		IBS 55/10-08	d	01:05					05:55	
	11.99		s							
47.98		Yellakaru	a							
		IBS 42/4-2	d	01:13					06:04	
	12.31		s							
35.67		Venkatagiri	a						T4	
		IBS 31/22-20	d	01:24					06:17	
	8.06		s							
27.61		Nidigallu	a							
		IBS 23/14-12	d	01:29					06:22	
	8.48		s							
19.13			a							
		Vendodu								
		IBS 14/18-16	d	01:35					06:28	
	9.58		s							
									T5	
9.55		Kondagunta	a							
		IBS 4/18-16	d	01:42					06:40	
	9.55		s							
				E6 T7					E6 T6	
00.00		Gudur Jn	a	02:10					07:05	
			d	02:12					07:07	
			s	01:45					06:40	

W= Watering

TIRUPATI-GUDUR (DN)

17405	57401	16204	20677	67204	12643	12645	18638	22818	17417	Stn. Code
TPTY-	TPTY	TPTY-	MAS	RU	TVC-	ERS-	BNC	MYS	TPTY	
ADB	UBL	MAS	BZA	NLR	NZM	NZM	HTE	HWH	SNSI	
Exp.	PASS	Exp.	VB	Pass.	S/Exp.	S/Exp.	Exp.	S/Exp.	Exp.	
Daily	Daily	Daily	Except Tue	Daily	Tue	Sat	Tue	Sun	Tue	
Daily	Daily	Daily		Daily	Wed	Sun	Tue	Mon	Tue	
...		...			07:18	07:18	07:18		...	TPTY
05:45	06:05	06:25			07:23	07:23	07:23		08:15	
					07:15	07:15	07:15			
			From MAS		T7	T7	T7	Via		TCNR
05:58	06:20	06:40			07:45	07:45	07:45	MLPM	08:30	
06:08	06:30	06:50	07:17	...	07:55	07:55	07:55	08:35	08:40	RU
					W	W	W	W		
06:10	06:32	07:20	07:22	07:30	08:05	08:05	08:05	08:45	08:42	
06:08	06:30	07:00	07:10		07:45	07:45	07:45	08:30	08:38	
		To		07:46					Via	YPD
06:25		PUDI	07:33	07:47	08:20	08:20	08:20	09:00	GTL	
				07:45						
06:30			07:36	07:54	08:25	08:25	08:25	09:05		RCG
06:36				08:00						KHT
06:38			07:40	08:02	08:30	08:30	08:30	09:10		
06:30				07:58						
				08:13						YLK
06:48			07:48	08:14	08:39	08:39	08:39	09:19		
				08:08						
06:58				08:26						VKI
06:59			07:55	08:28	08:48	08:48	08:48	09:28		
06:50				08:15						
07:06			07:59	08:36	08:53	08:53	08:53	09:33		NDZ
				E5 T2						VDD
				08:50						
				12645						
07:12			08:04	09:03	08:59	08:59	08:59	09:39		
				08:40						
				T25						KQA
				09:39						
				22818						
07:19			08:09	10:00	09:06	09:06	09:06	09:46		
				08:50						
E6 T6			E6	T6	E6 T4	E6 T4	E6 T4	E6 T6		GDR
07:45				10:20	09:30	09:30	09:30			
07:47			08:28	10:30	09:32	09:32	09:32	10:10		
07:20				09:55	09:05	09:05	09:05			

W= Watering

TIRUPATI-GUDUR (DN)

Kms from GDR	Inter Distance in Kms	Train No.		16317	12659	16787	16054	22872	22880	17480
		From		CAPE	NCJ	TEN	TPTY	TPTY	TPTY	TPTY
		To		SVDK	SHM	SVDK navyug	MAS	BBS	BBS	PURI
		Types		Exp.	S/Exp.	Exp.	Exp.	S/Exp.	S/Exp.	Exp.
Days of service at originating station				Fri	Sun	Mon	Daily	Mon	Sun	M,Tu,W, F,Sa
Days of service entering into section				Sat	Mon	Tue	Daily			
92.96		Tirupati	a	09:25	09:25	09:25	…			….
	6.87							…	…	
			d	09:30	09:30	09:30	10:10	10:25	10:25	10:40
		ROB 103/A&B								
		RUB 103/38-40	s	09:10	09:10	09:10				
86.09		Tiruchanur	a							T2
			d	09:43	09:43	09:43	10:25	10:38	10:38	10:55
	2.92		s							
								T2		
83.17		Renigunta Jn (S)	a	09:53	09:53	09:53	10:35		10:48	11:05
				W	W	W	W			
	9.6	IBS 77/8-6	d	10:03	10:03	10:03	10:55	10:50	10:50	11:07
			s	09:40	09:40	09:40	10:40		10:48	11:05
73.52		Yerpedu	a				To	T2		
		IBS 70/8-6	d	10:17	10:17	10:17	PUDI	11:05	11:05	11:22
	6.85		s							
66.72		Rachagunneri	a							
		IBS 64/4-2	d	10:21	10:21	10:21		11:09	11:09	11:27
	6.75		s							
59.97		Sri Kalahasti	a							11:33
		IBS 55/10-08	d	10:26	10:26	10:26		11:14	11:14	11:35
	11.99		s							11:33
47.98		Yellakaru	a							
		IBS 42/4-2	d	10:35	10:35	10:35		11:23	11:23	11:44
	12.31		s							
35.67		Venkatagiri	a							11:54
		IBS 31/22-20	d	10:43	10:43	10:43		11:31	11:31	11:55
	8.06		s							11:50
27.61		Nidigallu	a							
		IBS 23/14-12	d	10:48	10:48	10:48		11:36	11:36	12:01
	8.48		s							
19.13		Vendodu	a							
		IBS 14/18-16	d	10:54	10:54	10:54		11:42	11:42	12:07
	9.58		s							
										E6 T10
		Kondagunta								
9.55			a							
		IBS 4/18-16	d	11:01	11:01	11:01		11:49	11:49	12:30
	9.55		s							
				E6	E6	E6		E6 T9	E6 T9	T7
00.00		Gudur Jn	a	11:20			..	12:18	12:18	12:50
			d	11:22	11:20	11:20	..	12:20	12:20	12:52
			s	10:55				11:50	11:50	12:25

W = watering

* These trains will be operated until further advice

TIRUPATI-GUDUR (DN)

17482	22878	22838	18568	17419	16733	22503	05073*	66070	Stn. Code
TPTY	ERS	ERS	QLN	TPTY	RMM	CAPE	SBC	TPTY	
BSP	HWH	HTE	VSKP	VSG	OKHA	DBRG	LKU	MAS	
Exp.	S/Exp.	S/Exp.	Exp.	Exp.	Exp.	Exp.	SPL	Pass	
Th,Su	M	W	Fri	Thu	Fri	M,Tu,W,Th, Sa	Tue	Daily	
	Tue	Thu	Sat		Sat	Tu,W,Th,F,Su	Tue	Daily	
....				...	11:35			...	
10:40				11:25	11:40			13:25	TPTY
					11:25				
T2	Via	Via	Via		T2	Via	Via		
10:55	MLPM	MLPM	MLPM	11:40	11:55	MLPM	MLPM	13:40	TCNR
								T5	
11:05	11:20	11:20	11:20	11:51	12:05	12:25	13:50	13:55	
	W	W	W		W	W	W		RU
11:07	11:30	11:30	11:30	11:53	12:15	12:35	14:00	14:20	
11:05	11:10	*11:10*	11:10	11:48	12:00	12:20	13:50	14:00	
				To	To			To	
11:22	11:45	11:45	11:45	GTL	DHNE	12:50	14:15	PUDI	YPD
11:27	11:50	11:50	11:50			12:55	14:20		RCG
11:33									
11:35	11:55	11:55	11:55			13:00	14:25		KHT
11:33									
11:44	12:04	12:04	12:04			13:09	14:34		YLK
11:54									
11:55	12:12	12:12	12:12			13:17	14:42		VKI
11:50									
12:01	12:17	12:17	12:17			13:22	14:47		NDZ
	T7	T7	T7						
12:07	12:30	12:30	12:30			13:28	14:53		VDD
E6 T10									
	E5 T8	E5 T8	E5 T8						KQA
12:30	12:51	12:51	12:51			13:35	15:00		
T7	T2	T2				E5 T8	E5 T40		
12:50			13:05				16:00		GDR
12:52	13:05	13:05	13:07			14:00	16:02		
12:25			12:40				15:30		

W = watering

* These trains will be operated until further advice

TIRUPATI-GUDUR (DN)

Kms from GDR	Inter Distance in Kms	Train No.		12890	12836	22852	20702	66044	03680*	20890	22888
		From		SMVB	SMVB	MAQ	TPTY	TPTY	CBE	TPTY	SMVB
		To		TATA	Hatia	SRC	SC	AJJ	GAYA	HWH	HWH
							VB				Humsafar
		Types		S/Exp.	S/Exp.	S/Exp.	S/Exp.	Pass.	SPL	S/Exp.	S/Exp.
Days of service at originating station				Mon	Tu,Thu	Sat	Excep Tue	Daily	Tue	Sun	Thu
Days of service entering into section				Mon	Tu,Thu	Sun		Daily	Tue		Thu
92.96		Tirupati	a	14:20	14:20	14:20	...	...		...	
			d	14:25	14:25	14:25	15:15	15:40		16:00	
		ROB 103/A&B									
	6.87	RUB 103/38-40	s	14:15	14:15	14:15					
86.09		Tiruchanur	a	T2	T2	T2					Via
	2.92		d	14:40	14:40	14:40	15:25	15:53		16:13	MLPM
83.17		Renigunta Jn (S)	a	14:50	14:50	14:50		16:05	16:25	16:25	16:25
				W	W	W			W		W
			d	15:00	15:00	15:00	15:33	16:30	16:35	16:27	16:35
	9.6	IBS 77/8-6	s	14:40	14:40	14:40		16:10	16:20	16:20	16:20
73.57		Yerpedu	a					To		T8	
		IBS 70/8-6	d	15:15	15:15	15:15	15:45	PUDI	16:50	16:50	16:50
	6.85		s								
66.72		Rachagunneri	a								
		IBS 64/4-2	d	15:20	15:20	15:20	15:49		16:55	16:55	16:55
	6.75		s								
59.97		Sri Kalahasti	a								
		IBS 55/10-08	d	15:25	15:25	15:25	15:52		17:00	17:00	17:00
	12		s								
47.95		Yellakaru	a								
		IBS 42/4-2	d	15:54	15:54	15:54	15:59		17:09	17:09	17:09
	12.3		s								
35.67		Venkatagiri	a								
		IBS 31/22-20	d	15:42	15:42	15:42	16:07		17:17	17:17	17:17
	8.06		s								
27.61		Nidigallu	a								
		IBS 23/14-12	d	15:47	15:47	15:47	16:11		17:22	17:22	17:22
	8.48		s								
19.13		Vendodu	a								
		IBS 14/18-16	d	15:53	15:53	15:53	16:15		17:28	17:28	17:28
	9.58		s								
9.55		Kondagunta	a								
		IBS 4/18-16	d	16:00	16:00	16:00	16:21		17:35	17:35	17:35
	9.55		s								
				E6 T5	E6 T5	E6 T5			E5 T2	E6 T12	E5 T13
0.0		Gudur Jn	a	16:25	16:25	16:25			17:55		
			d	16:42	16:42	16:42	16:35		17:57	18:05	18:05
			s	15:55	15:55	15:55			17:20		

W = Watering

* These trains will be operated until further advice

TIRUPATI-GUDUR (DN)

12864	12246	22864	12763	12793	17209	16058	12733	12798	Stn. Code
SMVB	SMVB	SMVB	TPTY	TPTY	SMVB	TPTY	TPTY	CTO	
HWH	HWH	HWH	SC	NZB	CCT	MAS	SC	KCG	
	Duranto	AC	Padmavati		Seshadri	Saptagiri	Narayadiri	Venkatadri	
S/Exp.	S/Exp.	S/Exp.	S/Exp.	S/Exp.	Exp.	Exp.	S/Exp.	S/Exp.	
Daily	M,Tu,Th, F,Su	Wed	M,Tu,W F,Sa	Daily	Daily	Daily	Daily	Daily	
Daily	M,Tu,Th, F,Su	Wed	M,Tu,W F,Sa	Daily	Daily	Daily	Daily	Daily	
16:13			...	...	17:40	...	...	18:42	TPTY
16:18			16:55	17:30	17:45	18:05	18:20	18:47	
16:05					17:15			18:35	
16:31	Via MLPM	Via MLPM	17:08	17:43	17:58	18:18	18:33	19:00	TCNR
16:41	16:55	16:55	17:18	17:53	18:08	18:30	18:43	19:10	RU
16:51	W 17:05	W 17:05	17:20	17:55	W 18:18	19:00	18:45	19:12	
16:40	16:45	16:45	17:17	17:52	17:50	18:40	18:42	19:00	
17:06	17:20	17:20	17:35	Via GTL	18:33	Via PUDI	19:00	Via DHNE	YPD
17:10	17:25	17:25	17:40		18:38		19:05		RCG
17:15	17:30	17:30	17:46 17:48		18:44 18:45		19:11 19:13		KHT
			17:40		18:15		19:05		
17:24	17:39	17:39	17:57		18:54		19:22		YLK
17:32	17:47	17:47	18:07 18:09		19:03		19:32 19:33		VKI
			17:55				19:20		
17:37	17:52	17:52	18:15		19:08		19:39		NDZ
17:43	17:59	17:59	18:21		19:14		19:45		VDD
E6 T4 18:00	E5 T7 18:18	E5 T7 18:18	18:28		19:21		19:52		KQA
T2 18:15 18:17	18:30	18:30	E6 T7 18:55 18:57		E6 T4 19:43 19:45		E6 T4 20:15 20:17		GDR
17:50			18:45		19:15		19:50		

W = Watering

* These trains will be operated until further advice

TIRUPATI-GUDUR (DN)

Kms from GDR	Inter Distance in Kms	Train No.		17248	17262	22856	12868	13433	12253	12761
		From		DMM	TPTY	TPTY	PDY	SMVB	SMVB	TPTY
		To		NS	GNT	SRC	HWH	MLDT	BGP	KRMR
		Types		Exp.	Exp.	S/Exp.	S/Exp.	Amrit Bharat	S/Exp.	S/Exp.
Days of service at originating station				Daily	Daily	Mon	Wed	Tue	Sat	W,Sa
Days of service entering into section				Daily	Daily	Mon	Wed	Tue	Sat	
92.96		Tirupati	a	19:00	…	...	19:45			...
	6.87		d	19:05	19:25	**19:50**	19:50			**20:05**
		ROB 103/A&B								
		RUB 103/38-40	s	**18:50**			**19:40**			
86.9			a					Via	Via	T8
	2.92	Tiruchanur	d	**19:18**	**19:40**	**20:03**	**20:03**	MLPM	MLPM	**20:26**
83.17		Renigunta Jn (S)	a	**19:28**	**19:50**	**20:13**	**20:13**	**20:15**	**20:15**	**20:36**
	9.6			W			W	W	W	
		IBS 77/8-6	d	**19:38**	**19:52**	**20:15**	**20:23**	**20:25**	**20:25**	**20:38**
			s	**19:15**	**19:50**	**20:13**	**20:05**	**20:00**	**20:00**	**20:28**
73.57		Yerpedu	a			T8				
	6.85	IBS 70/8-6	d	19:53		20:38	20:38	20:40	20:40	20:53
			s							
66.72		Rachagunneri	a							
	6.75	IBS 64/4-2	d	19:58		20:43	20:43	20:45	20:45	20:58
			s							
59.97		Sri Kalahasti	a	20:04						21:04
	12.02	IBS 55/12-14	d	20:06		20:48	20:48	20:50	20:50	21:05
			s	**19:40**						**20:55**
47.95		Yellakaru	a							
	12.28	IBS 42/4-2	d	20:15		20:56	20:57	20:57	20:57	21:16
			s							
35.67		Venkatagiri	a	20:25						
	8.06	IBS 31/22-20	d	20:27		21:05	21:05	21:07	21:07	21:24
			s	**20:00**						
27.61		Nidigallu	a							
	8.48	IBS 23/14-12	d	20:33		21:10	21:10	21:12	21:12	21:29
			s							
19.13		Vendodu	a							
		IBS 14/18-16	d	20:39		21:16	21:16	21:18	21:18	21:35
	9.58		s							
9.55		Kondagunta	a							E6
		IBS 4/18-16	d	20:45		21:23	21:23	21:25	21:25	21:48
	9.55		s							
00.00				E6 T19		E6 T6	E6 T7	E5 T5	E5 T5	
		Gudur Jn	a	21:25		21:48		21:48	21:48	
			d	21:27		21:50	21:48	21:50	21:50	22:00
			s	**21:00**		**21:20**		**21:20**	**21:20**	

W = Watering

* These SPL trains will be operated until further advice.

TIRUPATI-GUDUR (DN)

17487	22705	22620	22816	17415	22708	17622	22834	12846	17249	04718*	Stn. Code
HX	TPTY	TEN	ERS	TPTY	TPTY	TPTY	SMVB	SMVB	TPTY	TPTY	
VSKP	JAT	BSP	BSP	KOP	VSKP	AWB	BBS	BBS	COA	HSR	
Exp.	S/Exp.	S/Exp.	S/Exp.	Exp.	S/Exp.	Exp.	S/Exp.	S/Exp.	Exp.	SPL	
Daily	Tue	Sun	Wed	Daily	Su,W,F	Sa	Thu	Mon	Daily	Mon	
Daily	Tue	Sun	Wed	Daily		Sa	Thu	Mon	Daily	Mon	
20:10	...			...	...	...		22:20	...	...	TPTY
20:40	21:10			21:30	21:50	22:55		22:25	22:40	23:40	
20:30								22:10			
20:58	21:25	Via MLPM	Via MLPM	21:43	22:03	23:10	Via MLPM	22:38	22:55	23:55	TCNR
21:08		21:25 W	21:25 W	21:53	22:13	23:23	22:45 W	22:48 W	23:05	00:05	RU
21:13	21:35	21:35	21:35	21:55	22:15	23:25	23:58	23:58	23:07	00:07	
20:55		21:20	21:20	21:55	22:13	23:18	22:40	22:40	23:05	00:04	
21:28	Via GTL	21:50	21:50		22:30	Via GTL	23:13	23:13	23:28 23:29	00:22	YPD
									23:20		
21:33		21:55	21:55		22:35		23:18	23:18	23:35	00:27	RCG
21:39 21:40		22:00	22:00		22:41 22:43		23:23	23:23	23:42 23:44	00:32	KHT
21:15					22:36				23:30		
21:49		22:09	22:09		22:52		23:32	23:32	23:54 23:55	00:41	YLK
									23:40		
21:59 22:00		22:17	22:17		23:01		23:40	23:40	00:07 00:08	T5 00:55	VKI
21:35									23:50		
22:06		22:22	22:22		23:06		23:45	23:45	00:16 00:17	01:00	NDZ
									00:57		
22:12		22:28	22:28		23:12		23:51	23:51	00:26 00:27	01:06	VDD
									00:05		
22:19		E6 T6 22:47	E6 T6 22:47		23:19		T1 00:01	T1 00:01	00:37 00:38	01:13	KQA
									00:20		
E6 T7 22:45 22:50		T5 23:05	T5 23:05		E6 T7 23:45 23:47		E5 T4 00:23 00:25	E5 T4 00:23 00:25	E6 T22 01:20	E6 T10 01:43 01:53	GDR
22:25					23:25		00:05	00:05		01:25	

W = Watering

* These SPL trains will be operated until further advice.

GUDUR-TIRUPATI (UP)

Kms from GDR	Inter Distance in Kms	Train No.		12845	12660	16353	17420	16318	16788
		From		BBS	SHM	KCG	VSG	SVDK	SVDK
		To		SMVB	NCJ	NCJ	TPTY	CAPE	TEN
		Types		S/Exp.	S/Exp.	Exp	Exp	Exp.	Exp.
Days of service at originating station				Sun	Wed	Sun	Fri	Mon	Thu
Days of service entering into section				Mon	Fri	Mon	Sat	Thu	Sun
0		Gudur Jn	a					01:38	
		FOB							
	9.55	IBS at KMs 5/7-9	d	00:25	00:25			01:40	01:40
			s					01:15#	
9.55		Kondagunta	a						T1
	9.58		d	00:37	00:37			01:53	01:53
		IBS at KMs 14/17-19							
19.13		Vendodu	a						
	8.48		d	00:44	00:44			02:00	02:00
		IBS at KMs 24/7-9	s						
27.61		Nidigallu	a						
	8.06	IBS at KMs 31/21-23	d	00:50	00:50			02:06	02:06
			s						
35.67		Venkatagiri	a						
			d	00:55	00:55			02:11	02:11
	12.28	IBS at KMs 41/31-42/3	s						
47.95		Yellakaru	a						
			d	01:04	01:04			02:20	02:20
	12.02	IBS at KMs 54/31-33	s						
		Srikalahasti	a						
59.97			d	01:12	01:12			02:28	02:28
	6.75	IBS at KMs 63/15-17	s						
66.72		Rachagunneri	a						
		IBS at KMs 69/23-25	d	01:17	01:17			02:32	02:32
	6.85		s						
73.57		Yerpedu				Via GY	Via GTL		
	9.6	IBS at KMs 77/5-7	d	01:22	01:22			02:37	02:37
			s						
				E6 T2	E6 T2			E6	E6
83.17		Renigunta Jn (S)	a	01:45	01:45	02:58	03:06	02:58	02:58
				W	W	W		W	W
			d	01:55	01:55	03:08	03:08	03:08	03:08
	2.92		s	01:40	01:40	02:10	02:10	02:50	02:50
88.32		Tiruchanur	a						
		ROB 91/16-15	d	02:05	02:05	03:18	03:18	03:18	03:18
	6.72		s						
		ROB 103/A&B		T2	T2		T3		
92.96		RUB 103/38-40	a	02:20	02:20	03:30	03:35	03:30	03:30
		Tirupati							
			d	02:25	02:25	03:35	....	03:35	03:35
			s	02:10	02:10	03:00		03:20	03:20

W= Watering

GUDUR-TIRUPATI (UP)

22504	17261	17488	17247	12626	17250	17210	12734	12794	22706	Stn. Code
DBRG	GNT	VSKP	NS	NDLS	CCT	CCT	LPI	NZB	JAT	
CAPE	TPTY	HX	DMM	TVC	TPTY	SMVB	TPTY	TPTY	TPTY	
Exp	Exp	Exp	Exp.	S/Exp.	EXP	Exp	S/Exp.	S/Exp.	S/Exp.	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Fri	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sun	
01:55		02:23 02:25	02:33 02:35	02:58 03:00	03:10	03:38 03:40	03:58 04:00			GDR
		01:55	**02:10**	**02:30**		**03:15**	**03:35**			
02:07		02:38	02:53	03:13	03:22	03:53	04:13			KQA
02:14		02:45	03:00	03:20	03:31 03:32	04:00	04:20			VDD
					03:00					
02:20		02:51	03:06	03:26	03:40 03:41	04:06	04:26			NDZ
					03:10					
02:25		02:57 02:58	03:11	03:31	03:47	04:11	04:32 04:33			VKI
		02:45					**04:10**			
02:34		03:08	03:20	03:40	03:56	04:20	04:43			YLK
02:42		03:17 03:18	03:29 03:30	03:48	04:05 04:07	04:29 04:30	04:52 04:53			KHT
		03:05	**03:15**		**03:45**	**04:10**	**04:40**			
02:47		03:24	03:36	03:53	04:13	04:36	04:59	**Via**	**Via**	RCG
								GTL	**GTL**	
02:52		03:29	03:40	03:57	04:18	04:41	05:04			YPD
E5 T7 **03:20** W **03:30**	**03:28** **03:30**	**03:42**	**03:55** W **04:05**	**04:12** W **04:22**	E6 T6 **04:45** **04:47**	**04:56** W **05:06**	E6 **05:25** **05:27**	**05:40** **05:42**	**05:55**	RU
03:10	**03:10**		**03:50**	**04:10**	**04:30**	**04:45**	**05:10**	**05:25**		
	03:40	E6 03:58	04:15	04:32	T8 05:05	E6 T5 05:27	T3 05:40	05:52	T7 06:12	TCNR
	T5 **04:00** **....**	T2 **04:15** **04:45**	E6 **04:36** **12626** **05:10**	E6 **04:51** **04:56**	T5 **05:25** **....**	**05:40** **05:45**	**05:55** **....**	T8 **06:15** **....**	T13 **06:40** **....**	TPTY
		04:30	**04:20**	**04:40**		**05:20**				

W= Watering

GUDUR-TIRUPATI (UP)

Kms. From GDR	Inter Distances in kms	Train No.		16734	12764	22833	12797	12762	17416	22815
		From		OKHA	SC	BBS	KCG	KRMR	KOP	BSP
		To		RMM	TPTY	SMVB	CTO	TPTY	TPTY	ERS
		Types			Padmavati	Humsafar	Venkatadri			
				Exp.	S/Exp.	S/Exp.	S/Exp.	S/Exp.	Exp.	S/Exp.
Days of service at originating station				Tue	M,Tu, Th,F,Su	W	Daily	Su,Th	Daily	Mon
Days of service entering into section				Thu	M,Tu,W,F Sa,	Thu	Daily	M,F	Daily	Tue
		Gudur Jn	a		04:53	05:18		05:58		
		FOB								
0	9.55	IBS at KMs 5/7-9	d		04:55	05:20		06:00		06:20
			s		04:20	04:50		05:25		
		Kondagunta	a							T1
9.55	9.58		d		05:08	05:33		06:13		06:33
		IBS at KMs 14/17-19	s							
		Vendodu	a							
19.13	8.48		d		05:15	05:40		06:20		06:40
		IBS at KMs 24/7-9	s							
		Nidigallu	a							
27.61	8.06		d		05:21	05:46		06:26		06:46
		IBS at KMs 31/21-23	s							
			a		05:27					
35.67		Venkatagiri	d		05:28	05:51		06:31		06:51
	12.28	IBS at KMs 41/31-42/3	s		05:10					
47.95			a							
		Yellakaru	d		05:38	06:00		06:40		07:00
	12.02	IBS at KMs 54/31-33	s							
			a		05:47			06:49		
		Srikalahasti								
59.97			d		05:48	06:08		06:51		07:08
	6.75	IBS at KMs 63/15-17	s		05:30			06:20		
66.72			a							
		Rachagunneri	d		05:54	06:13		06:57		07:13
		IBS at KMs 69/23-25	s							
	6.85			Via			FROM	E6	Via	
73.57			a	DHNE			KCG		GTL	
	9.6	Yerpedu	d		05:59	06:18		07:08		07:18
		IBS at KMs 54/31-33	s							
					E6 T3	E5 T2		T7		E5 T2
83.17		Renigunta Jn (S)	a	05:20	06:23	06:40	06:43	07:30	07:38	07:40
				W/12794		W				W
			d	05:55	06:25	06:50	06:45	07:32	07:40	07:50
	2.92		s	05:00	06:00	06:30	06:20	07:00	07:10	07:30
88.32			a	T7	T5	Via			T10	Via
		Tiruchanur	d	06:12	06:40	MLPM	06:55	07:42	08:00	MLPM
	6.72	ROB (Km 91/16-15)	s							
		ROB 103/A&B					T7	T5		
92.96		RUB 103/38-40	a	06:25	06:55		07:15	08:00	08:15	
		Tirupati								
			d	06:30	....		07:20	....	....	
			s	06:10			07:00			

W = watering

* These SPL trains will be operated until further advice

GUDUR-TIRUPATI (UP)

22619	22879	22871	05074*	04717*	16057	12245	22863	03679*	66043	Stn. Code
BSP	BBS	BBS	LKU	HSR	MAS	HWH	HWH	GAYA	AJJ	
TEN	TPTY	TPTY	SBC	TPTY	TPTY	SMVB	SMVB	CBE	TPTY	
					Saptagiri	Duronto	AC			
S/Exp.	S/Exp.	S/Exp.	SPL	SPL	Exp.	S/Exp.	S/Exp.	SPL	Exp.	
Tue	Sat	Sun	Sat	Sat	Daily	Tu,W,F, Sa,Su	Mon	Sat	Daily	
Wed	Sun	Mon	Mon	Mon	Daily	M,W,Th Sa,Su	Tue	Mon	Daily	
06:20	06:18 06:20	06:18 06:20	06:53 06:55	07:13 07:15		08:46	08:46	09:08 09:10		GDR
	05:50	05:50	06:30	06.00				08:05		
T1 06:33	06:33	06:33	07:08	07:30		08:58	08:58	09:25		KQA
06:40	06:40	06:40	07:15	07:37		09:05	09:05	09:32		VDD
06:46	06:46	06:46	07:21	07:43		09:11	09:11	09:38		NDZ
06:51	06:51	06:51	07:26	07:48		09:16	09:16	09:43		VKI
07:00	07:00	07:00	07:34	07:56		09:25	09:25	09:52		YLK
07:08	07:08	07:08	07:43	08:04		09:33	09:33	10:00		KHT
07:13	07:13	07:13	07:48	08:09		09:38	09:38	10:05		RCG
07:18	07:18	07:18	07:53	E6 08:20	Via AJJ	09:43	09:43	10:10	Via PUDI	YPD
E5 T2 07:40 W 07:50	E6 T1 07:40 08:00	E6 T1 07:40 08:00	E5 T17 08:30 W 08:40	T3 08:38 08:40	09:10 09:25	E5 T7 10:10 W 10:20	E5 T7 10:10 W 10:20	E5 T5 10:35 W 10:45	11:00 11:20	RU
07:30	07:30		08.25	08:15	09:10	10:00	10:00	10:25	10:50	
Via MLPM	T7 08:17	T7 08:17	Via MLPM	08:50	09:35	Via MLPM			11:30	TCNR
	08:30	08:30		T10 09:15	09:50				11:45 ...	TPTY

W = watering

* These SPL trains will be operated until further advice

GUDUR - TIRUPATI (Up)

Kms from GDR	Inter Distance in Kms	Train No.		22707	66069	22887	20889	12644	12646	20701	16381
		From		VSKP	MASS	HWH	HWH	NZM	NZM	SC	PUNE
		To		TPTY	TPTY	SMVB	TPTY	TVC	ERS	TPTY	CAPE
		Types		D/ Decker							
				S/Exp.	Pass	S/Exp.	S/Exp.	S/Exp.	S/Exp.	VB Exp	Exp.
Days of service at originating station				M,Th,Sa	Daily	Tu	Sat	Fri	Tue	Excp TUE	Daily
Days of service entering into section				Tu,F,Su	Daily	Wed	Sun	Sat	Wed	Excp TUE	Daily
0.00		Gudur Jn	a	10:28				12:43	12:43		
	9.55	FOB	d	10:30		12:00	12:00	12:45	12:45	13:15	
		IBS at KMs 5/7-9	s	10:05				12:20	12:20		
9.55		FOB 9/23-25	a								
	9.58	Kondagunta	d	10:43		12:12	12:12	12:58	12:58	13:25	
		IBS at KMs 14/17-19	s								
19.13		FOB 19/7-9	a								
	8.48	Vendodu	d	10:50		12:19	12:19	13:05	13:05	13:31	
		IBS at KMs 24/7-9	s								
27.61		FOB 27/23-25	a								
	8.06	Nidigallu	d	10:56		12:25	12:25	13:10	13:10	13:36	
		IBS at KMs 31/21-23	s								
35.67		FOB 35/17-19	a								
	12.28	Venkatagiri	d	11:01		12:30	12:30	13:15	13:15	13:40	
		IBS at KMs 41/31-42/3	s								
			a								
47.95	12.02	Yellakaru	d	11:10		12:39	12:39	13:23	13:23	13:47	
		IBS at KMs 54/31-33	s								
59.97		FOB 60/3-5	a	11:19							
	6.75	Srikalahasti	d	11:21		12:47	12:47	13:31	13:31	13:54	
		IBS at KMs 63/15-17	s	11:00							
66.72											
		Rachagunneri	a								
	6.85		d	11:27		12:52	12:52	13:36	13:36	13:58	
		IBS at KMs 69/23-25	s								
73.57			a								
		Yerpedu	d	11:32	Via AJJ	12:57	12:57	13:40	13:40	14:02	Via GTL
	9.6	IBS at KMs 77/5-7	s								
				E6 T7		E5 T13	E6 T10				
83.17			a	12:00	13:00	13:30	13:28	13:55	13:55		14:50
		Renigunta Jn (S)				W		W	W		W
			d	12:02	13:15	13:40	13:30	14:05	14:05	14:15	15:00
	2.92	FOB 83/1	s	11:30	13:00	13:10	13:10	13:50	13:50		14:40
88.32		ROB 91/16-15	a			Via MLPM					
		Tiruchanur	d	12:12	13:25		13:40	14:15	14:15	14:25	15:10
	6.72	ROB (Km 91/16-15)	s								
92.96		ROB 103/A&B		T5	T7			T2	T2		
		RUB 103/38-40	a	12:30	13:45		13:55	14:30	14:30	14:35	15:23
		Tirupati									
		FOB 92/32-36	d	...	...		...	14:35	14:35	....	15:28
		FOB 92/44-93/6	s					14:25	14:25		15:15

W= Watering .

GUDUR - TIRUPATI (Up)

22855	22851	22877	67203	16053	22817	18567	13434	17487	16203	Stn. Code
SRC	SRC	HWH	NLR	MAS	HWH	VSKP	MLDT	HX	MAS	
TPTY	MAQ	ERS	RU	TPTY	MYS	QLN	SMVB	VSKP	TPTY	
			MEMU				Amrit Bharat			
S/Exp.	S/Exp.	S/Exp.	Pass.	Exp.	S/Exp.	Exp		Exp.	Exp.	
Sun	Thu	Sat	Daily	Daily	Fri	Th	Sun	Daily	Daily	
Mon	Fri	Sun	Daily	Daily	Sat	Th	Mon	Daily	Daily	
14:08	**14:08**		**...**			**18:13**	**18:13**			
14:10	**14:10**	**14:10**	**14:20**		**17:50**	**18:15**	**18:15**			GDR
13:45	**13:45**					**17:55**	**17:55**			
		T1	14:34							
14:23	14:23	14:23	14:35		18:02	18:28	18:28			KQA
			14:32							
			14:44							
14:30	14:30	14:30	14:45		18:09	18:35	18:35			VDD
			14:40							
14:36	14:36	14:36	14:52		18:15	18:41	18:41			NDZ
			14:59							
14:41	14:41	14:41	15:00		18:20	18:46	18:46			VKI
			14:52							
			15:11							
14:50	14:50	14:50	15:12		18:29	18:55	18:55			YLK
			15:02							
			15:23							
14:58	14:58	14:58	15:24		18:37	19:03	19:03			KHT
			15:12							
15:03	15:03	15:03	15:30		18:42	19:08	19:08			RCG
15:08	15:08	15:08	15:35	Via AJJ	18:47	19:13	19:13		Via AJJ	YPD
T8		E5 T12	E5 T18		E5 T3	E5 T7	E5 T7			
15:31	**15:23**	**15:40**	**16:15**	**17:10**	**19:10**	**19:40**	**19:40**		**19:40**	
	W	**W**			**W**	**W**	**W**			RU
15:33	**15:33**	**15:50**	**...**	**17:25**	**19:20**	**19:50**	**19:50**	**19:45**	**20:10**	
15:15	**15:15**	**15:35**		**17:10**	**19:00**	**19:35**	**19:35**		**19:50**	
		Via MLPM			Via MLPM				T5	
15:43	15:43			17:35				19:55	20:25	TCNR
E6 T20	E6 T8								T5	
16:25	**16:10**			**17:50**				**20:10**	**20:45**	
										TPTY
...	**16:15**			**...**				**20:40**	**....**	
	16:10							**20:30**		

W= Watering .

GUDUR - TIRUPATI (Up)

Kms from GDR	Inter Distance in Kms	Train No. / From / To / Types		17621	12708	20678	22837	12835	12889	18637
		From		AWB	NZM	BZA	HTE	HTE	TATA	HTE
		To		TPTY	TPTY	MAS	ERS	SMVB	SMVB	SMVB
					AP S.K					
		Types		Exp	S/Exp.	VB	S/Exp.	S/Exp.	S/Exp.	Exp.
Days of service at originating station				Sa	W,F,Su	Except Tue	M	Tu,Su	Fri	Sa
Days of service entering into section				Sa	M,Th,Sa		Tu	M,W	Sat	Sun
0.00		**Gudur Jn**	a					**19:18**	**19:18**	**19:18**
		FOB	d			19:05	**19:15**	**19:20**	**19:20**	**19:20**
	9.55	**IBS at KMs 5/7-9**	s					**18:55**	**18:55**	**18:55**
9.55		**FOB 9/23-25**	a				**T5**			
		Kondagunta	d			19:17	19:33	19:33	19:33	19:33
	9.58	**IBS at KMs 14/17-19**	s							
19.13		FOB 19/7-9	a							
		Vendodu	d			19:23	19:40	19:40	19:40	19:40
	8.48	**IBS at KMs 24/7-9**	s							
27.61		FOB 27/23-25	a							
		Nidigallu	d			19:28	19:46	19:46	19:46	19:46
	8.06	**IBS at KMs 31/21-23**	s							
35.67		FOB 35/17-19	a							
		Venkatagiri	d			19:32	19:51	19:51	19:51	19:51
	12.28	**IBS at KMs 41/31-42/3**	s							
			a							
47.95		**Yellakaru**	d			19:40	20:00	20:00	20:00	20:00
	12.02	**IBS at KMs 54/31-33**	s							
59.97			a							
		Srikalahasti	d			19:48	20:08	20:08	20:08	20:08
	6.75	**IBS at KMs 63/15-17**	s							
66.72		FOB 60/3-5	a							
		Rachagunneri	d			19:52	20:13	20:13	20:13	20:13
	6.85	**IBS at KMs 69/23-25**	s							
			a	**Via**	**Via**					
73.57		**Yerpedu**	d	**GTL**	**DHNE**	19:56	20:18	20:18	20:18	20:18
	9.6	**IBS at KMs 77/5-7**	s							
						E5	**E5 T2**	**E6 T1**	**E6 T1**	**E6 T1**
			a	**19:55**	**20:33**	**20:15**	**20:40**	**20:40**	**20:40**	**20:40**
83.17		**Renigunta Jn (S)**					**W**	**W**	**W**	**W**
		FOB 83/1	d	**19:57**	**20:35**	**20:20**	**20:50**	**20:50**	**20:50**	**20:50**
	2.92		s	**19:30**	**20:00**	**20:10**	**20:25**	**20:35**	**20:35**	**20:35**
88.32		ROB Km 91/16-15	a			**Via**	**Via**	**T2**	**T2**	**T2**
		Tiruchanur	d	20:07	20:47	**MLPM**	**MLPM**	21:02	21:02	21:02
	6.72		s							
92.96		ROB 103/A&B								
		RUB 103/38-40	a	**20:30**	**21:00**			**21:15**	**21:15**	**21:15**
		Tirupati								
		FOB 92/32-36	d	**....**	**...**			**21:20**	**21:20**	**21:20**
		FOB 92/44-93/6	s					**21:00**	**21:00**	**21:00**

W= Watering

GUDUR - TIRUPATI (Up)

17406	57402	17479	17481	17418	16112	17230	12863	12867	12254	Stn. Code
ADB TPTY Krishna	UBL TPTY	PURI TPTY	BSP TPTY	SNSI TPTY	PDY TPTY	SC-KCVL Sabari	HWH SMVB	HWH PDY	BGP SMVB Anga	
Exp.	Pass	Exp.	Exp.	Exp.	Exp.	Exp.	S/Exp.	S/Exp.	S/Exp.	
Daily	Daily	M,W,Th, Fri,Sa	Tu, Sa	Wed	Daily	Daily	Daily	Sun	Wed	
Daily	Daily	Tu,Th,Fri, Sa,Mon	W,Su	Thu	Daily	Daily	Daily	Mon	Thu	
19:38		**20:23**	**20:23**			**22:18**			**23:18**	GDR
19:40		**20:25**	**20:25**			**22:20**	**23:07**	**23:20**	**23:20**	
19:15		**20:00**	**20:00**			**21:50**			**22:55**	
								T1		KQA
19:53		20:38	20:38			22:33	23:19	23:33	23:33	
20:00		20:45	20:45			22:40	23:26	23:40	23:40	VDD
20:06		20:51	20:51			22:46	23:32	23:46	23:46	NDZ
20:12		20:57	20:57							VKI
20:13		20:58	20:58			22:51	23:37	23:51	23:51	
19:55		**20:40**	**20:40**							
								T1	**T1**	YLK
20:23		21:08	21:08			23:00	23:46	00:01	00:01	
20:32		21:18	21:18							KHT
20:33		21:20	21:20			23:08	23:54	00:09	00:09	
20:15		**21:00**	**21:00**							
20:39		21:26	21:26			23:13	23:59	00:14	00:14	RCG
								E6 T5	E6 T5	YPD
20:44	Via GTL	21:31	21:31	Via GTL	Via AJJ	23:18	00:04	00:30	00:30	
E6 T8		E6 T1	E6 T1			E6 T1	E6			RU
21:13	**21:28**	**21:53**	**21:53**	**22:18**	**22:20**	**23:40**	**00:25**	**00:45**	**00:45**	
						W	**W**	**W**	**W**	
21:15	**21:30**	**21:55**	**21:55**	**22:20**	**22:40**	**23:50**	**00:35**	**00:55**	**00:55**	
20:50	**21:00**	**21:30**	**21:30**	**21:45**	**22:20**	**23:25**	**00:20**	**00:35**	**00:35**	
	T2					**T1**			**Via**	TCNR
21:25	21:42	22:05	22:05	22:32	22:50	00:01	00:45	01:05	**MLPM**	
	T3	T10	T10		T5		T5	T2		TPTY
21:40	**22:00**	**22:30**	**22:30**	**22:45**	**23:10**	**00:15**	**01:03**	**01:20**		
....	**...**	**...**	**...**	**...**	**..**	**00:20**	**01:08**	**01:25**		
						00:05	**00:50**	**01:05**		

W= Watering .

Note

TIRUPATI –KATPADI-TIRUPATI
SECTIONAL INFORMATION

Total KMS		Traction	Axle Load				
104.39Kms		Electric	20.55 Tonnes				
System of working		Critical Block Section	Details of Line Capacity				
Absolute Block System		PAK-PTT	Section	Charted Capacity	Effective Capacity	Utilisation	% of utilisation
			KPD-TPTY	22	20	21.4	107
Number of stations	14	Engg. Allowance	List of Notice Stations				
B Class	11	6 mts	TPTY, PAK, KPD.				
Halts	3						

Section Wise Maximum Permissible Speed (In Kmph)

TPTY-KPD-TPTY	110

RULING GRADIENT

S.No.	Section	Gauge	Length in Kms.	Single /Double	Ruling Gradient			
					Up gradient (Rising)	Length in Kms.	Down gradient (Falling)	Length in Kms.
1	KPD -PAK	BG	62.54	Single	1 in 100	5.8	1 in 100	18.7
2	TPTY-PAK	BG	41.85	Single	1 in 100	16 70	1 in 100	..--

INTER SECTIONAL RUNNING TIME FOR MAIL/EXPRESS AND PASSENGER TRAINS

Dn Direction	↓ STATIONS ↑	AT 110 KMPH
..	Tirupati	12
12	Chandragiri	8
8	Mungilipattu	5
5	Panapakkam	8
8	Pakala Jn.	11
10	Putalapattu.	10
10	Chittoor	7
7	Siddampalli	7
7	Ramapuram	4
4	Bommasamudram	10
10	Katpadi Jn.	..
81	← Total BRT →	82

Note:- The BRT Excludes AC/DC Timings

TIRUPATI -KATPADI (UP)

Kms from KPD	Inter Distance in Kms	Train No		17230	12863	12867	66028	12845	12660	16353	16318
		From To		SC KCVL	HWH SMVB	HWH PDY	TPTY KPD	BBS SMBV	SHM- NCJ	KCG NCJ	SVDK- CAPE
		Types		Exp	Exp.	Exp	Pass	S/Exp.	S/Exp.	Exp.	Exp
Days of service from orig Station				Daily	Daily	Sun	Daily	Sun	Wed	SU	Mon
Days of service entering into section				Daily	Daily	Tue	Daily	Mon	Fri	M	Th
104.39		**Tirupati**	a	00:15	01:03	01:20	...	02:20	02:20	03:30	03:30
	1.64	FOB (Km. 92/34-36	d	00:20	01:08	01:25	02:00	02:25	02:25	03:35	03:35
		FOB (Km. 92/44-93/6-36	s	00:05	00:50	01:05		02:10	02:10	03:00	03:20
102.75		Tirupati West (H)	a								
	10.27		d								
			s								
92.48		**Chandragiri**	a								
	2.95		d	00:33	01:21	01:38	02:13	02:38	02:38	03:48	03:48
			s								
89.53		Kotala (H)	a								
	7.38		d								
			s								
82.15		**Mungilipattu**	a								
			d	00:41	01:29	01:46	02:21	02:46	02:46	03:56	03:56
			s								
	7.55					T5					
74.6		**Panapakam**	a				02:27				
							16219				
	12.06	FOB (KM 62/16-11)	d	00:46	01:34	01:57	02:32	02:51	02:51	04:01	04:01
			s								
						E5 T2	T7				
62.54		**Pakala Jn.**	a			02:14	02:50			04:10	04:10
							16219/16382			12625	12625
	15.51		d	00:54	01:42	02:19	03:36	03:00	03:00	04:14	04:14
			s				02:35				
					E6 T3		T2	T5	T5		
47.03		**Putalapattu**	a		02:03	02:32	03:52	03:17	03:17		
		Painey river Km 41/1-2			17422	16219	12625	16382	16382		
			d	01:05	02:08	02:36	03:57	03:22	03:22	04:26	04:26
	14.41		s								
								T4	T4		
32.62		**Chittoor**	a	01:17			04:10	03:40	03:40	04:38	04:38
								12625	12625		
	7.69	RCC ROB (Km 32/4-5)	d	01:19	02:20	02:49	04:12	03:45	03:45	04:40	04:40
			s	01:05			03:45	03:20	03:20	04:30	04:30
24.93		**Siddampalli**	a			02:57					
						16382					
	3.36		d	01:27	02:27	03:01	04:20	03:53	03:53	04:48	04:48
			s								
21.57		Peyanapalli H	a								
			d								
	5.88		s								
15.69		**Ramapuram**	a	01:35			04:28				
				17422							
	6.1		d	01:39	02:34	03:09	04:30	04:00	04:00	04:55	04:55
			s				04:05				
				T6		T5				T2	T2
			a		02:40	03:20					
					16382	12625					
9.59		**Bommasamudram**	d	01:51	02:44	03:25	04:36	04:05	04:05	05:02	05:02
			s								
				E6	T2	T6	E6 T4	E6 T2	E6 T2	E6 T7	E6 T7
	9.59		a	02:10	03:00	03:45	05:00	04:25	04:25	05:28	05:28
0		**Katpadi Jn**	d	02:15	03:02	03:50	...	04:30	04:30	05:33	05:33
			s	02:00	02:50	03:45		04:20	04:20	05:20	05:20

TIRUPATI -KATPADI (UP)

16788	12626	17247	17210	16734	57403	12797	67205	67207	16779	17407	Stn Code
SVDK- MAQ	NDLS-TVC	NS DMM	CCT SMVB	OKHA RMM	TPTY GTL	KCG-CTO	TPTY KPD	TPTY KPD	TPTY RMM	TPTY MQ	
Exp	S/Exp.	Exp.	Exp	Exp	Pass	S/Exp.	Pass	Pass	Exp	Exp	
Thu	Daily	Daily	Daily	Tu	Daily	Daily	Daily	Daily	M,W,F,Sa	Tu,Th, Su	
Su	Daily	Daily	Daily	Thu	Daily	Daily	Daily	Daily			
03:30	**04:51**	**04:36**	**05:40**	**06:25**	**...**	**07:15**	**...**	**...**	**...**	**...**	**TPTY**
03:35	**04:56**	**05:10**	**05:45**	**06:30**	**06:45**	**07:20**	**07:35**	**10:35**	**11:55**	**11:55**	
03:20	**04:40**	**04:20**	**05:20**	**06:10**		**07:00**					
					06:49		07:39	10:39			**TPW (H)**
					06:50		07:40	10:40			
					06:49		**07:39**	**10:39**			
					07:02		07:51	10:53			**CGI**
					12643			**16853**			
03:48	05:09	05:23	05:58	06:43	07:06	07:33	07:52	10:58	12:08	12:08	
					07:00		**07:50**	**10:50**			
					07:11		07:57	11:03			**KEN (H)**
					07:12		07:58	11:04			
					07:05		**07:54**	**10:55**			
		05:32		06:52				11:08			**MNPT**
		12766						**16733**			
03:56	05:17	05:36	06:06	06:56	07:18	07:41	08:03	11:12	12:16	12:16	
	T4					**T7**					**PAM**
	05:27				07:24		08:10	11:20			
	12766										
04:01	05:31	05:43	06:11	07:02	07:25	07:53	08:11	11:22	12:21	12:21	
					07:18		**08:05**	**11:05**			
			T11		**E2**		**E6 T11**				**PAK**
04:10		05:53	06:31		07:37	08:03	08:40	11:33	12:31	12:31	
12625			**12643**				**12659**		**22616**	**22616**	
04:14	05:40	05:55	06:35	07:10	07:39	08:05	08:46	11:35	12:36	12:36	
		05:00	**06:10**		**07:30**	**07:50**	**08:15**	**11:15**	**12:30**	**12:30**	
						E4 T8	**T2**				**PTT**
		VIA			**VIA**	08:30	09:02	11:48			
		DMM			**DMM**	**12659**	**16780**				
04:26	05:51		06:47	07:21		08:35	09:06	11:50	12:48	12:48	
							08:30	**11:25**			
	T3					**T2**					**CTO**
04:38	06:05		06:59			08:52	09:21	12:04	13:10	13:10	
	12645		**67206**					**22618**	**12890**	**12836**	
04:40	06:09		07:03	07:32		…	09:23	12:10	13:15	13:15	
04:30	**05:55**		**06:30**				**08:45**	**11:40**		**12:55**	
							09:32	12:19	13:24	**T5**	**SIE**
									17408		
04:48	06:17		07:11	07:39			09:33	12:20	13:28	13:28	
							08:55	**11:50**			
							09:37	12:25			**PYX (H)**
							09:38	12:26			
							09:00	**11:54**			
	E6 T6						09:46	12:33			**RAM**
04:55	06:36		07:18	07:46			09:48	12:35	13:36	13:36	
							09:10	**12:05**			
T2				**T5**				**E6 T3**	**T8**	**T8**	**BUM**
				07:57			10:00	12:50			
							16733	**12836**			
05:02	06:41		07:23	08:01			10:04	13:05	13:49	13:49	
							09:20	**12:20**			
E6 T7	**T6**		**E6 T3**	**E6 T3**			**T2**	**T25**	**E6 T1**	**E6 T1**	**KPD**
05:28	**07:00**		**07:45**	**08:25**			**10:20**	**13:45**	**14:10**	**14:10**	
05:33	**07:03**		**07:50**	**08:28**			**. .**	**...**	**14:15**	**14:15**	
05:20	**06:50**		**07:40**	**08:15**					**14:10**	**14:10**	

TIRUPATI-KATPADI (UP)

Kms from KPD	Inter Distance in Kms	Train No		16853	17421	12644	12646	22617	22615	16381	12765	12769
		From To		TPTY VM	TPTY QLN	NZM TVC	NZM ERS	TPTY SMVB	TPTY CBE	PUNE CAPE	TPTY AMI	TPTY SC
		Types		Exp.	Exp	S/Exp.	S/Exp.	S/Exp.	S/Exp.	Exp.	S/Exp.	S/Exp.
Days of service from orig Station				Daily	Tue,Fri	Fri	Tue	Tue,Fri,Su	M,W, Th,Sa	Daily	Tue, Sat	Mon,Fri
Days of service entering into section				Daily	Tue,Fri	Sat	Wed	Tue,Fri,Su	M,W, Th,Sa	Daily	Tue, Sat	Mon,Fri
104.39		**Tirupati**	a	...	...	14:30	14:30	...	...	15:23	...	...
	1.64	FOB (Km. 92/34-36	d	13:40	14:35	14:35	14:35	14:55	14:55	15:28	15:45	15:45
		FOB (Km. 92/44-93/6-36	s			14:25	14:25			15:15		
102.75		**Tirupati West(H)**	a									
	10.27		d									
			s									
92.48		**Chandragiri**	a	13:55							15:59	15:59
				12836							12864	12864
	2.95		d	14:00	14:48	14:48	14:48	15:08	15:08	15:41	16:03	16:03
			s	13:54								
89.53		Kotala (H)	a									
	7.38		d									
			s									
82.15			a									
		Mungilipattu										
			d	14:10	14:56	14:56	14:56	15:16	15:16	15:49	16:13	16:13
			s									
	7.55					T2	T2					
74.6		**Panapakam**	a	14:17				15:22	15:22			
				17408				12864	12864			
	12.06	FOB (KM 62/16-11)	d	14:12	15:01	15:03	15:03	15:24	15:24	15:55	16:19	16:19
			s									
					T2							
62.54		**Pakala Jn.**	a	14:33	15:13	15:13	15:13	15:35	15:35	16:05	16:30	16:30
					12864	12864	12864					
	15.51		d	14:35	15:18	15:18	15:18	15:37	15:37	16:07	16:32	16:32
			s	14:15				15:35	15:35	15:55	16:20	16:20
				T6						T3		
47.03		**Putalapattu**	a	15:01						16:23	Via	Via
		Painey river Km 41/1-2		12864						17209	DMM	DMM
			d	15:07	15:30	15:30	15:30	15:49	15:49	16:28		
	14.41		s									
								T8	T8	T2		
32.62		**Chittoor**	a	15:21	15:42	15:42	15:42	16:09	16:09	16:44		
								17209	17209			
		RCC ROB (Km 32/4-5)	d	15:23	15:44	15:44	15:44	16:13	16:13	16:46		
			s	14:45	15:30	15:30	15:30	15:55	15:55	16:25		
	7.69				E6	T6	T6					
24.93		**Siddampalli**	a		16:00	16:00	16:00					
					17209	17209	17209					
	3.36		d	15:31	16:05	16:05	16:05	16:21	16:21	16:55		
			s									
21.57		Peyanapalli (H)	a									
			d									
			s									
	5.88							T9	T9			
15.69		**Ramapuram**	a	15:39								
	6.1		d	15:40	16:13	16:13	16:13	16:37	16:37	17:03		
			s	15:10								
				T2	T17	E12 T5	E12 T5	E6 T4	E6 T4	E6 T11		
			a	15:49						17:26		
				17209						67208		
9.59		**Bommasamudram**	d	15:55	16:35	16:35	16:35	16:52	16:52	17:31		
			s									
				E6 T14	T2	T2	T2			T14		
	9.59		a	16:30	16:50	16:50	16:50	17:05	17:05	18:00		
0		**Katpadi Jn**	d	17:02	16:55	16:55	16:55	17:07	17:07	18:05		
			s	16:45	16:40	16:40	16:40	16:50	16:50	17:45		

TIRUPATI-KATPADI (UP)

16339	22851	22715	12731	67209	12835	18637	12889	16220	57405	Stn Code
CSMT NCJ	SRC MAQ	KCG MDU	TPTY SC	TPTY KPD	HTE SMVB	HTE SMVB	TATA SMVB	TPTY CMNR	TPTY KRYP	
Exp.	S/Exp.	Exp.	S/Exp.	Pass	S/Exp.	Exp.	S/Exp.	Exp.	Pass	
Tu,W,Th,Sa	Thu	Sat	Th,Su	Daily	Tu,Su	Sa	Fri	Daily	Daily	
W,Th,F, Su	Fri	Sat	Th,Su	Daily	W, M	Su	Sat	Daily	Daily	
	16:10 **16:15**		**…** **17:00**	**…** **19:10**	**21:15** **21:20**	**21:15** **21:20**	**21:15** **21:20**	**…** **21:40**	**…** **23:55**	**TPTY**
	16:10				**21:00**	**21:00**	**21:00**			
				19:14 19:15						**TPW (H)**
				19:14						
	16:28		**17:14** **17209** 17:18	19:25 **12868** 19:30	21:33	21:33	21:33	**T3** 21:56	00:09 00:10	**CGI**
				19:25					**00:09**	
				19:35 19:36						**KEN (H)**
				19:30						
	16:36		17:27	19:42	21:42 **12846** 21:46	**T5** 21:46	**T5** 21:46	22:04	**T1** 00:20	**MNPT**
	T5 16:49 **17209** 16:54	**Via** **DMM**	17:32	19:49 19:50	21:52	21:52	21:52	22:10 **16870** 22:14	00:26 00:27	**PAM**
				19:43					**00:23**	
16:15 16:55	**T3** 17:09	17:20 18:03	**E2** 17:44 17:46	20:00 20:02	**T3** 22:03	22:01 22:03	**T3** 22:03	**T3** 22:27 **67210** 22:31	**E3 T2** 00:43 00:45	**PAK**
16:30		**17:30**	**17:35**	**19:55**		**21:40**		**22:30**	**00:32**	
17:07	17:21	**T4** 18:20	**Via** **DMM**	20:15 20:16	**T1** 22:15	22:15	**T1** 22:15	**T9** 22:53 **17229** 22:58	**Via** **DMM**	**PTT**
				20:07						
17:19 17:21	17:33 17:35	18:32 18:34		**T5** 20:34 **16340** 20:39	**E6 T6** 22:39 **17229** 22:44	**E6 T6** 22:39 **17229** 22:44	**E6 T11** 22:44	23:10 23:12		**CTO**
17:00	**17:20**	**18:05**		**20:25**	**22:10**	**22:10**		**22:45**		
17:29	**T5** 17:50 **67208** 17:55	18:42		**E6** 20:56 **12846** 21:01	22:52	22:52	**T1** 22:52	23:20		**SIE**
				20:35						
	T13			21:06 21:07						**PYX (H)**
				20:39						
17:37 17:41	18:19 18:24	18:50		**T5** 21:13 **16780** 21:16	22:59	22:59	22:59	23:27		**RAM**
				20:50						
E4 T20 18:13 **12868** 18:19	**E6** 18:37	18:55		21:23 **67210** 21:27	23:04	23:04	23:04	**E6** 23:38		**BUM**
				21:20						
T4 18:37 19:00	18:50 18:53	**E4 T3** 19:15 19:20		**T4** 22:00 …	**T1** 23:18 23:23	**T1** 23:18 23:23	**T1** 23:18 23:23	**T2** 23:53 23:56		**KPD**
18:30	**18:40**	**19:00**			**23:10**	**23:10**	**23:10**	**23:45**		

KATPADI-TIRUPATI (DN)

Kms from KPD	Inter Distance in Kms	Train No		57406	17422	16219	16382	12625	12732	12766	12770	12643
		From		KRYP	QLN	CMNR	CAPE-	TVC	SC	AMI	SC	TVC
		To		TPTY	TPTY	TPTY	PUNE	NDLS	TPTY	TPTY	TPTY	NZM
		Types		Pass	Exp	Exp	Exp	S/Exp.	S/Exp.	S/Exp.	S/Exp.	S/Exp.
Days of service from originating Station				Daily	W,SA	Daily	Daily	Daily	Wed,Sa	M,Thu	Tue,F	Tu
Days of service entering into section				Daily	Thu,Su	Daily	Daily	Daily	Th, Su	Tu,F	W, Sa	W
0		**Katpadi Jn**	a		01:18	01:30	**02:25**	**03:05**				**05:30**
			d		01:20	01:35	**02:30**	**03:10**				**05:35**
			s		**01:05**	**01:20**	**02:15**	**03:00**				**05:20**
9.59	9.59	**Bommasamudram**	a			01:49 **17230**						
			d		**01:32**	01:53	02:42	03:22				05:47
			s									
15.69	6.1	**Ramapuram**	a									
			d		01:37	01:59	02:47	03:27				05:52
			s									
21.57	5.88	Peyanapalli H	a									
			d									
			s									
24.93	3.36	**Siddampalli**	a				**T5**					
			d		01:44	02:06	02:59	03:34				05:59
			s									
32.62	7.69	**Chittoor** RCC ROB (Km 32/4-5) FOB 32/8-9	**a**		01:52	**T2** 02:17	**T4**	03:42				06:07
			d		01:54	**12863** 02:22	03:10	03:44				06:09
			s		**01:35**	**02:00**		**03:30**				**05:50**
47.03	14.41	**Putalapattu**	a									
			d		02:06	02:34	03:21	03:55				06:21
			s									
62.54		**Pakala Jn.** FOB (KM 62/5-6)	a	01:44		**T12** 02.58	03:33	**T6**	05:18	05:18	05:18	**T2**
			d	01:46	02:17	**12845** 03:02	03:34	04:12	05:20	05:20	05:20	06:34
	12.06		**s**	**01:15**		**02:25**	**03:10**		**04:50**	**04:50**	**04:50**	
74.6		**Panapakam**	a	01:57	**T4**							**T2**
			d	**12867** 02:01	02:30	03:12	03:44	04:20	05:30	05:30	05:30	06:44
	7.55		s									
82.15		**Mungilipattu**	a	**E3 T7** 02:18	**T6** 02:43		**E4** 03:54					**E6**
			d	**66028** 02:22	02:48	03:17	**16353** 03:58	04:25	05:35	05:35	05:35	06:55
	7.38		s									
89.53		Kotala (H)	a									
			d									
			s									
92.48	2.95	**Chandragiri**	a	**T3** 02:35	**E6 T8**	**E6 T14** 03:46		**E6 T1**	**E2 T8** 05:55	**E2 T8** 05:55	**E2 T8** 05:55	
	10 .27		d	**12845** 02:40	03:12	**16353** 03:50	04:07	04:40	**17210** 06:00	**17210** 06:00	**17210** 06:00	07:04
			s									
102.75	1.64	Tirupati West (H)	a									
			d									
			s									
104.39		FOB (Km. 104/6-7) **Tirupati** FOB (Km. 92/34-36 FOB (Km. 92/44-93/6/36	a	**T15** **03:10**	**03:25**	**04:05**	**E2** **04:22**	**04:53**	**T10** **06:25**	**T10** **06:25**	**T10** **06:25**	**07:18**
			d	**....**		**....**	**04:27**	**05:00**	**...**	**...**	**...**	**07:23**
			s				**04:20**	**04:50**				**07:15**

KATPADI-TIRUPATI (DN)

12645	18638	67206	12659	16787	16317	16780	16854	16733	22616	22618	Stn Code
ERS	SMVB	KPD-	NCJ	TEN -	CAPE	RMM	VM	RMM	CBE	SMVB	
NZM	HTE	TPTY	SHM	SVDK	SVDK	TPTY	TPTY	OKHA	TPTY	TPTY	
S/Exp.	Exp.	Pass	S/Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	S/Exp.	S/Exp.	
Sa	Tue	Daily	Sun	Mon	Fri	Tu,Thu, F,Su	Daily	F	Tu, Th,F,Su	M,W,Sa	
Su	Tue	Daily	Mon	Tue	Sat	W,F, Sa,M	Daily	Sa	Tu, Th,F,Su	M,W,Sa	
05:30 05:35	05:00 05:15	... 06:10	07:35 07:47	07:35 07:47	07:35 07:47	07:48 08:10	09:10 09:20	09:45 09:50	11:30 11:35	11:30 11:35	KPD
05:20	05:05		07:30	07:30	07:30	07:45	09:10	09:40	11:20	11:20	
05:47	T20 05:47	06:23 06:24	07:59	07:59	07:59	08:23	T6 09:38	10:02	11:47	11:47	BUM
		06:22									
05:52	05:52	06:34 12626 06:38	08:04	08:04	08:04	08:28	09:44 67205 09:48	10:07	11:52	11:52	RAM
		06:33					09:25				
		06:43 06:44									PYX (H)
		06:37									
05:59	05:59	06:50 06:51	08:11	08:11	08:11	08:35	09:56	10:14	T1 12:00	T1 12:00	SIE
		06:42									
06:07 06:09	06:07 12626 06:09	07:01 07:05	08:19 08:21	08:19 08:21	08:19 08:21	T13 08:55	10:05 10:07	10:21	12:08 12:10	12:08 12:10	CTO
05:50	05:50	06:48	08:05	08:05	08:05		09:40		11:50	11:50	
06:21	06:21	07:18 16734 07:23	08:33	08:33	08:33	09:06	10:19	10:32	12:22	12:22	PTT
		07:00									
T2 06:34	06:33 06:34	T2 07:38 07:40	08:44	08:44	08:44	09:18 09:20	10:31 10:33	10:43	12:34 12:36	12:34 12:36	PAK
	06:15	07:20				09:00	10:05		12:10	12:10	
T2 06:44	06:44	07:50 12797 07:54	08:53	08:53	08:53	09:30	10:43	10:52	12:46	12:46	PAM
		07:30									
E6 06:55	E6 06:55	08:01 57403 08:05	08:58	08:58	08:58	09:35	10:48	E6 T6 11:10	12:51	12:51	MNPT
		08:13 08:14									KEN (H)
		07:40									
07:04	07:04	08:21 08:23	09:06	09:06	09:06	09:43	10:57 10:58	T4 11:22	12:59	12:59	CGI
		07:50					10:30				
		08:31 08:32									TPW (H)
		07:55									
07:18 07:23	07:18 07:23	E6 T13 09:00	E6 09:25 09:30	E6 09:25 09:30	E6 09:25 09:30	E6 T8 10:10 ...	E6 T1 11:25	11:35 11:40	E6 T7 13:25 ...	E6 T7 13:25 ...	TPTY
07:15	07:15		09:10	09:10	09:10			11:25			

KATPADI-TIRUPATI (DN)

Kms from KPD	Inter Distance in Kms	Train No		12890	12836	22852	17408	57404	12864	17209	12798
		From		SMVB	SMVB	MAQ	MQ	GTL	SMVB	SMVB	CTO
		To		TATA	HTE	SRC	TPTY	TPTY	HWH	CCT	KCG
		Types		S/Exp.	S/Exp.	S/Exp.	Exp.	Pass	S/Exp.	Exp.	S/Exp.
Days of service from originating Station				Mon	Tu,Th	Sat	M,W,F	Daily	Daily	Daily	Daily
Days of service entering into section				Mon	Tu,Th	Sun	M,W,F	Daily	Daily	Daily	Daily
0		**Katpadi Jn**	a	**12:35**	**12:35**	**12:35**	**13:00**		**14:20**	**15:35**	
	9.59		d	**12:40**	**12:40**	**12:40**	**13:10**		**14:25**	**15:40**	
			s	**12:30**	**12:30**	**12:30**	**12:50**		**14:15**	**15:30**	
			a								
9.59		**Bommasamudram**	d	12:52	12:52	12:52	13:22		14:36	15:52	
			s								
	6.1		a								
15.69		**Ramapuram**									
	5.88		d	12:57	12:57	12:57	13:27		14:41	15:57	
			s								
21.57		Peyanapalli (H)	a								
			d								
			s								
	3.36		a								
24.93		**Siddampalli**									
			d	13:04	13:04	13:04	13:34		14:48	16:04	
			s								
	7.69			**T3**							
		RCC ROB (Km 32/4-5)	a		**13:12**	**13:12**	**13:42**			**16:12**	**...**
32.62		**Chittoor**									
			d	**13:14**	**13:14**	**13:14**	**13:44**		**14:55**	**16:14**	**17:35**
	14.41		s		**13:00**	**13:00**	**13:20**			**16:00**	
		Painey river Km 41/1-2	a								
47.03		**Putalapattu**						**Via**			
	15.51		d	13:26	13:26	13:26	13:56	**DMM**	15:05	16:26	17:48
			s								
										T2	
			a				**14:08**	**14:48**		**16:40**	**18:00**
62.54		**Pakala Jn.**									
		FOB (KM 62/16-11)	d	**13:37**	**13:37**	**13:37**	**14:10**	**14:50**	**15:16**	**16:42**	**18:02**
			s				**13:50**	**14:20**		**16:25**	**17:55**
	12.06										
74.6		**Panapakam**	a					15:01			
								17421G			
			d	13:45	13:45	13:45	14:20	15:05	15:24	16:52	18:12
			s					**14:30**			
	7.55						**T3**		**E6 T10**		
82.15		**Mungilipattu**	a					15:13	15:46		
	7.38							**22615G**	**16381**		
			d	13:50	13:50	13:50	14:28	15:18	15:50	16:58	18:17
89.53			s								
		Kotala (H)	a					15:23			
			d					15:24			
	2.95		s					**14:38**			
92.48		**Chandragiri**						**E4 T3**		**T9**	
			a				14:38	15:38			
	10.27						**17421G**	**16381/12765**			
			d	13:58	13:58	13:58	15:10	16:30	16:00	17:16	18:25
			s					**15:10**			
102.75	1.64	Tirupati West H	a					16:39			
			d					16:40			
		FOB (Km. 104/6-7)	s					**15:17**			
104.39		**Tirupati**		**E6 T3**	**E6 T3**	**E6 T3**		**E2 T6**		**E6 T4**	**E4**
		FOB (Km. 92/34-36	a	**14:20**	**14:20**	**14:20**	**15:28**	**16:55**	**16:13**	**17:40**	**18:42**
		FOB (Km. 92/44-93/6-36	d	**14:25**	**14:25**	**14:25**	**...**	**...**	**16:18**	**17:45**	**18:47**
			s	**14:15**	**14:15**	**14:15**			**16:05**	**17:15**	**18:35**

KATPADI-TIRUPATI (DN)

17248	67208	12868	16340	12846	16870	67210	17229	16354	22716	Stn Code
DMM	KPD	PDY	NCJ	SMVB	VM	KPD	KCVL	NCJ	MDU	
MTM	TPTY	HWH	CSMT	BBS	TPTY	TPTY	SC	KCG	KCG	
Exp.	Pass	S/Exp.	Exp.	S/Exp.	Exp.	Pass	Exp.	Exp.	Exp.	
Daily	Daily	Wed	M,Tu, W,F	M	Daily	Daily	Daily	Sat	Sun	
Daily	Daily	Wed	M,Tu, W,F	M	Daily	Daily	Daily	Sat	Sun	
	...	18:00	19:50	20:30	20:50	...	22:08	22:30	23:20	KPD
	17:15	18:05	20:05	20:35	20:55	21:10	22:10	22:35	23:22	
		18:00	19:50	20:25	20:50		22:00	22:25	23:10	
	17:29					21:24			23:36	BUM
									16220	
	17:30	18:17	20:17	20:48	21:08	21:25	22:22	22:48	23:40	
	17:28					21:22				
	17:37				21:14	21:32		22:55		RAM
								12889		
	17:39	18:22	20:22	20:52	21:15	21:33	22:27	23:00	23:46	
	17:35				21:10	21:28				
	17:45					21:39				PYX (H)
	17:46					21:40				
	17:40					21:33				
								T7		SIE
	17:52					21:46		23:17		
								16220		
	17:53	18:29	20:29	20:59	21:23	21:47	22:34	23:22	23:53	
	17:45					21:38				
	18:03		20:37	21:07	21:32	21:57	22:42	23:32	00:01	CTO
	18:05	18:37	20:39	21:09	21:34	21:59	22:44	23:34	00:03	
	17:55		20:25	20:59	21:20	21:48	22:30	23:05	23:45	
	18:18					22:12				PTT
Via	22615					12835				
DMM	18:22	18:48	20:51	21:21	21:46	22:16	22:56	23:46	00:15	
	18:07					22:00				
			E3 T3						E3	PAK
18:13	18:35		21:10		21:59	22:29			00:30	
					12835					
18:15	18:37	18:59	21:40	21:32	22:03	22:31	23:07	23:57	01:00	
18:05	18:20		21:25		21:40	22:15			00:40	
	18:48		Via			22:42			Via	PAM
			DMM						DMM	
18:25	18:49	19:07		21:40	22:12	22:43	23:15	00:05		
	18:30					22:25				
		E6 T2						E6		MNPT
								00:17		
								57405		
18:30	18:56	19:20		21:45	22:18	22:50	23:20	00:22		
	19:00					22:55				KEN (H)
	19:01					22:57				
	18:40					22:37				
E3 T3	T8					E6 T1	E6 T7			CGI
	19:18			21:54	22:28	23:10		00:31		
	67208			16220				17230		
18:44	19:48	19:28		21:58	22:30	23:12	23:41	00:35		
	19:25				22:20	22:55				
	19:56					23:20				TPW (H)
	19:57					23:21				
	19:33					23:02				
T5	E6 T14	T4		E6 T1	E6 T17	T10		T5		TPTY
19:00	20:25	19:45		22:20	23:10	23:40	23:54	00:55		
19:05	...	19:50		22:25	...	...	23:59	01:00		
18:50		19:40		22:10			23:40	00:35		

Notes

DHARMAVARAM-PAKALA-DHARMAVARAM
SECTIONAL INFORMATION

Total Kilometres		TRACTION	AXLE LOAD				
227.42 Kms		Electric	20.55 tonnes				
SYSTEM OF WORKING		Critical Block Section	Details of Line Capacity				
Absolute Block System		VLD-KCI	Section	Charted Capacity	Effective Capacity	Utilisation	% of utilisation
			DMM-PAK	20	18	7.2	40
Number of stations	20	Engg. Allowance	List of Notice Stations				
B Class	17	14 mts	DMM, PAK.				
Halts	3						

RULING GRADIENT

S.No.	Section	Gauge	Length in Kms.	Single / Double	Ruling Gradient			
					Up gradient (Rising)	Length in Kms.	Down gradient (Falling)	Length in Kms.
1	DMM-PAK	BG	227.42	Single	1 in 100	47.65	1 in 100	64.74

Maximum Permissible Speed

DMM - PAK-DMM	110 Kmph

INTER SECTIONAL RUNNING TIME FOR MAIL/EXPRESS AND PASSENGER TRAINS DMM-PAK

Dn Direction	↓ STATIONS ↑	Up direction
..	Dharmavaram	14
14	Chinnekuntapalle	14
14	Mudigubba	12
12	Kalasamudram	11
11	Kadiri	8
8	Nallacheruvu	8
8	Tanakallu	10
10	Mulakalacheruvu	10
10	Tummanamgunta	10
10	Kurabalakota	7
7	Madanapalle Road	7
7	Vayalpad	15
15	Kalikiri	12
12	Piler	13
13	Pulicherla	15
15	Damalacheruvu	7
7	Pakala	..
173	← Total BRT →	173

Note:- The BRT Excludes AC/DC Timings

DHARMAVARAM -PAKALA (DN)

Kms. From DMM	Inter Distance in KMS	Train No. / From / To / Types		12766	12770	12732	57404	16339	22715	17248	57406	Stn. Code
				AMI	SC	SC	GTL	CSMT-	KCG	DMM	KRYP	
				TPTY	TPTY	TPTY	TPTY	NCJ	MDU	NS	TPTY	
				Exp	Exp	Exp	Pass	Exp.	Exp	Exp	Pass	
Days of service at originating station				M,Thu	Tu, F	W, Sa	Daily	Tu,W,Th ,Sa	Sat	Daily	Daily	
Days of service entering into section				Tu, F	W,Sat	Th, Su	Daily	W,Th,F ,Su	Sat	Daily	Daily	
0	14.55	**Dharmavaram Jn.** FOB Km 227/2-3	a	**01:35**	**01:35**	**01:35**	**10:34**	**12:35**	**13:45**	**...**	**21:12**	DMM
			d	**01:40**	**01:40**	**01:40**	**10:40**	**12:40**	**13:50**	**14:20**	**21:32**	
			s	**01:20**	**01:20**	**01:20**	**10:05**	**12:30**	**13:30**		**21:20**	
14.55	20.36	**Chinnekuntapalle**	a				10:56				21:46	CCI
			d	01:55	01:55	01:55	10:57	12:55	14:05	14:35	21:47	
			s				**10:20**				**21:38**	
34.91	10.43	**Mudigubba** FOB 34/8-9	a				11:13			14:50	22:01	MGB
			d	02:09	02:09	02:09	11:14	13:09	14:19	14:51	22:03	
			s				**10:35**			**14:50**	**21:55**	
45.34	8.24	Malaka vemala (H)	a				11:19					MVA
			d				11:20					
			s				**10:40**					
53.58	13.57	**Kalasamudram** FOB Km 53/6-7	a				11:30				22:17	KCM
			d	02:21	02:21	02:21	11:31	13:21	14:31	15:04	22:18	
			s				**10:55**				**22:10**	
67.15	10.56	**Kadiri** FOB Km 67/2-3		E2	E2	E2				E3		KRY
			a	02:35	02:35	02:35	11:45	13:34	14:43	15:18	22:32	
			d	02:37	02:37	02:37	11:47	13:36	14:45	15:20	22:34	
			s	**02:20**	**02:20**	**02:20**	**11:15**	**13:20**	**14:25**	**15:15**	**22:25**	
77.71	3.91	**Nallacheruvu** FOB Km 77/6-7	a				11:57				22:44	NCU
			d	02:45	02:45	02:45	11:58	13:45	14:54	15:29	22:45	
			s				**11:25**				**22:35**	
81.62	7.62	Nallacheruvu East (H)	a				12:03					NCE
			d				12:04					
			s				**11:30**					
89.24	15.17	**Tanakallu**	a	T2	T2	T2	12:11				22:55	TKU
			d	02:55	02:55	02:55	12:12	13:53	15:02	15:37	22:56	
			s				**11:40**				**22:47**	
104.41	16.01	**Mulakalacheruvu** FOB Km 104/3-4		T2								MCU
			a		03:06	03:06	12:25			15:48	23:10	
			d	03:07	03:07	03:07	12:26	14:03	15:12	15:49	23:12	
			s		**02:50**	**02:50**	**11:55**			**15:45**	**23:05**	
120.42	15.09	**Tummanamgunta**	a	T1			12:39				E5	TAT
			d	03:18	03:18	03:18	12:40	14:13	15:22	16:01	23:28	
			s				**12:10**					
135.51	8.89	**Kurabalakota**	a				12:53				23:39	KBA
			d	03:28	03:28	03:28	12:54	14:23	15:32	16:11	23:40	
			s				**12:25**				**23:25**	
144.4	7.58	**Madanapalle Road** FOB Km 144/3-4		E3 T1	E3 T1	E3 T1	E5					MPL
			a	03:40	03:40	03:40	13:09	14:32	15:40	16:19	23:50	
			d	03:42	03:42	03:42	13:11	14:34	15:42	16:21	23:52	
			s	**03:20**	**03:20**	**03:20**	**12:40**	**14:15**	**15:20**	**16:15**	**23:45**	
151.98	20.08	**Vayalpad** FOB Km 152/1-0	a				13:20				00:02	VLD
			d	03:50	03:50	03:50	13:21	14:42	15:50	16:29	00:03	
			s				**12:50**				**23:52**	
172.06	14.3	**Kalikiri** FOB Km 172/1-0	a	T2	04:06	04:06	13:39			16:45		KCI
			d	04:07	04:07	04:07	13:40	14:57	16:05	16:47	00:19	
			s		**03:50**	**03:50**	**13:10**			**16:40**		
186.36	15.43	**Piler** FOB 186/4-5		T1			**E5**			**T4**		PIL
			a	04:22	04:22	04:22	14:00	15:10	16:18	17:05	00:32	
										12765		
			d	04:24	04:24	04:24	14:02	15:11	16:19	17:08	00:34	
			s	**04:10**	**04:10**	**04:10**	**13:25**	**15:00#**	**15:50#**	**16:53**	**00:20**	
201.79	7.5	**Pulicherla** FOB 201/16-17							**E14 T1**			PCL
			a				14:18		16:50		00:50	
									12765		**57405**	
			d	04:38	04:38	04:38	14:19	15:26	16:55	17:22	00:55	
			s				**13:45**					
209.29	10.72	Mangalampeta (H)	a				14:26					MPT
			d				14:27					
			s				**13:52**					
220.01	7.41	**Damalacheruvu**								E11 T3	E4	DCU
			a				14:37			17:52		
										12731		
			d	04:53	04:53	04:53	14:38	15:41	17:11	17:56	01:14	
			s				**14:05**					
227.42	0	FOB Km 227/2-3 **Pakala Jn**		E9 T8	E9 T8	E9 T8		E14 T11		T7	E5 T18	PAK
			a	**05:18**	**05:18**	**05:18**	**14:47**	**16:15**	**17:20**	**18:13**	**01:45**	
			d	**05:20**	**05:20**	**05:20**	**14:49**	**16:55**	**18:03**	**18:15**	**01:47**	
			s	**04:50**	**04:50**	**04:50**	**14:20**	**16:30**	**17:30**	**18:05**	**01:15**	

 # - Experimental Stoppage

PAKALA-DHARMAVARAM (UP)

Kms. From DMM	Inter Distance in KMS	Train No. / From / To / Types		57405	22716	17247	57403	12765	12769	12731	16340	Stn. Code
				TPTY	MDU	NS	TPTY	TPTY	TPTY	TPTY	NCJ	
				KRYP	KCG	DMM	GTL	AMI	SC	SC	CSMT	
				Pass	Exp	Exp	Pass	Exp	Exp	Exp	EXP	
Days of service at originating station				Daily	Sun	Daily	Daily	Tu,Sat	Mon,Fri	Th,Su	M,Tu,W,F	
Days of service entering into section				Daily	Mon	Daily	Daily	Tu,Sat	Mon,Fri	Th,Su	M,Tu,W,F	
227.42	0	**Pakala Jn** FOB Km 227/2-3	a	00:43	00:30	05:53	07:37	16:30	16:30	17:44	21:10	PAK
			d	00:45	01:00	05:55	07:39	16:32	16:32	17:46	21:40	
			s	00:32	00:40	05:00	07:30	16:20	16:20	17:35	21:25	
220.01	7.41	**Damalacheruvu**	a	00:55			07:49					DCU
				57406								
			d	01:24	01:08	06:04	07:50	16:40	16:40	17:54	21:48	
			s	00:40			07:40					
209.29	10.72	Mangalampeta (H)	a				07:59					MPT
			d				08:00					
			s				07:45					
201.79	7.5	**Pulicherla** FOB 201/16-17	a				08:10			T1		PCL
			d	01:40	01:22	06:18	08:11	16:54	16:54	18:10	22:03	
			s				07:55					
186.36	15.43	**Piler** FOB 186/4-5	a	01:53	01:35	06:32	08:25	17:07	17:07	18:28	22:17	PIL
			d	01:55	01:36	06:33	08:27	17:08	17:08	18:30	22:19	
			s	01:10	01:15#	05:40	08:10	17:00	17:00	18:15	22:00#	
172.06	14.3	**Kalikiri** FOB 172/1-0	a			06:48	08:42	T2	17:22	18:44		KCI
			d	02:08	01:49	06:49	08:44	17:23	17:23	18:45	22:32	
			s			05:55	08:25		17:13	18:30		
151.98	20.08	**Vayalpad** FOB 152 /1-0	a				09:02	T1				VLD
			d	02:23	02:04	07:04	09:03	17:39	17:39	19:01	22:47	
			s				08:45					
144.4	7.58	**Madanapalle Road** FOB Km 144/3-4		T2				T1	T1			MPL
			a	02:33	02:12	07:12	09:13	17:48	17:48	19:10	22:56	
			d	02:35	02:14	07:14	09:15	17:50	17:50	19:12	22:58	
			s	01:45	01:40	06:20	08:55	17:35	17:35	18:55	22:30	
135.51	8.89	**Kurabalakota**	a				09:25					KBA
			d	02:43	02:22	07:22	09:26	17:58	17:58	19:20	23:07	
			s				09:08					
120.42	15.09	**Tummanamgunta**	a				09:39				E6 23:25	TAT
											57406	
			d	02:53	02:32	07:32	09:40	18:08	18:08	19:30	23:30	
			s				09:20					
104.41	16.01	**Mulakalacheruvu** FOB Km 104/3-4						T7	T5			MCU
			a	03:04		07:43	09:52		18:25	19:42		
				12766								
			d	03:08	02:42	07:44	09:54	18:26	18:26	19:44	23:42	
			s	02:25		06:50	09:35		18:05	19:30		
89.24	15.17	**Tanakallu**	a		02:53		10:07	T1				TKU
					07606							
			d	03:19	02:58	07:55	10:08	18:37	18:37	19:55	23:52	
			s				09:47					
81.62	7.62	Nallacheruvu East (H)	a				10:12					NCE
			d				10:13					
			s				09:52					
77.71	3.91	**Nallacheruvu** FOB Km 77/6-7	a	03:27			10:22				E1	NCU
			d	03:28	03:06	08:02	10:23	18:45	18:45	20:03	00:01	
			s	02:45			10:00					
67.15	10.56	**Kadiri** FOB Km 67/2-3				E5					E6	KRY
			a	03:38	03:14	08:15	10:34	18:55	18:55	20:13	00:16	
			d	03:40	03:16	08:17	10:36	18:57	18:57	20:15	00:18	
			s	03:15	03:00	07:40	10:15	18:30	18:30	20:00	23:40	
53.58	13.57	**Kalasamudram** FOB Km 53/6-7	a				10:50					KCM
			d	03:52	03:28	08:30	10:52	19:09	19:09	20:27	00:30	
			s				10:28					
45.34	8.24	Malaka vemala (H)	a				11:00					MVA
			d				11:01					
			s				10:33					
34.91	10.43	**Mudigubba** FOB 34/8-9	a	04:06		08:45	11:10			20:41		MGB
							57404					
			d	04:07	03:40	08:47	11:15	19:21	19:21	20:43	00:42	
			s	03:40		08:20	10:40			20:30		
14.55	20.36	**Chinnekuntapalli**		E7		E7 T20	E8 T3					CCI
			a	04:31			11:43					
			d	04:32	03:55	09:30	11:44	19:35	19:35	20:58	00:56	
			s	04:00			11:00					
0	14.55	Chitravathli river at **Dharmavaram** FOB.(Km. 178/7-8)		E7 T15	E14 T6	T13	E6 T23	E14 T6	E14 T6	E14 T3	E1 T3	DMM
			a	05:10	04:30	10:00	12:30	20:10	20:10	21:30	01:15	
			d	05:15	04:35	...	12:35	20:15	20:15	21:35	01:20	
			s	05:00	04:20		12:00	20:00	20:00	21:20	01:00	

 # - Experimental Stoppage

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YERRAGUNTLA- NANDYAL

SECTIONAL INFORMATION

Total Kilometres	TRACTION	AXLE LOAD
123 Kms	ELECTRIC	20.55 Tonnes

System of Working	Critical Block Section	Details of Line Capacity				
		Section	Chartered Capacity	Effective Capacity	Utilisation	% of utilisation
Absolute Block System	SJMA-NOSM	YA - NDL	20	18	6.1	34

Number of stations	10	Engg. Allowance	List of Notice Stations: HX, YA, NDL
B Class	10	8 mts	HX to issue upto DHNE, NDL,PDMI and vice versa.
Halts	0		NDL/YA to issue caution order for all Trains Towards YA/NDL trains

Sectional Speed Between YA – NDL - YA

YA – NDL	100 Kmph
NDL-YA	100 Kmph

INTER SECTIONAL RUNNING TIME FOR COACHING TRAINS

Dn Direction	Stations	Up Direction
***	Yerraguntla	15
15	Proddatur	16
16	Jammalamadugu	8
8	S.Uppalapadu	8
8	Nossam	17
17	Sanjamala	8
8	Koilakuntla	14
14	Banaganapalli	16
16	Mudduru	15
15	Nandyal	***
117	⟵ **Total BRT** ⟶	**117**

Note:- The BRT Excludes AC/DC Timings

NANDYAL- YERRAGUNTLA (UP)

Kms. From NDL	Inter Distance in Kms	Train No.		17215	77211	17261	Stn Code
				BZA DMM Exp	NDL RU Pass	GNT TPTY Exp	
Days of service From Originating Station				Daily	Daily	Daily	
Days of service entering into Section				Daily	Daily	Daily	
0.00		Nandyal	a	03:35	...	21:40	NDL
			d	03:40	06:30	21:45	
			s	03:20		21:20	
12.00	12.00	Madduru	a		06:46		MADU
			d	03:56	06:47	22:01	
			s		06:45		
30.50	18.50	Banaganapalli	a	04:13	07:04	22:18	BGNP
			d	04:14	07:05	22:19	
			s	03:50	07:02	21:55	
44.30	13.80	Koilakuntla	a	04:30	07:20	T7 22:42	KLKA
			d	04:31	07:21	17216 22:46	
		FOB 44/4-5	s	04:05	07:17	22:10#	
51.70	07.40	Sanjamala	a		07:32		SJMA
			d	04:40	07:33	22:55	
			s		07:27		
75.80	24.10	Nosam	a		07:52		NOSM
			d	04:58	07:53	23:12	
		FOB 75/15-16	s		07:45		
84.20	08.40	S.Uppalapadu	a		08:03		SUPP
			d	05:06	08:04	23:20	
			s		07:53		
90.85	06.65	Jammala Madugu	a	05:15	08:14	23:30	JMDG
			d	05:16	08:15	23:32	
		FOB 90/18-19	s	04:45	08:00	23:00#	
108.80	17.95	Proddaturu	a	05:33	08:31	23:50	PRDT
			d	05:34	08:33	23:52	
		FOB 108/18-19	s	05:00	08:15	23:20	
123.00	14.20	Yerraguntla		E8	E8 T2	E8 T8	YA
		FOB 298/36-38	a	06:00	08:58	00:26	
		FOB 299/8-9	d	06:25	09:00	00:28	
			s	06:00	08:30	23:45	

 # - Experimental Stoppage

Yerraguntla - Nandyal (DN)

Kms. From NDL	Inter Distaces in kms	Train No. / From / To / Types		77212	17216	17262	Stn code
				RU	DMM	TPTY	
				NDL	BZA	GNT	
				Pass	Exp	Exp	
Days of service From Originating Station				Daily	Daily	Daily	
Days of service entering into Section				Daily	Daily	Daily	
		Yerraguntla	a	17:48	**20:50**	**22:38**	
123.00		FOB 298/36-38	d	17:50	**21:25**	**22:40**	**YA**
	14.20	FOB 299/8-9	s	**17:35**	**21:05**	**22:15**	
			a	18:07	21:42	22:57	
108.80		**Proddaturu**	d	18:08	21:43	22:59	**PRDT**
	17.95	FOB 108/18-19	s	**17:55**	**21:22**	**22:35**	
						T8	
			a	18:26	22:01	23:25	
						17261	**JMDG**
90.85		**Jemmala Madugu**	d	18:27	22:02	23:32	
	6.65	FOB 90/18-19	s	**18:10**	**21:40**	**23:00#**	
			a	18:37			
84.20		**S.Uppalapadu**	d	18:38	22:11	23:40	**SUPP**
			s	**18:20**			
	08.40		a	18:48			
75.80		**Nosam**	d	18:49	22:19	23:48	**NOSM**
		FOB 75/15-16	s	**18:30**			
	24.10		a	19:08			
51.70		**Sanjamala**	d	19:09	22:35	00:05	**SJMA**
			s	**18:50**			
	07.40		a	19:19	22:44	00:15	
44.30		**Koilakuntla**	d	19:20	22:45	00:17	**KLKA**
		FOB 44/4-5	s	**19:00**	**22:25**	**23:50#**	
	13.80		a	19:36	23:01	00:34	
30.50		**Banaganapalli**	d	19:37	23:02	00:35	**BGNP**
			s	**19:15**	**22:40**	**00:05**	
	18.50		a	19:55			
		Madduru					**MADU**
12.00			d	19:56	23:18	00:53	
			s	**19:40**			
	12.00	**Nandyal**		E8 T42	E8 T8	E8 T41	
0.00			**a**	**21:35**	**23:50**	**02:00**	**NDL**
			d	**...**	**23:55**	**02:05**	
			s		**23:35**	**01:35**	

 # - Experimental Stoppage

Integrated blocks							
S.No	Section	Direction	Between trains		Maintenance Slot	Duration	Repercussion's
1	WADI-RC-WADI	UP	17418	22533	**13.30-16.30**	3 Hrs.	Nil
		DN	16382	17417	**12.30-15.30**	3 Hrs.	Nil
2	GTL-RC-GTL	UP	17418	22533	**15.00-18.00**	3 Hrs.	Nil
		DN	16382	17417	**10.15-13-15**	3 Hrs.	Nil
3	GTL-GY-GTL	UP	17418	17420	**17.15-20.15**	3 Hrs.	Nil
		DN	16382	17417	**09.30-12.30**	3 Hrs.	T. No-77214 To be Diverted Via KLU- GPU-GTL
4	GY-YA-GY	UP	17418	16353	**19.15-21.15**	3 Hrs.	Nil
		DN	12790	22160	**15.30-18.30**	3 Hrs.	Nil
5	YA-NRE-YA	UP	17418	16353	**19.45-22.45**	3 Hrs.	Nil
		DN	12790	22160	**14.00-17.00**	3 Hrs.	Regulated by 120" or During the block,77211 will have to short terminate at HX/NRE, and 77212 will originate as a short originating service from NRE/HX.
6	NRE-RU-NRE	UP	17418	16353	**21.00-00.00**	3 Hrs.	Nil
		DN	12790	22160	**12:45-15:45**	3 Hrs.	During the block,77211 will have to short terminate at HX/NRE, and 77212 will originate as a short originating service from NRE/HX.
7	RU-GDR-RU	UP	67203	22817	**14.40-17.40**	3 Hrs.	Nil
		DN	17229	16112	**01.15-04.15**	3 Hrs.	Nil
8	RU-TPTY-RU	UP	22871	6753	**08.15-11.15**	3 Hrs.	T.no.-16057 MAS-TPTY Short terminated at RU, And Originating to be changed for T no. 16057 as RU
		DN	16354	16111	**01.10-04.10**	3 Hrs.	Nil
9	TPTY-PAK-TPTY	S/L	17248	12835	**18.30-21.30**	3 Hrs.	1) T. No 67209 and Pairing Rake 67206To be canceled 2) Except Wednesday or T.no-12868 To be Diverted Via KPD-MLPM-RU 3) 12835+18637+12889 To Be Regulated for 15 Mints

Integrated blocks

S.No	Section	Direction	Between trains		Maintenance Slot	Duration	Repercussion's
10	PAK-KPD-PAK	S/L	67205	22618	**09.30-12.30**	3 Hrs.	1) T.no 16733 On Saturday to be Diverted via KPD-MLPM-RU 2) T. No- 22616& 22618 short Terminated at KPD Or to be Regulated For 75 mints. At KPD 3) T.no 22615 & 22617 Short Originating at KPD. Or to be Rescheduled by 90 Mints at TPTY 4) 67207 Passengers to be regulated for 45 Mints. 5) 67205 Passenger and pairing rake to be canceled during block.
11	DMM-KRY-DMM	S/L	17248	12765	**15.00-18.00**	3 Hrs.	Nil
12	KRY-MPL-KRY	S/L	17247	57404	**07.30-09.30**	3 Hrs.	Nil
13	PAK-MPL-PAK	S/L	57406	57404	**08.00-11.00**	3 Hrs.	Nil
14	GY-KLU-GY	UP	16613	12975	**12.45-15.45**	3 Hrs.	
		DN	12648	22831	**16.00-19.00**	3 Hrs.	T. No 77213 To be Diverted Via GPU
15	GTL-KLU-GTL	UP	--	57403	**11.00-14.00**	3 Hrs.	
		DN	11013	--	**13.45-16.45**	3 Hrs.	
16	DMM-KLU-DMM	UP	57405	57403	**12.45-15.45**	3 Hrs.	T.No-19567 to be regulated for 40" at DMM on Monday Only.
		DN	11013	77213	**14.45-17.45**	3 Hrs.	Except Thursday or T. No-12648 To be Regulated/Rescheduled for 105 "During Block.
17	GTL-BAY-GTL	UP	22688	57401	**10.00-13.00**	3 Hrs.	Nil
		DN	17313	57402	**02.45-05.45**	3 Hrs.	Nil
18	GTL-MLGT-GTL (SBD Line)	S/L	17022	17329	**21.00-00.00**	3 Hrs.	Nil
19	GTL-MLGT-GTL (NBD Line)	S/L	17604		**23.00-02.00**	3 Hrs.	Nil
20	MLGT-PDL-MLGT	UP	17330	17603	**23.30-02.30**	3 Hrs.	Nil
		DN	17604	17329	**23.00-02.00**	3 Hrs.	Nil
21	DHNE-PDL-DHNE	UP	12708	57412	**15.30-18.30**	3 Hrs.	Except Thursday
		DN	57411	22832	**07.30-10.30**	3 Hrs.	Nil
22	DHNE-PNM-DHNE	UP	17253	22831	**13.30-16.30**	3 Hrs.	Nil
		DN	17227	22832	**08.00-11.00**	3 Hrs.	Nil
23	PNM-NDL-PNM	S/L	17227	22883	**08.20-11.20**	3 Hrs.	Nil
24	YA-NDL-YA	S/L			**10.00-13.00**	3 Hrs.	Nil

⇨ ***In case of operational exigencies like late running of scheduled Express/ Passenger trains, accidents, bunching of trains in a particular section, etc., Sr. DOM/DOM will modify the block timings to minimize detention to trains.***

Permanent Speed Restrictions

1. The following restrictions in the speed of trains and engines will be observed.

2. Cancellations additions and alterations will be notified from time to time by Chief Engineer in the fortnightly Gazette.

3.For temporary speed restrictions the fortnightly restriction Notices issued by the division should be followed.

S No	Between stations	Kilometre	SR	Brief Reasons
		WD - GY		
1	WD passenger yard while negotiate the		15	1 in 8 . 5 X-over and termination junction
2	WD Goods yard		10	Multiple X - over termination Jn.
3	NW - TGDE	650/11- 649/27	110	Sharp 2.06° Curve
4	TGDE-YG	637/19 – 636/15	110	Vulnerable Trespassing Location
5	YG - LGRE	631/25-626/5	110	Weak Formation
6	YG - LGRE	626/3-625/7	110	Vulnerable Trespassing Location
7	KSN Yard	589/1-588/33	110	Sharp 1.9° Curve & Vulnerable Trespassing Location
8	KSN-YDLP	588/19-586/37	80	LWR on PSC Girder Bridge No.1123
9	CK Yard	580/3-579/39	75	Points & Crossings Laid in Transition Portion
10	RC yard	564/27-564/7	100	Reverse Curve without Straight and Inadequate Transition
11	RC Yard Main Line	563/27-563/1	50	Series of Points & Crossings laid in Transition Portion. Pt.No. 36B & 40B
12	RC - MRC	562/25-562/17	110	Sharp 1.7° Curve
13	RC – MRC - MTU	555/1-550/31	110	Weak Formation
14	MRC-MTU-MALM	548/1-544/33	110	Weak Formation
15	MTU - MALM	537/25-536/11	80	LWR on PSC Girder Bridge No. 1017
16	MTU - MALM	535/41 - 535/31	120	Sharp 1.5° Curve
17	EGU-KO	524/23-523-23	100	Trespaassing
18	KGL - ESV	503/1-501/1	110	Weak Formation
19	AD Yard	495/1-494/27	110	Due to inadequate Transition at Adoni Yard & Adjacent Vulnerable Trespassing Location
20	AD - NRR	492/1-489/31	110	Weak Formation
21	NRR - ASP	484/17-475/23	110	Weak Formation
22	ASP - MGV	476/1-473/33	110	Weak Formation
23	MGV - NMLU	465/1-461/33	110	Weak Formation
24	NLA-GTL	445/29-445/5	110	Sharp 2.0° Curve
25	GTL Yard	443/63-442/13	15	Series of Points & Crossings laid on 3 Degree Curve
26	PLU - GY	416/1-415/35	110	Due to inadequate Transition
27	GY Yard	415/7-413/31	30	Major Junction station platform line with multiple crossovers.
		GY - WD		
1	GY Yard	415/29-412/11	15	All Other Yard Lines and Turnouts
2	GY yard	413/32-415/8	30	Due to sharp non-transitioned reverse curves along the platform and negotiation of Point No.138B
3	GY Yard	412/12-415/28	15	All Other Yard Lines and Turnouts
4	GTL Yard	442/10-443/58	15	Series of Points & Crossings laid on 3 Degree Curve
5	GTL- NLA	444/52-445/30	110	Sharp 2.0° Curve
6	NMLU–MGV-ASP	462/36-465/2	110	Weak Formation
7	ASP-NRR	473/32-476/2	110	Weak Formation

Permanent Speed Restrictions

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S No	Between stations	Kilometre	SR	Brief Reasons
8	AD Yard	494/10-495/2	90	Inadequate Transition at Adoni yard
9	KO-EGU	523/26-524/26	100	Trespassing
10	MALM - MTU	535/34-535/42	110	Inadequate Transition and Super Elevation
11	MALM - MTU	536/12-537/24	80	LWR on PSC Girder Bridge No. 1017
12	MALM–MTU-MRC	545/36-548/2	110	Weak Formation
13	MTU – MRC	548/32-550/2	110	Weak Formation
14	MTU – MRC	550/32-552/2	110	Weak Formation
15	MTU – MRC - RC	552/32-555/2	110	Weak Formation
16	RC Yard DN Main line	562/32-563/28	75	Series of Points & Crossings laid in Transition Portion. Pt.No. 42B, 35A & 42A
17	RC yard DN main line	563/40-563/42	-----	EMU & BCNHL trains are not permitted on DN main line due to SOD Infigement of FOB
18	RC Yard	564/10-564/18	75	Sharp 2.2° Curve in Raichur yard , P&C laid on Transition,
19	RC - YS	568/2-569/18	110	Weak Formation
20	CK Yard	579/40-580/4	75	Points & Crossing Laid in Transition Portion
21	CK - YDLP	581/26-582/20	110	Weak Formation
22	YDLP - KSN	586/34-587/2	110	Reverse Curve without Straight
23	YDLP-KSN	587/2-588/4	80	LWR on PSC Girder Bridge No.1123
24	KSN Yard	588/34-589/2	120	Sharp 1.9° Curve
25	KSN Yard	589/4-589/48	100	Due to Inadequate cant & Inadequate clearance of water Hydrants at KSN Bridge.
26	KSN - CGTA	593/32-596/2	110	Weak Formation
27	KSN - CGTA	596/16 – 597/24	110	Vulnerable Trespassing Location
28	LGRE - YG	625/8 – 626/4	110	Vulnerable Trespassing Location
29	YG – TGDE	633/16-634/08	110	Weak Formation
30	TGDE - NW	642/34-643/32	120	Sharp 2.0° Curve
31	TGDE - NW	649/14-650/12	120	1.72° & 1.75° Reverse Curve without Straight
32	NW yard	657/6-657/20	120	Sharp 1.72° Curve
33	NW – WD	664/18-666/14	110	Weak Formation
34	NW - WD	667/04-668/04	110	Weak Formation
35	NW - WD	668/10-668/38	120	Sharp 1.68° Curve
37	WD passenger yard whil negotiate the turnout from main line to		15	1 in8.5 X over and terminatioon JN
38	WD Goods yard		10	Multiple X -over termination Jn.
		RU - GY		
1	Renigunta yard	134/2-135/42	15	To negotiate a series of turnouts in the yard.
2	RU-MRM	148/18-148/20	75	Point on transition curve
3	SF-KOU	172/36-173/24	110	Inadequate SE on girder Br.no.251
4	KOU Yard	175/26-176/4	110	Vulnerable tresspassing location
5	KOU-ANE	177/24-178/4	110	Vulnerable tresspassing location
6	PMT yard	199/16-199/42	80	Point on transition curve

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7	PMT-RJP	207/22-208/34	110	Vulnerable tresspassing location
8	RJP-HAQ	210/4-12	110	Vulnerable tresspassing location
9	HAQ-NRE	218/2-218/52	80	LWR track on Br.no.393.
10	NRE Yard	221/16-18	90	Inadequate Transition on approach of Point No.22A in NRE Yard
11	MMPL-VNM	229/14-22	90	Due to inadequate SE over Girder Bridge No. 426
12	BKPT – KNLP	247/4-248/8	110	Due to inadequate transition
13	KNLP – HX	251/12-251/34	120	Due to inadequate transition
14	HX-KPU	261/2-265/4	110	Vulnerable tresspassing location
15	KPU-GPY	273/30-32	110	Vulnerable tresspassing location
16	KPU-GPY	275/8-12	110	Vulnerable tresspassing location
17	GPY-KKM	281/10-281/30	120	Due to 2.0 degree curve with inadequate SE.
18	GPY-KKM	281/32-282/22	80	LWR track on Br.no.579.
19	YA-KMH	302/32-305/2	110	Due to unstable formation
20	MOO yard M/L	315/18-315/22	80	Points and Crossings on transition curve
21	KDP yard	338/32-339/42	75	Points & X-ing taking off from 2.11 degree curve
22	KDP-RLL	341/6-341/32	80	LWR Track on bridge no.688
23	KDP-RLL	344/8-345/8	110	Vulnerable tresspassing location
24	RLL-VRN	345/38-348/2	110	Due to unstable formation
25	CLPE-TU	365/6-366/6	110	Due to unstable formation
26	TU-KMQA-JUR	367/44-375/20	110	Due to unstable formation
27	KMQA - JUR	376/16-377/14	120	Due to Sharp 1.75 Degree Curve
28	JUR-VML	382/30-386/4	110	Due to unstable formation
29	RLO-JKO	396/10-397/10	110	Due to unstable formation
30	JKO Yard	402/2-402/8	90	Point and Crossings 13B on a transition portion of Curve No.12
31	GY yard	413/32-415/8	30	Due to sharp non-transitioned reverse curves along the platform and negotiation of Point No.138B
32	GY yard	412/12-415/28	15	All other yard lines and turnouts
33	GY Yard	415/7-413/31	30	Major Junction station platform line with multiple crossovers.
		GY - RU		
1	GY Yard	415/29-412/11	15	All other yard lines and turnouts
2	GY Yard	412/27-412/19	75	Due to Point No.10A in transition portion of curve.
3	JKO Yard	402/5-401/33	90	Point and Crossings 11A & 12B on transition portion of Curve no.25
4	JKO-RLO	397/9-396/9	110	Due to unstable formation
5	RLO-VML-JUR	386/1-382/1	110	Due to unstable formation
6	JUR – KMQA	377/11-376/13	120	Due to 1.75 Degree Curve
7	JUR-KMQA-TU	373/1-368/1	110	Due to unstable formation
8	TU-CLPE-VRN	361/1-358/1	110	Due to unstable formation

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9	VRN-RLL	353/5-352/5	110	Due to unstable formation
10	VRN-RLL-KDP	348/1-346/1	110	Due to unstable formation
11	RLL-KDP	345/7-344/7	110	Vulnerable tresspassing location
12	RLL-KDP	341/31-341/5	80	LWR Track on Br.no.688.
13	KDP yard	341/3 - 338/33	90	Point on 2 degree curve
14	MOO yard	315/19-17	80	Point on transition curve
15	KMH -YA	304/1-303/1	110	Due to unstable formation
16	YA-YGD-KKM	298/1-290/1	90	Due to unstable formation
17	YGD – KKM	290/1-289/45	110	Due to inadequate Transition
18	YGD – KKM	289/23-288/13	110	Due to inadequate Transition
19	KKM-GPY	282/21-281/29	80	LWR Track on Br.no.579.
20	KKM-GPY	281/29-281/3	120	Due to 2.0 degree curve with inadequate SE on Curve No. 23 UP
21	GPY-KPU	275/11-7	110	Vulnerable tresspassing location
22	GPY-KPU	273/31-29	110	Vulnerable tresspassing location
23	KPU-HX	265/3-261/1	110	Vulnerable tresspassing location
24	HX Yard	260/29-258/31	110	Due to inadequate Transition
25	HX-KNLP	251/33-251/31	80	Inadequate SE Over Slab Bridge no.489
26	KNLP-BKPT	250/35-245/23	90	Steep descending grade (Passenger train only)
27	KNLP-BKPT	250/35-245/23	50	Continous falling Gradient of 1 in 100 (Goods trains Only)
28	MMPL Yard	226/11-9	80	Point laid on Transition
29	NRE-HAQ	218/51 - 218/1	80	LWR track on Br.no.393.
30	HAQ-RJP	210/11-3	110	Vulnerable tresspassing location
31	RJP-PMT	208/33-207/21	110	Vulnerable tresspassing location
32	PMT YARD	199/43A-199/19	80	Point laid on Transition
33	ANE-KOU	178/3-177/23	110	Vulnerable tresspassing location
34	KOU Yard	176/3-175/25	110	Vulnerable tresspassing location
35	BLPE-MRM	157/13-156/1	60 (Pass)	Due continuous falling gradient steeper than 1 in 100 (1 in 60)
36	BLPE-MRM	157/13-156/1	40 (Goods)	Due continuous falling gradient steeper than 1 in 100 (1 in 60)/ for Goods trains Only
37	BLPE-MRM-RU	150-148	40	BOX-N Goods with Mus(59+1)(Mech.)
38	MRM Yard	149/9-7	110	Due to KL point on UP M/L
39	MRM M/L	148/17-13	80	Points and crossing taking off from transition portion of curve.
40	MRM-RU	147/0-138/0	30	For general goods train, for loaded BOX-N. Empty four wheeler and CRTs due to continuous falling gradient 1 in 100)
41	MRM-RU	138/25-138/23	50	steep falling gradient on road approach
42	Renigunta yard	135/41-134/3	15	To negotiate a series of turnouts in the yard.
		TPTY - GDR		
1	TPTY Yard	93/20-91/44	15	Due to series of turnouts
2	TPTY-TNCR	91/28-91/10	60	Due to sharper 4 degree curve

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3	TCNR - RU	84/42-84/18	60	Due to sharper 4 degree curve
4	RU Yard	84/4-82/4	15	To negotiate a series of turnouts in the yard. Including cross over point.
5	RU-YPD	81/24-81/10	90	Due to 2.88 degree curve.
6	MRM-YPD (RU Bye pass)	BP/2-43	30	Negotiation of Point at entry and exit of By pass
7	YPD-RCG	73/4-72/26	90	Due to 3 degree curve.
8	RCG-KHT	61/28-61/4	100	Due to 2.73 degree curve.
9	KHT-YLK	59/36-59/2	75	Due to 4 degree curve.
10	KHT-YLK	57/18-57/2	100	Due to 2.3 degree curve
11	KHT-YLK	56/32-55/18	90	Due to 3.55 degree & 3.15 degree curves.
12	KHT-YLK	53/40 - 52/16	100	Due to reverse curves of 2.6 degree and 2.2 degree.
13	VKI-NDZ	34/32-34/8	100	Due to 2.73 degree curve.
14	NDZ-VDD	20/18-19/42	100	Due to 2.2 degree curve.
15	VDD-KQA	13/30-12/18	90	Due to 3 degree reverse curve.
16	VDD-KQA	11/32-11/10	90	Due to 3 degree curve.
17	KQA-GDR	9/16-8/20	80	Due to 3 degree curve.
18	GDR YARD	**135/06-21**	15	Series of points and crossings on curve
		GDR - TPTY		
1	GDR YARD	135/21-05	15	Series of points and crossings on curve
2	GDR-KQA	8/17-9/15	80	SE restricted due to cross over Point on 2.73 degree Curve
3	KQA-VDD	11/9-11/33	100	Due to 2.66 degree curve.
4	KQA-VDD	12/17-13/29	90	Due to 3 degree reverse curve.
5	NDZ-VKI	34/7-34/31	90	Due to 3 degree curve.
6	YLK-KHT	52/17-52/43	90	Due to 3.15 degree curve.
7	YLK-KHT	53/19-54/1	100	Due to 2.1 degree curve.
8	YLK-KHT	55/15-56/37	90	Due to 3.36 & 3.15 Degree Curve
9	YLK-KHT	59/1-59/37	75	Due to 4 degree curve.
10	KHT-RCG	61/7-61/31	90	Due to 3 degree curve.
11	RCG-YPD	72/27-73/5	90	Due to 2.73 degree curve.
12	YPD-MRM (RU Bye pass)	BP/43-2	15	Negotiation of more than one point at entry and exit of By pass.
13	RU Yard	82/3-84/3	15	To negotiate a series of turnouts in the yard. Including cross over point.
14	RU - TCNR	84/17 - 84/41	60	Due to sharper 4 degree curve
15	TCNR-TPTY	91/9-91/25	60	Due to sharper 4 degree curve
16	TPTY Yard	91/43-93/21	15	Due to series of turnouts.
		DMM - GY		
1	NGM-DMM	177/12-177/56	30	6° degree appraoch curve to DMM Yard
2	NGM-DMM	177/13-177/55	30	Multiple Points & Crossing taking off from 6° curve
3	DMM yard	177/0-177/13	50	Standard-I interlocking

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4	DMM yard	177/55-180/13	30	Rd-01 and Rd-02 due to negotiation of Single Cross over
5	DMM yard	177/55-180/13	15	Rd-3, 4, 5, 6, 7 & 8 due to negotiation of multiple cross ovrers.
6	DMM yard	180/13-180/25	50	Standard I interlocking
7	DMM-CCA	180/25-181/29	120	2 degree Curve
8	DMM-CCA	182/15-35	120	1.5 degree curve. Due to SR of 120kmph on more than 1 degree curves for WAP-7 only
9	ZPL-PSPY	202/07-203/37	120	1.5 degree curve. Due to SR of 120kmph on more than 1 degree curves for WAP-7 only
10	PSPY-ATP	210/23-211/07	120	due to 2 degree sharper Curve
11	PSPY-ATP	211/41-45	110	Trespassing location
12	ATP-TAC	213/7-214/03	110	Due to 2.50 degree Curves
13	ATP-TAC	214/17-214/21	110	Due to Trespassing location
14	ATP-TAC	215/08-215/39	110	Due to 2.50 degree Curves
15	TAC Yard	218/30-218/38	90	Insufficient cant due to Points & Crossings taking off from 2° curve
16	TAC-GDE	220/21-221/05	120	due to 2 degree curve
17	TAC-GDE	223/33-224/41	120	due to 2°Curve.
18	TAC-GDE	226/25-227/11	120	1.5 degree curve. Due to SR of 120kmph on more than 1 degree curves for WAP-7 only
19	GDE-KLU	231/31-232/25	120	due to 2 degree curve
20	GDE - KLU	238/17-239/03	90	2° curve with insufficient cant due to emergency cross over 21B point taking off from UP M/L in contrary at KLU Yard.
21	GDE - KLU	239/03-239/09	110	Trespassing location
22	GDE - KLU	240/19-240/27	110	due to insufficient Tr.L on reverse curves (KLU yard approach)
23	KLU-PMD	241/15-242/19	110	due to 2.5º curve
24	KLU-PMD	243/29-244/45A	120	1.75 degree curve. Due to SR of 120kmph on more than 1 degree curves for WAP-7 only
25	PMD-TKPY	251/05-251/19	120	due to 2 degree curve
26	TKPY-GY	262/15-262/19	110	Trespassing location
27	TKPY-GY	263/07-263/13	110	Trespassing location
28	TKPY-GY	263/13-264/17	120	2° curve
29	TKPY-GY	264/31-265/3	120	2° curve
30	TKPY - GY	265/25-266/1	80	3.55 degree curve
31	TKPY - GY	266/7-266/45	50	6 degree approach curve to GYJn.
32	GY yard	413/32-415/8	30	Due to sharp non-transitioned reverse curves along the platform and negotiation of Point No.138B
33	GY Yard	412/12-415/28	15	All other yard lines and turnouts
34	GY Yard	415/7-413/31	30	Major Junction station platform line with multiple crossovers.
		GY - DMM		
1	GY Yard	415/28-412/12	15	All other yard lines and turnouts
2	GY Yard	266/60-48	30	Due to Negotiation of single Cross overs

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3	GY-TKPY	266/44-266/08	50	6°approach curve to GY Jn
4	GY-TKPY	266/02-265/26	60	5°approach curve to GY Jn
5	GY-TKPY	265/04-263/14	120	Series of 2° curves
6	GY-TKPY	263/12-262/16	110	Series of 2.5° curves & Trespassing location
7	TKPY-PMD	251/22-251/6	120	Due to 2° curve
8	PMD-KLU	244/46-243/30	120	1.43 degree curve. Due to SR of 120kmph on more than 1 degree curves for WAP-7 only
9	PMD-KLU	242/20-241/08	90	Insufficient Cant on 2.5 degree curve.(Girder bridge location)
10	KLU-GDE	239/08-238/40	110	Trespassing location
11	KLU-GDE	238/40-28	90	2° curve with insufficient cant due to emergency cross over (21B point(KLU) taking off from UP main line in contrary)
12	KLU-GDE	232/28-02	120	1.71 degree curve. Due to SR of 120kmph on more than 1 degree curves for WAP-7 only
13	KLU-GDE	229/12-229/04	120	1.29 degree curve. Due to SR of 120kmph on more than 1 degree curves for WAP-7 only
14	GDE Yard	228/46-228/44	75	Point No.20A on Curve transition.
15	GDE-TAC	227/10-226/26	120	2 degree curve
16	GDE-TAC	224/42-223/30	120	2 degree curve
17	GDE-TAC	221/6-220/18	120	2 degree curve
18	TAC Yard	219/2-218/16	90	Points & Crossings takeoff from 2 Deg curve on point no 13B(1 in 12)
19	TAC-ATP	215/44-213/08	110	Series of 2.5° curves
20	ATP-PSPY	211/24-22	110	Trespassing location
21	ATP-PSPY	211/10-210/18	120	Due to 2° curve
22	PSPY-ZPL	203/36-202/10	120	Series of 2° & 1.82° curves
23	CCA-DMM	182/32-16	120	Due to 2° curve
24	CCA-DMM	181/28-180/26	100	2 Degree curve insufficient cant on bridge no.111
25	DMM yard	180/26-180/12	50	Standard I interlocking
26	DMM yard	180/12-178/4	30	Rd-01 and Rd-02 due to Single Cross over
27	DMM yard	180/12-178/4	15	Rd-3, 4, 5, 6, 7 & 8 due to negotiation of multiple cross ovrers.
28	DMM-YARD	177/56-177/12	30	Points & Crossing taking off from 6° curve
29	DMM-YARD	177/12-0	50	Standard interlocking
30	DMM-BSPL	177/55-177/13	30	Points & Crossing taking off from 6° curve
		DMM - PAK		
1	DMM-CCI	DMM/3015-00/04	30	Due to sharp 5.50° Curve
2	DMM-CCI	01/08-01/15	105	Due to 2.73 degree sharp curve
3	DMM-CCI	06/4-06/21	105	Due to 2.73 degree sharp curve
4	DMM-CCI	07/5-07/17	105	Due to 2.73 degree sharp curve
5	DMM-CCI	10/01-11/10	105	Due to 2.73 degree sharp curve

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6	CCI-MGB	27/11-28/07	105	Due to 2.73 degree sharp curve
7	CCI-MGB	30/11-31/01	105	Due to 2.73 degree sharp curve
8	MGB-KCM	35/12-36/04	105	Due to 2.73 degree sharp curve
9	MGB-KCM	38/05-38/14	105	Due to 2.73 degree sharp curve
10	MGB-KCM	42/19-43/10	105	Due to 2.73 degree sharp curve
11	TKU Yard	88/08-88/18	90	Points and Crossing taking off from 2° curve.
12	MCU-TAT	112/05-112/17	105	Due to 2.73 degree sharp curve
13	MCU-TAT	113/21-114/07	105	Due to 2.73 degree sharp curve
14	MCU-TAT	115/02-116/14	105	Due to 2.73 degree sharp curve
15	MCU-TAT	118/12-119/17	105	Due to 2.73 degree sharp curve
16	TAT-KBA	123/02-124/18	105	Due to 2.73 degree sharp curve
17	TAT-KBA	125/1-125/26	80	Sharper 4° Curve
18	TAT-KBA	128/02-128/16	105	Due to 2.73 degree sharp curve
19	TAT-KBA	130/01-132/1	105	Due to 2.73 degree sharp curve
20	TAT-KBA	132/1-11	100	Sharper 3° Curve
21	TAT-KBA	134/02-25	100	Sharper 3° Curve
22	KBA-MPL	140/05-140/18	105	Due to 2.73 degree sharp curve
23	MPL Yard	144/11-145/15	90	Points and Crossing taking off from 2° curve.
24	MPL-VLD	150/12-151/3	100	Sharper 3° Curve
25	VLD Yard	151/4-152/18	90	Points and Crossing taking off from 2° curve.
26	VLD - KCI	152/18-153/1	85	Sharper 4° Curve
27	VLD - KCI	153/11-154/2	100	Sharper 2.85° Curve
28	VLD - KCI	155/5-20	100	Sharper 2.85° Curve
29	VLD - KCI	159/01-160/11	85	Sharper 4° Curve
30	VLD - KCI	162/5-163/10	85	Sharper 4° "S" Curve
31	VLD - KCI	163/11-26	100	Sharper 3° Curve
32	KCI Yard	172/7-172/13	90	Points and Crossing taking off from 2° curve.
33	KCI-PIL	180/11-19	105	Sharper 2.73° Curve
34	KCI-PIL	181/4-15	105	Sharper 2.73° Curve
35	KCI-PIL	182/17-183/9	105	Sharper 2.73° Curve
36	KCI-PIL	184/8-23	100	Sharper 3° Curve
37	KCI-PIL	185/4-22	80	Sharper 4.6° Curve
38	PIL Yard	186/7-25	90	Sharper 2.75° Curve
39	PILYard	186/26-187/22	75	Points and Crossing taking off from 2.75° curve.
40	PIL-PCL	188/1-16	105	Sharper 2.73° Curve
41	PIL-PCL	190/18-191/15	100	Sharper 3° Curve
42	PIL-PCL	193/3-23	100	Sharper 3° Curve
43	PCL-DCU	203/11-24	90	Sharper 3.71° Curve
44	PCL-DCU	203/24-206/9	105	Sharper 2.75° Curve

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45	PCL-DCU	206/16-207/20	75	Sharper 5° Curve
46	PCL-DCU	212/9-214/7	100	Sharper 2.75° Curve
		PAK - DMM		
1	DCU - PCL	214/7-212/9	100	Sharper 2.75° Curve
2	DCU - PCL	207/20-206/16	75	Sharper 5° Curve
3	DCU - PCL	206/9-203/24	105	Sharper 2.75° Curve
4	DCU - PCL	203/24-11	90	Sharper 3.71° Curve
5	PCL - PIL	193/23-3	100	Sharper 3° Curve
6	PCL - PIL	191/15-190/18	100	Sharper 3° Curve
7	PCL - PIL	188/16-1	105	Sharper 2.73° Curve
8	PIL Yard	187/22-186/26	75	Points and Crossing taking off from curve.
9	**PIL Yard**	186/25-7	90	Sharper 2.75° Curve
10	PIL - KCI	185/22-4	80	Sharper 4.6° Curve
11	PIL - KCI	184/23-8	100	Sharper 3° Curve
12	PIL - KCI	183/9-182/17	105	Sharper 2.73° Curve
13	PIL - KCI	181/15-4	105	Sharper 2.73° Curve
14	PIL - KCI	180/19-11	105	Sharper 2.73° Curve
15	KCI Yard	172/13-172/07	90	Points and Crossing taking off from 2° curve.
16	KCI - VLD	163/26-11	100	Sharper 3° Curve
17	KCI - VLD	163/10-162/5	85	Sharper 4° "S" Curve
18	KCI - VLD	160/11-159/01	85	Sharper 4° Curve
19	KCI - VLD	155/20-05	100	Sharper 2.85° Curve
20	KCI - VLD	154/2-153/11	100	Sharper 2.85° Curve
21	KCI - VLD	153/1-152/18	85	Sharper 4° Curve
22	VLD Yard	152/18-4	90	Points and Crossing taking off from 2° curve.
23	VLD - MPL	151/3-150/12	100	Sharper 3° Curve
24	MPL Yard	145/15-144/11	90	Points and Crossing taking off from 2° curve.
25	KBA-MPL	140/18-140/05	105	Sharper 2.73 ° Curve
26	KBA - TAT	134/25-2	100	Sharper 3° Curve
27	KBA - TAT	132/11-1	100	Sharper 3° Curve
28	KBA - TAT	132/1-130/01	105	Sharper 2.73 ° Curve
29	KBA - TAT	128/16-128/02	105	Sharper 2.73 ° Curve
30	KBA - TAT	125/26-125/1	85	Sharper 4° Curve
31	KBA-TAT	124/18-123/02	105	Sharper 2.73 ° Curve
32	TAT-MCU	119/17-118/12	105	Sharper 2.73 ° Curve
33	TAT-MCU	116/14-115/02	105	Sharper 2.73 ° Curve
34	TAT-MCU	114/07-113/21	105	Sharper 2.73 ° Curve
35	TAT-MCU	112/17-112/05	105	Sharper 2.73 ° Curve
36	TKU Yard	88/18-88/08	90	Points and Crossing taking off from curve.
37	KCM-MGB	43/10-42/19	105	Sharper 2.73 ° Curve
38	KCM-MGB	38/14-38/05	105	Sharper 2.73 ° Curve
39	KCM-MGB	36/04-35/12	105	Sharper 2.73 ° Curve

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S No	Between stations	Kilometre	SR	Brief Reasons
40	MGB-CCI	31/01-30/11	105	Sharper 2.73 ° Curve
41	MGB-CCI	28/07-27/11	105	Sharper 2.73 ° Curve
42	CCI-DMM	11/10-10/01	105	Sharper 2.73 ° Curve
43	CCI-DMM	07/17-07/05	105	Sharper 2.73 ° Curve
44	CCI-DMM	06/21-06/04	105	Sharper 2.73 ° Curve
45	CCI-DMM	01/15-01/18	105	Sharper 2.73 ° Curve
46	CCI-DMM	00/04-DMM/3015	30	Due to sharp 5.50° Curve
		GTL - KLU		
1	GTL Yard	279/26-278/36	15	Entry into GTL Yard due to sharp curve of 5.5 degree Curve
2	GTL-GPU	270/6-269/42	90	Due to sharp curve of 3 Degree
3	GPU Yard	268/36-268/2	90	P & C takeoff on Transition at GPU Yard
4	GPU-VPL	263/42-262/36	75	Due to sharp curve of 3.89°
5	GPU-VPL	262/6-260/12	65	Series of Sharp 5 Degree curves
6	VPL-KDT	257/42-20	100	Due to sharp curve of 2.75 Degree
7	KDT Yard	248/2-247/26	90	P & C Laid on 2.37 degree Curve at KDT Yard
8	KDT Yard	246/38-246/10	90	P & C Laid on 2 degree Curve at KDT Yard
9	KLU Yard	240/30K-239/33	15	Due to Multiple crossover at KLU Yard
		KLU - DMM		
1	KLU Yard Road No.04	240/15-240/33	15	Due to Multiple crossover lines at KLU Yard
2	KDT Yard	246/9-246/39	90	Points & Crossings on 2 deg curve
3	KDT Yard	247/27-248/3	90	Points & Crossings on 2 deg curve
4	KDT-VPL	257/19-257/41	100	Due to 2.75 deg curve
5	VPL-GPU	260/11-262/5	65	Series of sharp 5 deg curves
6	VPL-GPU	262/33-263/41	75	Due to 3.89 deg curve
7	GPU Yard	268/1-268/35	90	Points on curve
8	GPU-GTL	269/43-270/11	90	3 deg curve
9	GTL Yard	278/39-279/29	15	Standard-I interlocking in GTL Yard
10	GTL Yard	280/1-3 (North End)	10	Due to sharp curve on P No.83 and 85.
		GY - PDL		
1	GY - PGRI	1/ 1-20	80	Sharp curve of 3 degree.
2	RMPL - PDL	27/17-28/7	80	Sharp curve of 2.5° curve.
		PDL - GY		
1	PDL - RMPL	28/**7**-27/**17**	80	Sharp curve of 2.5° curve.
2	PGRI - GY	1/ 20-1	80	Sharp curve of 3 degree.
		DHNE - GTL		
1	BVO-DHNE	296/8-23	50	Sharp curve of 6 degree
2	MYL-PDL	312/23-313/15	100	Sharp curve of 2.70° curve
3	EDD-TGL	334/13-335/9	90	Sharp curve of 3.3° degree.
4	MKR Yard	353/35-354/15	100	Sharp curve of 3 degree.
5	MLGT Yard	357/31-359/41	100	Sharp reverse curve of 3 degree.

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6	MLGT-GTL(South)	364/4-364/25	50(Pass)/ 30(Goods)	Sharp curve of 6.9 degree
7	GTL Yard	442/10-443/58	15	Negotiation of multiple cross overs
8	MLGT-GTL (North BD line)	363/8N-444/47	15	Negotiation of multiple cross overs
9	GTL Yard	443/63-442/13	15	Series of points & crossings laini on 3° curves
		GTL - DHNE		
1	GTL(South)-MLGT	364/25-364/4	50(Pass)/ 30(Goods)	Sharp curve of 6.9 degree
2	GTL Yard	442/10-443/58	15	Negotiation of multiple cross overs
3	GTL-MLGT (North BD Line)	444/47-363/8N	15	Negotiation of multiple cross overs
4	MLGT Yard	359/42-358/44	95	Due to 3 degree curve.
5	MKR Yard	354/16-353/34	100	Sharp curve of 2.96º degree.
6	TGL-EDD	335/10-334/12	90	Sharp curve of 3.3 degree.
7	PDL-MYL	313/16-312/24	100	Sharp curve of 2.70° curve
8	DHNE-BVO	296/23-8	50	Sharp curve of 6 degree
		DHNE - NDL		
1	DHNE-MLK	332/5-331/11	80	Due to 3.5 degree sharp curve in DHNE yard
2	DHNE-MLK	330/46-325/14	70(Pass)/ 50(Goods)	Series of sharp curves of 5 degree on 1in100 gradient.
3	MLK Yard	320/36-320/14	70(Pass)/ 50(Goods)	Sharp curve of 5 degree.
4	RGM Yard	308/24-307/44	90	Sharp curve of 3 degree.
5	BEY Yard	290/30-291/7A	80	Point and Crossing taking off from 2.43° Curve
6	BEY-KEF-PNM	289/**20**-276/19	60(Pass)/ 40(Goods)	Series of sharp curves of 5 degree, with 1in100 continous falling gradient.
7	KEF-PNM	276/18-276/9	105	Due to 2.5 degree sharp curve
8	PNM-NDL	267/3-261/17	70(Pass)/ 50(Goods)	Unstable formation.
		NDL - DHNE		
1	NDL-PNM	261/17-267/3	70(Pass)/ 50(Goods)	Unstabled formation.
2	PNM-KEF	276/9-276/18	105	Due to 2.5 degree sharp curve
3	PNM-KEF-BEY	276/19-289/20	50(Pass)/ 40(Goods)	Series of sharp curve of 6 degree, with 1 in 100 raising gradient
4	BEY Yard	290/29-291/07	90	Point and Crossing taking off from 2.43°Curve
5	RGM Yard	307/45-308/25	90	Sharp curve of 3 degree.
6	MLK Yard	320/14A-320/37	70(Pass)/ 50(Goods)	Due to sharp curve of 4.67degree.
7	MLK-DHNE	325/13-330/45	70(Pass)/ 50(Goods)	Series of sharp curve of 5 degree with 1in100 falling gradient.

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8	MLK-DHNE	331/11-332/5	80	Due to 3.5 degree sharp curve in DHNE yard
		BAY - GTL		
1	HGI Yard	222/30-223/14	75	Points &Crossing existing in curve Transition Portion and SRJ/HOC is with in 20m length from curve.
2	VP Yard	229/28-231/12	75	Points &Crossing existing in curve Transition Portion and SRJ/HOC is with in 20m length from curve.
3	VP - BNL	233/24-235/2	100	Weak Formation
4	BNL Yard	238/30-34	75	Points &Crossing existing in curve Transition Portion and SRJ/HOC is with in 20m length from curve.
5	BLL Yard	245/34-247/4	75	Points &Crossing existing in curve Transition Portion and SRJ/HOC is with in 20m length from curve.
6	GTL West Yard Rd.2		10	For loaded rakes and in motion weigh bridge.
7	GTL (W)-GTL	254/34-256/48	75	Due to series of sharp reverse curves of 3 degree
8	GTL yard	256/48-442/13	15	Entry into Junction Station.
		GTL - BAY		
1	GTL- GTL(W)	256/45-254/15	75	Due to series of sharp reverse curves of 3 degree
2	GTL- GTL(W)	253/11-252/33	60	Sharp reverse curve of 2 degree with insufficient transition without straight in between
3	BLL - BNL	246/1-245/1	100	Weak formation
4	BNL - VP	234/1-229/35	100	Weak Formation
5	HGI - HDD	221/37 - 221/3	80	LWR track on PSC girder Bridge 292
		TPTY - KPD		
1	TPTY-CGI	103/39-103/2	30	Grade condonation by Railway Board
2	TPTY - CGI	102/18-101/28	100	Sharper 2.85 Degree Curve
3	MNPT - PAM	81/1-80/25	100	Sharp 2 Degree Curve
4	MNPT - PAM	79/17-79/1	100	Sharper 2.85 Degree Curve
5	MNPT - PAM	78/1-77/29	100	Sharp 2 Degree Curve
6	MNPT - PAM	75/7-74/33	100	Sharp 2.5 Degree Curve
7	PAM - PAK	68/13-67/41	100	Sharp 2 Degree Curve
8	PAM - PAK	67/5-66/17	100	Sharper 2.85 Degree Curve
9	PAM-PAK	65/37-65/3	90	Sharper 3.1 Degree Curve
10	PAK Yard	63/11-9	90	Point (28B) taking off from transition
11	PAK-PTT	61/53-60/31	70	Sharper 5 Degree Curve
12	PAK-PTT	60/17-59/21	90	Sharper 2.75 Degree Curve
13	PAK-PTT	57/29-57/7	90	Sharper 2.75 Degree Curve
14	PAK-PTT	56/15-55/17	100	Sharper 2.85 Degree Curve
15	PTT Yard	46/24-45/26	75	Points and Crossing taking off from curve.

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16	PTT-CTO	43/14-42/24	90	Sharper 2.75 Degree Curve
17	PTT-CTO	41/2-40/12	100	Sharper 2.2 Degree Curve
18	PTT-CTO	39/42-/39/2	100	Sharper 2.75 Degree Curve
19	PTT-CTO	34/12-33/21	75	Sharper 4 Degree Curve
20	CTO Yard	33/12-31/29	60	Points and Crossing taking off from curve.
21	SIE Yard	25/15-24/7	75	Points and Crossing taking off from curve.
22	RAM Yard	16/11-16/1	75	Points and Crossing taking off from curve.
23	RAM-BUM	15/3-14/25	100	Reverse Curve without Straight and Inadequate Transition
24	BUM-KDP	2/5-1/17	100	Sharper 2.75 Degree Curve
		KPD - TPTY		
1	KPD - BUM	1/17-2/5	100	Sharper 2.75 Degree Curve
2	BUM- RAM	14/25-15/03	100	Reverse Curve without Straight and Inadequate Transition
3	RAM Yard	16/1-16/11	75	Points and Crossing taking off from curve.
4	SIE Yard	24/7-25/15	75	Points and Crossing taking off from curve.
5	CTO Yard	31/29-33/12	60	Points and Crossing taking off from curve.
6	CTO-PTT	33/21-34/12	75	Sharper 4 Degree Curve
7	CTO-PTT	39/2-39/42	100	Sharper 2.75 Degree Curve
8	CTO-PTT	40/12-41/2	100	Sharper 2.2 Degree Curve
9	CTO-PTT	42/24-43/14	90	Sharper 2.75 Degree Curve
10	PTT Yard	45/26-46/24	75	Points and Crossing taking off from curve.
11	PTT-PAK	55/17-56/15	100	Sharper 2.85 Degree Curve
12	PTT-PAK	57/7-57/29	90	Sharper 2.75 Degree Curve
13	PTT-PAK	59/21-60/17	90	Sharper 2.75 Degree Curve
14	PTT-PAK	60/31-61/53	70	Sharper 5 Degree Curve
15	PAK Yard	63/9-11	90	Point (28B) taking off from transition
16	PAK-PAM	65/3-65/37	90	Sharper 3.1 Degree Curve
17	PAK - PAM	66/17-67/5	100	Sharper 2.85 Degree Curve
18	PAK - PAM	67/41-68/13	100	Sharp 2 Degree Curve
19	PAM - MNPT	74/33-75/7	100	Sharp 2.5 Degree Curve
20	PAM - MNPT	77/29-78/1	100	Sharp 2 Degree Curve
21	PAM - MNPT	79/1-79/17	100	Sharper 2.85 Degree Curve
22	PAM - MNPT	80/25-81/1	100	Sharp 2 Degree Curve
23	CGI - TPTY	101/28-102/18	100	Sharper 2.85 Degree Curve
24	TPTY yard	103/2-104/1	30	Grade condonation by Railway Board
		YA - NDL		
351	NOSM - SJMA	63/9-62/9	50	Weak formation
		NDL - YA		
352	SJMA-NOSM	62/9-63/9	50	Weak formation

Details of LC Gates for WTT-79																	
Sl.No	LC.No	Location	Between Station	District	Class of LC	M/UM	Width	Engg_ Traffic	Interlock	Position	TVU	RVU	Census	L_bar	Road_ Type	Phone	ADEN
GDR-TPTY SECTION																	
1	**2**	9/13-15	KQA YARD	Tirupati	Spl	M	5.50	T	Yes	O	70108	978	09/2024	Y	VR	Y	RU
2	**4**	16/3-5	KQA-VDD	Tirupati	A	M	5.00	E	Yes	O	49690	694	09/2024	Y	VR	Y	RU
3	**5**	19/31-33	VDD YARD	Tirupati	B1	M	5.80	T	Yes	O	27827	388	09/2024	Y	VR	Y	RU
4	**6**	22/13-15	VDD-NDZ	Tirupati	C	M	3.86	E	NO	O	18835	260	09/2024	Y	VR	Y	RU
5	**8**	26/31-33	NDZ YARD	Tirupati	C	M	5.80	T	Yes	O	12126	168	09/2024	Y	VR	Y	RU
6	**11**	29/29-31	NDZ-VKI	Tirupati	Spl	M	5.80	E	Yes	O	56004	777	09/2024	Y	VR	Y	RU
7	**14**	35/31-33	VKI YARD	Tirupati	Spl	M	5.80	T	Yes	O	83116	1159	09/2024	Y	MDR	Y	RU
8	**17**	40/21-23	VKI-YLK	Tirupati	B1	M	5.00	E	Yes	O	29852	416	09/2024	Y	VR	Y	RU
9	**19**	44/19-21	VKI-YLK	Tirupati	B1	M	5.00	E	NO	O	25134	350	09/2024	Y	VR	Y	RU
10	**21**	48/7-9	YLK YARD	Tirupati	A	M	5.80	T	Yes	O	32531	453	09/2024	Y	VR	Y	RU
11	**24**	55/5-7	YLK-KHT	Tirupati	Spl	M	5.00	E	Yes	O	122850	1629	08/2024	Y	VR	Y	RU
12	**27**	59/27-29	KHT YARD	Tirupati	Spl	M	5.80	T	Yes	O	289368	3861	08/2024	Y	MR	Y	RU
13	**31**	65/7-9	KHT-RCG	Tirupati	B1	M	3.86	E	NO	C	25548	339	08/2024	Y	VR	Y	RU
14	**32**	66/5-7	RCG YARD	Tirupati	Spl	M	5.50	T	Yes	O	81214	1080	08/2024	Y	VR	Y	RU
15	**33**	67/17-19	RCG YARD	Tirupati	A	M	3.86	T	Yes	O	36819	490	08/2024	Y	VR	Y	RU
16	**34**	69/1-3	RCG-YPD	Tirupati	B2	M	3.86	E	NO	O	21501	285	08/2024	Y	VR	Y	RU
17	**36**	71/1-3	RCG-YPD	Tirupati	Spl	M	7.00	E	Yes	O	400766	5315	08/2024	Y	NH	Y	RU
18	**39**	74/21-23	YPD-RU	Tirupati	C	M	3.86	E	NO	O	17352	230	08/2024	Y	VR	Y	RU
19	**40**	75/23-25	YPD-RU	Tirupati	A	M	3.86	E	Yes	O	30946	411	08/2024	Y	VR	Y	RU
20	**42**	77/1-3	YPD-RU	Tirupati	B2	M	3.86	E	NO	O	22858	304	08/2024	Y	VR	Y	RU
21	**112**	83/11-13	RU YARD	Tirupati	Spl	M	5.00	T	Yes	O	90875	1593	08/2024	Y	VR	Y	RU
22	**109**	87/11-13	RU-TCNR	Tirupati	Spl	M	3.65	T	Yes	O	198600	2797	10/2024	Y	MR	Y	PAK
23	**108**	89/17-19	TCNR-TPTY	Tirupati	Spl	M	4.50	E	Yes	O	497454	7006	10/2024	Y	VR	Y	PAK
24	**107**	90/23-25	TCNR-TPTY	Tirupati	Spl	M	3.85	T	Yes	O	636426	8964	10/2024	Y	MR	Y	PAK
RU-GY SECTION																	
25	**72**	136/23-25	RU-MRM	Tirupati	C	M	5	T	Yes	O	17963	324	08/2024	Y	VR	Y	RU
26	**80**	166/7-9	SF YARD	Annamaiah	B1	M	5.5	T	Yes	O	26090	423	09/2024	Y	VR	Y	RJP
27	**82**	169/25-27	SF-KOU	Annamaiah	B2	M	5.4	E	NO	C	21975	356	09/2024	Y	VR	Y	RJP
28	**83**	171/1-2	SF-KOU	Annamaiah	B2	M	6.6	E	NO	O	24844	403	09/2024	Y	VR	Y	RJP
29	**84**	176/18-20	KOU-ANE	Annamaiah	Spl	M	7	E	Yes	O	79349	1286	09/2024	Y	VR	Y	RJP
30	**85**	178/7-9	KOU-ANE	Annamaiah	Spl	M	7	E	Yes	O	64779	1249	09/2024	Y	VR	Y	RJP

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31	88	182/19-21	ANE YARD	Annamaiah	A	M	7	T	Yes	O	41102	793	09/2024	Y	VR	Y	RJP
32	89	183/19-17	ANE-OBVP	Annamaiah	A	M	5	T	Yes	O	33652	649	09/2024	Y	VR	Y	RJP
33	93	189/9-11	OBVP YARD	Annamaiah	Spl	M	4.6	T	Yes	O	82781	1104	09/2024	Y	VR	Y	RJP
34	97	196/11-13	OBVP-PMT	Annamaiah	C	M	5.5	E	NO	O	12144	149	02/2024	Y	VR	Y	RJP
35	101	204/9-11	PMT-RJP	Annamaiah	C	M	5.5	E	NO	C	3638	45	02/2024	Y	VR	Y	RJP
36	108	213/5-7	RJP-HAQ	Annamaiah	Spl	M	4	T	Yes	O	60546	745	02/2024	Y	VR	Y	RJP
37	110	215/3-5	HAQ-NRE	Annamaiah	Spl	M	5	T	Yes	O	60828	748	02/2024	Y	VR	Y	RJP
38	111	220/1-3	NRE YARD	Annamaiah	Spl	M	6.5	T	Yes	O	70289	865	02/2024	Y	VR	Y	RJP
39	117	233/9-9	MMPL-VNM	Annamaiah	C	M	4.8	E	NO	C	5597	69	02/2024	Y	VR	Y	RJP
40	123A	263/3-4	HX-KPU	Kadapa	A	M	6.10	E	Yes	O	38962	506	09/2024	Y	VR	Y	HX
41	125	272/8-9	KPU-GPY	Kadapa	B2	M	4.10	E	Yes	O	23793	309	09/2024	Y	VR	Y	HX
42	128	277/0-1	GPY YARD	Kadapa	C	M	6.5	T	Yes	O	10686	137	09/2024	Y	VR	Y	HX
43	130	280/0-1	GPY-KKM	Kadapa	C	M	7.9	E	NO	O	17556	228	09/2024	Y	VR	Y	HX
44	132	279/5-6	GPY-KKM	Kadapa	C	M	4.10	E	NO	O	15092	196	09/2024	Y	VR	Y	HX
45	134	283/3-4	KKM YARD	Kadapa	Spl	M	7.20	T	Yes	O	519288	6744	09/2024	Y	SH	Y	HX
46	139	301/1-2	YA-KMH	Kadapa	Spl	M	6.00	E	Yes	O	53007	631	06/2024	Y	VR	Y	HX
47	140	302/9-0	YA-KMH	Kadapa	Spl	M	3.00	E	Yes	O	158034	1881	07/2024	Y	VR	Y	HX
48	145	315/3-4	MOO YARD	Kadapa	Spl	M	5.50	T	Yes	O	78277	1072	02/2023	Y	NH	Y	HX
49	154	345/4-5	KDP-RLL	Kadapa	C	M	5.5	T	Yes	O	14342	202	07/2024	Y	VR	Y	GY
50	159	362/0-1	CLPE-TU	Ananthapur	Spl	M	8	E	Yes	O	153360	2160	07/2024	Y	VR	Y	GY
51	160	364/0-1	CLPE-TU	Ananthapur	Spl	M	8	E	Yes	O	418261	5891	07/2024	Y	SH	Y	GY
52	171	390/5-6	RLO YARD	Ananthapur	Spl	M	8.10	T	Yes	O	150228	2030	06/2024	Y	VR	Y	GY
53	172	391/7-8	RLO YARD	Ananthapur	Spl	M	8.10	T	Yes	O	83430	1127	06/2024	Y	VR	Y	GY
54	179	411/8-9	JKO-GY	Ananthapur	Spl	M	7.50	T	Yes	O	136702	2053	06/2024	Y	VR	Y	GY
GY-WD SECTION																	
55	183	443/8-9	GTL YARD	Ananthapur	C	M	7.30	T	Yes	O	0	Zero	09/2024	Y	MDR	Y	NORTH
56	192	475/9-0	ASP-NRR	Kurnool	Spl	M	5.50	E	Yes	O	381965	4847	10/2024	Y	VR	Y	AD
57	195	493/8-9	AD YARD	Kurnool	Spl	M	7.30	T	Yes	O	128852	1483	10/2024	Y	MR	Y	AD
58	199	502/1-2	ESV-KGL	Kurnool	B2	M	5	T	Yes	O	23134	314	10/2024	Y	VR	Y	AD
59	201	508/7-8	KGL YARD	Kurnool	Spl	M	6	T	Yes	O	216270	2903	10/2024	Y	SH	Y	AD

Details of LC Gates for WTT-79																	
Sl.No	LC.No	Location	Between Station	District	Class of LC	M/UM	Width	Engg_ Traffic	Interlock	Position	TVU	RVU	Census	L_bar	Road_ Type	Phone	ADEN
60	204	516/7-8	KGL-KO	Kurnool	A	M	5	E	NO	O	47012	685	02/2022	Y	VR	Y	AD
61	205	523/6-7	KO-EGU	Kurnool	Spl	M	6	T	Yes	O	133445	1992	02/2022	Y	ODR	Y	AD
62	207	529/3-4	EGU-MALM	Kurnool	C	M	5	T	Yes	O	11128	198	02/2022	Y	VR	Y	AD
63	209	538/5-6	MALM-MTU	Raichur	Spl	M	6	E	Yes	O	95726	1700	02/2022	Y	SH	Y	AD
64	210	542/5-6	MALM-MTU	Raichur	C	M	6	E	No	O	19815	160	02/2022	Y	VR	Y	AD
65	213	547/4-5	MTU YARD	Raichur	A	M	6	T	Yes	O	44969	772	02/2022	Y	MDR	Y	AD
66	214	549/9-10	MTU-MRC	Raichur	C	M	5	E	NO	O	9943	26	02/2022	Y	VR	Y	AD
67	215	552/8-9	MTU-MRC	Raichur	C	M	5	E	NO	C	9484	65	02/2022	Y	VR	Y	AD
68	216	555/1-2	MRC-RC	Raichur	C	M	5	E	NO	C	18027	144	02/2022	Y	VR	Y	AD
69	217	558/6-7	MRC-RC	Raichur	A	M	6	E	Yes	O	36101	971	02/2022	Y	MDR	Y	AD
70	219	567/6-7	RC-YS	Raichur	Spl	M	5.50	E	Yes	O	249376	3410	06/2024	Y	SH	Y	RC
71	220	577/6-7	YS-CK	Raichur	Spl	M	5.50	E	Yes	O	84519	1108	06/2024	Y	SH	Y	RC
72	221	581/5-6	CK-YDLP	Raichur	A	M	3.5	E	NO	O	44594	580	06/2024	Y	SH	Y	RC
73	223	593/1-2	KSN-CGTA	Narayanpet	C	M	3.5	E	NO	O	7666	117	06/2024	Y	VR	Y	RC
74	225	608/8-9	SADP YARD	Yadgir	Spl	M	5.50	T	Yes	O	448333	6491	06/2024	Y	VR	Y	RC
75	227	622/7-8	LGRE-YG	Yadgir	C	M	3.00	T	Yes	O	14204	190	09/2024	Y	VR	Y	RC
76	228	626/2-3	LGRE-YG	Yadgir	Spl	M	5.1	E	Yes	O	82298	1099	09/2024	Y	MDR	Y	RC
77	229	637/2-3	YG-TGDE	Yadgir	Spl	M	5.1	E	Yes	O	57270	766	09/2024	Y	VR	Y	RC
78	231	646/5-6	TGDE-NW	Yadgir	Spl	M	5.10	E	Yes	O	63679	851	09/2024	Y	VR	Y	RC
79	232	657/2-3	TGDE-NW	Kalaburagi	A	M	5.5	T	Yes	O	47454	635	09/2024	Y	MDR	Y	RC
80	234	667/7-8	NW-WD	Kalaburagi	B2	M	5.51	E	NO	O	24616	329	09/2024	Y	VR	Y	RC
DMM-GY SECTION																	
81	116	181/6-7	DMM-CCA	Satya Sai	C	M	6.50	E	Yes	O	13800	184	07/2024	Y	MR	Y	ATP
82	122	198/5-6	ZPL YARD	Ananthapur	Spl	M	7.50	T	Yes	O	130588	1743	07/2024	Y	SH	Y	ATP
83	124	203/3-4	ZPL-PSPY	Ananthapur	Spl	M	9.00	E	Yes	O	438688	5349	07/2024	Y	NH	Y	ATP
84	125	206/1-2	ZPL-PSPY	Ananthapur	Spl	M	5.20	E	NO	O	51425	627	07/2024	Y	VR	Y	ATP
85	126	208/6-7	PSPY-ATP	Ananthapur	Spl	M	5.20	T	Yes	O	196974	2516	07/2024	Y	ODR	Y	ATP
86	128A	212/5-6	ATP YARD	Ananthapur	Spl	M	7.50	T	Yes	O	599701	7674	07/2024	Y	MR	Y	ATP
87	129	216/7-8	ATP-TAC	Ananthapur	Spl	M	8.5	E	Yes	O	63631	811	07/2024	Y	MR	Y	ATP
88	131	219/7-8	TAC YARD	Ananthapur	A	M	8.5	T	Yes	O	45754	611	07/2024	Y	VR	Y	ATP
89	135	227/8-9	TAC-GDE	Ananthapur	Spl	M	8.50	T	Yes	O	245205	3120	06/2024	Y	SH	Y	ATP

Details of LC Gates for WTT-79																	
Sl.No	LC.No	Location	Between Station	District	Class of LC	M/UM	Width	Engg_ Traffic	Interlock	Position	TVU	RVU	Census	L_bar	Road_ Type	Phone	ADEN
90	143	243/4-5	KLU-PMD	Ananthapur	Spl	M	8.50	E	Yes	O	155201	3993	06/2024	Y	SH	Y	ATP
91	145	244/8-9	KLU-PMD	Ananthapur	Spl	M	7.50	E	Yes	O	201480	5184	06/2024	Y	SH	Y	ATP
92	150	250/6-7	PMD-RRJ	Ananthapur	C	M	5.10	E	NO	C	12357	318	06/2024	Y	VR	Y	ATP
93	154	254/9-0	RRJ-TKPY	Ananthapur	C	M	5.10	E	Yes	O	17570	452	06/2024	Y	VR	Y	ATP
KLU-GTL SECTION																	
94	156	277/0-1	GPU-GTL	Anantapur	Spl	M	7.50	E	Yes	O	556628	15044	07/2024	Y	NH	Y	NORTH
95	157	278/5-6	GPU-GTL	Anantapur	Spl	M	6.00	T	Yes	O	179746	4858	07/2024	Y	ODR	Y	NORTH
BAY-GTL SECTION																	
96	117	235/2-3	VP-BNL	Kurnool	C	M	4.60	E	NO	O	3408	62	08/2024	Y	VR	Y	NORTH
97	118	238/7-8	BNL YARD	Kurnool	C	M	5.80	T	Yes	O	3408	59	08/2024	Y	VR	Y	NORTH
NDL-GTL SECTION																	
98	176	265/9-0	NDL-PNM	Nandyal	A	M	7.5	E	NO	O	32782	1064	07/2024	Y	VR	Y	DHNE
99	172	270/4-5	NDL-PNM	Nandyal	C	M	5.5	E	NO	C	6920	203	07/2024	Y	VR	Y	DHNE
100	170	271/8-9	PNM YARD	Nandyal	Spl	M	7.5	T	Yes	O	111980	32803	07/2024	Y	SH	Y	DHNE
101	163	297/3-4	BMH YARD	Nandyal	Spl	M	7.5	T	Yes	O	183809	5669	07/2024	Y	SH	Y	DHNE
102	162	300/5-6	BMH-RGM	Nandyal	B1	M	5.5	E	Yes	O	27864	809	09/2024	Y	VR	Y	DHNE
103	161	304/2-3	BMH-RGM	Nandyal	Spl	M	7.5	E	Yes	O	92472	2716	09/2024	Y	SH	Y	DHNE
104	160	305/2-3	BMH-RGM	Nandyal	C	M	5.5	E	NO	C	4730	138	09/2024	Y	VR	Y	DHNE
105	159	308/4-5	RGM YARD	Nandyal	A	M	7.5	T	Yes	O	37238	997	03/2022	Y	VR	Y	DHNE
106	155	318/9-10	MLK YARD	Nandyal	B1	M	7.5	T	Yes	O	25738	757	09/2024	Y	VR	Y	DHNE
107	154	324/3-4	MLK-DHNE	Nandyal	C	M	7.5	E	NO	O	12032	325	08/2024	Y	VR	Y	DHNE
108	150	332/2-3	DHNE YARD	Nandyal	Spl	M	8.00	T	Yes	O	138106	4455	03/2022	Y	SH	Y	DHNE
109	149	299/6-7	DHNE-MYL	Nandyal	A	M	5.40	E	Yes	O	42093	725	07/2024	Y	VR	Y	DHNE
110	141	328/7-8	PDL-EDD	Kurnool	A	M	5.50	E	Yes	O	41106	1209	08/2024	Y	SH	Y	DHNE
SC-DHNE SECTION																	
111	165	296/1-2	DHNE YARD	Nandyal	A	M	6.90	Traffic	Yes	O	49593	1836	03/2022	Y	NH	Y	DHNE
112	166	296/5-6	DHNE YARD	Nandyal	Spl	M	8.00	Traffic	Yes	O	151208	5600	03/2022	Y	MR	Y	DHNE

Details of LC Gates for WTT-79																	
Sl.No	LC.No	Location	Between Station	District	Class of LC	M/UM	Width	Engg_ Traffic	Interlock	Position	TVU	RVU	Census	L_bar	Road_ Type	Phone	ADEN
KPD-TPTY SECTION																	
113	**2**	60/9-11	PAK-PTT	Chittoor	Spl	M	7.50	E	Yes	O	62265	1887	07/2024	Y	VR	Y	PAK
114	**4**	58/0-1	PAK-PTT	Chittoor	A	M	7.50	E	Yes	O	39862	1208	07/2024	Y	SH	Y	PAK
115	**8**	51/17-19	PAK-PTT	Chittoor	C	M	5.00	E	NO	O	7868	238	07/2024	Y	VR	Y	PAK
116	**10**	49/3-5	PAK-PTT	Chittoor	A	M	7.50	E	Yes	O	44176	1339	07/2024	Y	SH	Y	PAK
117	**12**	47/12-14	PTT YARD	Chittoor	C	M	7.50	T	Yes	O	15081	457	07/2024	Y	VR	Y	PAK
118	**13**	46/10-12	PTT YARD	Chittoor	C	M	5.00	T	Yes	O	8969	272	07/2024	Y	ODR	Y	PAK
119	**22**	36/12-14	PTT-CTO	Chittoor	Spl	M	7.50	E	Yes	O	51817	1570	07/2024	Y	VR	Y	PAK
120	**27**	31/23-25	CTO YARD	Chittoor	Spl	M	5.00	T	Yes	O	112483	3409	07/2024	Y	ODR	Y	PAK
121	**28**	30/27-29	CTO YARD	Chittoor	A	M	7.50	E	Yes	O	41394	1254	07/2024	Y	ODR	Y	PAK
122	**31**	29/2-4	CTO-SIE	Chittoor	A	M	5.00	E	Yes	O	37389	1133	07/2024	Y	ODR	Y	PAK
123	**37**	26/7-8	CTO-SIE	Chittoor	B1	M	4.00	E	Yes	O	28711	870	07/2024	Y	ODR	Y	PAK
124	**43**	21/4-5	SIE-RAM	Chittoor	A	M	7.50	E	Yes	O	36590	1109	07/2024	Y	VR	Y	PAK
125	**49**	15/0-1	RAM YARD	Chittoor	A	M	7.50	T	Yes	O	34899	1058	07/2024	Y	VR	Y	PAK
126	**52**	10/0-1	RAM-KPD	Chittoor	Spl	M	9.00	T	Yes	O	250200	7582	07/2024	Y	NH	Y	PAK
127	**59**	3/2-3	RAM-KPD	Vellore	Spl	M	7.50	E	Yes	O	67366	2041	07/2024	Y	ODR	Y	PAK
128	**60**	1/9-11	RAM-KPD	Vellore	B1	M	5.00	E	NO	C	27568	526	07/2024	Y	ODR	Y	PAK
129	**61**	0/9-10	RAM-KPD	Vellore	B1	M	5.00	E	NO	O	26015	788	07/2024	Y	ODR	Y	PAK
130	**62**	63/3-4	PAK YARD	Chittoor	Spl	M	5.80	T	Yes	O	206767	4595	10/2024	Y	SH	Y	PAK
131	**68**	66/3-4	PAK-PAM	Chittoor	Spl	M	4.00	E	Yes	O	141636	3372	10/2024	Y	NH	Y	PAK
132	**77**	76/2-3	PAM-CGI	Chittoor	C	M	4.00	E	NO	O	7004	167	10/2024	Y	VR	Y	PAK
133	**82**	81/3-4	MNPT YARD	Chittoor	C	M	4.00	T	Yes	O	6165	147	10/2024	Y	VR	Y	PAK
134	**95**	93/4-5	CGI-TPTY	Chittoor	Spl	M	6.00	E	Yes	O	407345	9699	10/2024	Y	SH	Y	PAK
135	**103**	102/2-3	CGI-TPTY	Chittoor	Spl	M	6.50	E	Yes	O	202577	4823	10/2024	Y	MR	Y	PAK
DMM-PAK SECTION																	
136	**2**	1/3-4	DMM-CCI	Satya Sai	Spl	M	11.50	E	Yes	O	99270	9927	02/2022	Y	MR	Y	MPL
137	**3**	2/4-5	DMM-CCI	Satya Sai	C	M	7.50	E	NO	O	12520	1252	02/2022	Y	MR	Y	MPL
138	**21**	27/2-3	CCI-MGB	Satya Sai	B2	M	11.50	E	NO	O	23070	2307	02/2022	Y	VR	Y	MPL
139	**25**	34/5-6	MGB YARD	Satya Sai	C	M	11.50	T	Yes	O	13030	1303	02/2022	Y	VR	Y	MPL
140	**26**	35/6-7	MGB YARD	Satya Sai	Spl	M	11.50	T	Yes	O	72030	7203	02/2022	Y	NH	Y	MPL

Details of LC Gates for WTT-79																	
Sl.No	LC.No	Location	Between Station	District	Class of LC	M/UM	Width	Engg_ Traffic	Interlock	Position	TVU	RVU	Census	L_bar	Road_ Type	Phone	ADEN
141	**31**	46/2-3	MGB-KRY	Satya Sai	C	M	11.50	E	NO	O	19280	1928	02/2022	Y	VR	Y	MPL
142	**36**	53/9-10	KCM YARD	Satya Sai	C	M	11.50	T	Yes	O	19980	1998	02/2022	Y	VR	Y	MPL
143	**41**	64/4-5	KCM-KRY	Satya Sai	Spl	M	11.50	E	Yes	O	93820	9382	02/2022	Y	NH	Y	MPL
144	**45**	70/5-6	KRY-TKU	Satya Sai	Spl	M	11.50	E	Yes	O	73200	7320	02/2022	Y	NH	Y	MPL
145	**54**	81/6-7	NCU-TKU	Satya Sai	B1	M	5.60	E	Yes	O	29880	2988	02/2022	Y	VR	Y	MPL
146	**64**	105/2-3	MCU YARD	Annamaiah	Spl	M	5.70	T	Yes	O	107380	10738	02/2022	Y	NH	Y	MPL
147	**65**	107/7-8	MCU-TAT	Annamaiah	Spl	M	6.70	E	Yes	O	104190	10419	02/2022	Y	NH	Y	MPL
148	**67**	109/5-6	MCU-TAT	Annamaiah	Spl	M	6.70	E	Yes	O	104710	10471	02/2022	Y	NH	Y	MPL
149	**76**	123/8-9	TAT-KBA	Annamaiah	C	M	7.50	E	NO	O	19450	1945	02/2022	Y	VR	Y	MPL
150	**95**	145/7-8	MPL YARD	Annamaiah	Spl	M	5.50	T	Yes	O	114670	11467	02/2022	Y	NH	Y	MPL
151	**100**	151/3-4	VLD YARD	Annamaiah	C	M	4.00	T	Yes	O	4930	493	02/2022	Y	VR	Y	MPL
152	**101**	152/9-0	VLD YARD	Annamaiah	B2	M	5.50	T	Yes	O	21198	2150	07/2024	Y	VR	Y	MPL
153	**107**	160/8-9	VLD-KCI	Annamaiah	C	M	4.50	E	NO	O	8403	852	07/2024	Y	VR	Y	MPL
154	**119**	188/1-2	PIL-PCL	Annamaiah	Spl	M	9.00	E	Yes	O	143816	14586	07/2024	Y	NH	Y	MPL
155	**120**	189/4-5	PIL-PCL	Annamaiah	Spl	M	9.00	E	Yes	O	149977	15211	07/2024	Y	NH	Y	MPL
156	**124**	195/3-4	PIL-PCL	Chittoor	C	M	8.00	E	NO	O	5785	587	07/2024	Y	VR	Y	MPL
157	**135**	212/8-9	MPT-DCU	Tirupati	C	M	9.00	E	NO	O	6535	663	07/2024	Y	VR	Y	MPL
158	**136**	214/2-3	MPT-DCU	Tirupati	C	M	7.70	E	NO	O	5252	533	07/2024	Y	VR	Y	MPL
159	**142**	220/9-10	DCU YARD	Tirupati	B2	M	7.10	T	Yes	O	23143	2347	07/2024	Y	SH	Y	MPL
160	**144**	223/6-7	DCU-PAK	Tirupati	C	M	5.10	E	NO	O	2911	295	07/2024	Y	VR	Y	MPL
161	**145**	225/1-2	DCU-PAK	Tirupati	C	M	6.90	E	NO	O	7897	801	07/2024	Y	VR	Y	MPL
162	**146**	226/0-1	DCU-PAK	Tirupati	C	M	5.10	E	NO	O	3720	377	07/2024	Y	VR	Y	MPL
YA-NDL SECTION																	
163	**1**	79/7-8	NOSM-SUPP	Kadapa	C	M	4	E	NO	O	351	31	09/2024	Y	VR	Y	HX
164	**2**	83/3-4	SUPP YARD	Kadapa	C	M	4	T	Yes	O	1365	121	09/2024	Y	OR	Y	HX
165	**3**	91/7-8	JMDG YARD	Kadapa	C	M	4	T	Yes	O	758	73	09/2024	Y	VR	Y	HX
166	**11**	102/5-4	JMDG-PRDT	Kadapa	C	M	5	E	NO	O	4219	410	09/2024	Y	OR	Y	HX
167	**17**	108/3-2	PRDT YARD	Kadapa	Spl	M	7.5	T	Yes	O	90027	8752	09/2024	Y	NH	Y	HX
168	**18**	111/9- 10	PRDT-YA	Kadapa	C	M	5	E	Yes	O	4759	462	09/2024	Y	OR	Y	HX

Stations data - Types of Signals/Standard of Interlocking of Block Instrument and Type of Block Instrument							
S. No.	Station Code	Route (A/B/D) Note: Earlier D, D Spl and E Routes have been integrated as D Route from March 2023.	Section (bet major junctions with code)	Types of Signals (MACLS)	Standard of Interlocking	Type of Block Instruments	Datalogger and COA availability
1	NW	B	WD-GTL	MACLS	IIIR	PTJ	D/L Available
2	TGDE	B	WD-GTL	MACLS	IIIR	PTJ	D/L Available
3	YG	B	WD-GTL	MACLS	III	PTJ	D/L Available
4	LGRE	B	WD-GTL	MACLS	IIIR	PTJ	D/L Available
5	SADP	B	WD-GTL	MACLS	IIIR	PTJ	D/L Available
6	CGTA	B	WD-GTL	MACLS	IIIR	PTJ	D/L Available
7	KSN	B	WD-GTL	MACLS	III	PTJ	D/L Available
8	YDLP	B	WD-GTL	MACLS	IIIR	PTJ	D/L Available
9	YBPC	B	WD-GTL	MACLS	IIIR	PTJ	D/L Available
10	CK	B	WD-GTL	MACLS	IIIR	PTJ	D/L Available
11	YS	B	WD-GTL	MACLS	IIIR	PTJ	D/L Available
12	RC	B	WD-GTL	MACLS	IIIR	PTJ	COA & D/L Available
13	MRC	B	WD-GTL	MACLS	III	PTJ	D/L Available
14	MTU	B	WD-GTL	MACLS	IIR	PTJ	D/L Available
15	MALM	B	WD-GTL	MACLS	IIIR	PTJ	COA & D/L Available
16	EGU	B	WD-GTL	MACLS	IIIR	PTJ	D/L Available
17	KO	B	WD-GTL	MACLS	IIIR	PTJ	D/L Available
18	KGL	B	WD-GTL	MACLS	IIIR	PTJ	D/L Available
19	ESV	B	WD-GTL	MACLS	IIIR	PTJ	D/L Available
20	AD	B	WD-GTL	MACLS	IIIR	PTJ	D/L Available
21	NRR	B	WD-GTL	MACLS	IIIR	PTJ	D/L Available
22	ASP	B	WD-GTL	MACLS	IIIR	PTJ	D/L Available
23	MGV	B	WD-GTL	MACLS	IIIR	PTJ	D/L Available
24	NMLU	B	WD-GTL	MACLS	IIIR	PTJ	D/L Available
25	NLA	B	WD-GTL	MACLS	IIIR	PTJ	D/L Available
26	GTL - S	B	WD-GTL	MACLS	IR	SLOT	COA & D/L Available
27	GTL - N	B	WD-GTL	MACLS	IR	PTJ	D/L Available
28	GTL BP	B	WD-GTL	MACLS	IR	PTJ	COA & D/L Available
29	TIM	B	GTL-GY	MACLS	IIIR	PTJ	D/L Available
30	NKDO	B	GTL-GY	MACLS	IIIR	PTJ	D/L Available
31	GPU	D	GTL-KLU	MACLS	IIR	UFSBI	D/L Available
32	VPL	D	GTL-KLU	MACLS	IIR	UFSBI	D/L Available
33	PLU	B	GTL-GY	MACLS	IIIR	PTJ	D/L Available
34	GY Jn	B	GTL-GY	MACLS	IIIR	PTJ	COA & D/L Available
35	GY 'Jn CAB'	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
36	JKO	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
37	RLO	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
38	VML	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
39	JUR	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
40	KMQA	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
41	TU	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
42	CLPE	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
43	VRN	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
44	RLL	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
45	KDP	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
46	MUM	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
47	MOO	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
48	KMH	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
49	YA	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
50	YGD	B	RU-GY	MACLS	IIIR	PTJ	D/L Available

Stations data - Types of Signals/Standard of Interlocking of Block Instrument and Type of Block Instrument							
S. No.	Station Code	Route (A/B/D) Note: Earlier D, D Spl and E Routes have been integrated as D Route from March 2023.	Section (bet major junctions with code)	Types of Signals (MACLS)	Standard of Interlocking	Type of Block Instruments	Datalogger and COA availability
51	KKM	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
52	GPY	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
53	KPU	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
54	HX	B	RU-GY	MACLS	IIIR	PTJ	COA & D/L Available
55	KNLP	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
56	BKPT	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
57	VNM	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
58	MMPL	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
59	NRE	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
60	HAQ	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
61	RJP	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
62	PMT	B	RU-GY	MACLS	IIIR	PTJ	D/L Available
63	OBVP	B	RU-GY	MACLS	IIR	PTJ	D/L Available
64	ANE	B	RU-GY	MACLS	IIR	PTJ	D/L Available
65	KOU	B	RU-GY	MACLS	IIR	PTJ	D/L Available
66	SF	B	RU-GY	MACLS	IIR	PTJ	D/L Available
67	BLPE	B	RU-GY	MACLS	IIR	PTJ	D/L Available
68	MRM	B	RU-GY	MACLS	IIR	PTJ	D/L Available
69	RU 'S'	B	TPTY-RU	MACLS	IR	PTJ	D/L Available
70	RU 'N'	B	TPTY-RU	MACLS	IR	SLOT	D/L Available
71	RU BP	B	TPTY-RU	MACLS	IR	PTJ	COA & D/L Available
72	TCNR	B	TPTY-RU	MACLS	IIR	PTJ	D/L Available
73	TPTY	B	TPTY-RU	MACLS	IR	PTJ	COA & D/L Available
74	CGI EI	B	TPTY-KPD	MACLS	IIR	DAIDO	D/L Available
75	MNPT	B	TPTY-KPD	MACLS	IIR	DAIDO	D/L Available
76	PAM	B	TPTY-KPD	MACLS	IIR	DAIDO	D/L Available
77	PAK	B	TPTY-KPD	MACLS	IIR	DAIDO	D/L Available
78	PTT	B	TPTY-KPD	MACLS	IIR	DAIDO	D/L Available
79	CTO	B	TPTY-KPD	MACLS	IIR	DAIDO	COA & D/L Available
80	SIE	B	TPTY-KPD	MACLS	IIR	DAIDO	D/L Available
81	RAM	B	TPTY-KPD	MACLS	IIR	DAIDO	D/L Available
82	BUM	B	TPTY-KPD	MACLS	IIR	DAIDO	D/L Available
83	YPD	B	RU-GDR	MACLS	IIR	PTJ	D/L Available
84	RCG	B	RU-GDR	MACLS	IIR	PTJ	D/L Available
85	KHT	B	RU-GDR	MACLS	IIR	PTJ	D/L Available
86	YLK	B	RU-GDR	MACLS	IIR	PTJ	D/L Available
87	VKI	B	RU-GDR	MACLS	IIR	PTJ	D/L Available
88	NDZ	B	RU-GDR	MACLS	IIR	PTJ	D/L Available
89	VDD	B	RU-GDR	MACLS	IIR	PTJ	D/L Available
90	KQA	B	RU-GDR	MACLS	IIR	PTJ	D/L Available
91	HDD	B	GTL-Bellary	MACLS	IIR	PTJ	D/L Available
92	HGI	B	GTL-Bellary	MACLS	IIR	PTJ	D/L Available
93	VP	B	GTL-Bellary	MACLS	IIR	PTJ	D/L Available
94	BNL	B	GTL-Bellary	MACLS	IIR	PTJ	D/L Available
95	BLL	B	GTL-Bellary	MACLS	IIR	PTJ	D/L Available
96	GTL W	B	GTL-Bellary	MACLS	IIR	PTJ	D/L Available
97	MLGT	B	GTL-DHNE	MACLS	III	UFSBI	D/L Available
98	MKR	B	GTL-DHNE	MACLS	IIIR	UFSBI	D/L Available
99	TGL	B	GTL-DHNE	MACLS	IIIR	UFSBI	D/L Available
100	EDD	B	GTL-DHNE	MACLS	IIR	UFSBI	D/L Available

Stations data - Types of Signals/Standard of Interlocking of Block Instrument and Type of Block Instrument							
S. No.	Station Code	Route (A/B/D) Note: Earlier D, D Spl and E Routes have been integrated as D Route from March 2023.	Section (bet major junctions with code)	Types of Signals (MACLS)	Standard of Interlocking	Type of Block Instruments	Datalogger and COA availability
101	PDL	B	GTL-DHNE	MACLS	IIR	UFSBI	D/L Available
102	RMPL	D	GY-PDL	MACLS	IIR	UFSBI	D/L Available
103	PGRI	D	GY-PDL	MACLS	IIR	UFSBI	D/L Available
104	MYL	B	GTL-DHNE	MACLS	IIIR	UFSBI	D/L Available
105	DHNE	B	GTL-DHNE	MACLS	III	UFSBI	COA & D/L Available
106	MLK	B	DHNE-NDL	MACLS	III	UFSBI	D/L Available
107	RGM	B	DHNE-NDL	MACLS	III	UFSBI	D/L Available
108	BMH	B	DHNE-NDL	MACLS	II	UFSBI	D/L Available
109	BEY	B	DHNE-NDL	MACLS	II	UFSBI	D/L Available
110	KEF	B	DHNE-NDL	MACLS	IIR	UFSBI	D/L Available
111	PNM	B	DHNE-NDL	MACLS	IIR	UFSBI	D/L Available
112	TKPY	B	GY-DMM	MACLS	IIIR	SSBPAC-D	D/L Available
113	PMD	B	GY-DMM	MACLS	IIIR	SSBPAC-D	D/L Available
114	KLU Jn	B	GY-DMM	MACLS	IIIR	SSBPAC-D	D/L Available
115	GDE	B	GY-DMM	MACLS	IIIR	SSBPAC-D	D/L Available
116	TAC	B	GY-DMM	MACLS	III	SSBPAC-D	D/L Available
117	ATP	B	GY-DMM	MACLS	III	SSBPAC-D	D/L Available
118	PSPY	B	GY-DMM	MACLS	III	SSBPAC-D	D/L Available
119	ZPL	B	GY-DMM	MACLS	III	SSBPAC-D	D/L Available
120	CCA	B	GY-DMM	MACLS	IIIR	SSBPAC-D	D/L Available
121	DMM	B	GY-DMM	MACLS	I	SSBPAC-D	COA & D/L Available
122	CCI	D	DMM-PAK	MACLS	IIR	SSBPAC-D	D/L Available
123	KDT	D	GTL-KLU	MACLS	IIR	UFSBI	D/L Available
124	MGB	D	DMM-PAK	MACLS	IIR	SSBPAC-D	D/L Available
125	KCM	D	DMM-PAK	MACLS	IIR	SSBPAC-D	D/L Available
126	KRY	D	DMM-PAK	MACLS	IIR	SSBPAC-D	D/L Available
127	NCU	D	DMM-PAK	MACLS	IIR	SSBPAC-D	D/L Available
128	TKU	D	DMM-PAK	MACLS	IIR	SSBPAC-D	D/L Available
129	MCU	D	DMM-PAK	MACLS	IIR	SSBPAC-D	D/L Available
130	TAT	D	DMM-PAK	MACLS	IIR	SSBPAC-D	D/L Available
131	KBA	D	DMM-PAK	MACLS	IIR	SSBPAC-D	D/L Available
132	MPL	D	DMM-PAK	MACLS	IIR	SSBPAC-D	D/L Available
133	VLD	D	DMM-PAK	MACLS	IIR	SSBPAC-D	D/L Available
134	KCI	D	DMM-PAK	MACLS	IIR	SSBPAC-D	D/L Available
135	PIL	D	DMM-PAK	MACLS	IIR	SSBPAC-D	D/L Available
136	PCL	D	DMM-PAK	MACLS	IIR	SSBPAC-D	D/L Available
137	DCU	D	DMM-PAK	MACLS	IIR	SSBPAC-D	D/L Available
138	PRDT	D	YA-NDL	MACLS	IIR	UFSBI	D/L Available
139	JMDG	D	YA-NDL	MACLS	IIR	UFSBI	D/L Available
140	SUPP	D	YA-NDL	MACLS	IIR	UFSBI	D/L Available
141	NOSM	D	YA-NDL	MACLS	IIR	UFSBI	D/L Available
142	SJMA	D	YA-NDL	MACLS	IIR	UFSBI	D/L Available
143	KLKA	D	YA-NDL	MACLS	IIR	UFSBI	D/L Available
144	BGNP	D	YA-NDL	MACLS	IIR	UFSBI	D/L Available
145	MADU	D	YA-NDL	MACLS	IIR	UFSBI	D/L Available

GTL - Location of Right Hand Signals (RHS)

S No.	Station Code	Block Section Code	Section (between major junctions with code)	Direction [UP / DN / Bi-Directional (3rd) / Quadruple Line]	Signal number	Signal Description	Km. of the signal of that direction
1	NW	NW-TGDE	WD-GY	Up	S 6	UP LSS	UP:657/7-9 Dn:657/8-10
2	YG	YG-LGRE	WD-GY	Up	S43	UP LSS	631 / 18-19
3	YG	YG-TGDE	WD-GY	DN	S8	DN LSS	633 / 3-5
4	YG	YG-TGDE	WD-GY	DN	S5	DN CL STR	632 / 23-25
5	SADP	LGRE- SADP	WD-GY	DN	SH 10	UP BACKSHUNT	609/32- 34
6	SADP	SADP- CGTA	WD-GY	DN	Sh.21	DN BACK SHUNT	608/23-25
7	KSN	KSN - CGTA	WD-GY	DN	S 6	DN CL STR	589 / 19-21
8	CK	CK-YDLP	WD-GY	DN	S26	DN CL STR	580 / 33-35
9	YS	YS-CK	WD-GY	DN	S26	DN CL STR	573/4-5
10	YS	YS-CK	WD-GY	DN	Sh.21	DN BACK SHUNT	573/15
11	RC	YS-RC	WD-GY	Up	S1 ID	UP INNER DISTANTANT	566 / 16
12	RC	YS-RC	WD-GY	Up	S1D /S101	UP DISTANT	567 / 25
13	RC	RC-PASR (LC.219)	WD-GY	Up	S 108	UP HOME FOR LC219	567 / 5-6
14	RC	RC-PASR (LC.219)	WD-GY	Up	S108 D	UP DISTANT FOR LC219	566 / 5-6
15	GTL-S	GTL-S	WD-GY	UP	S38 / Sh.58	UP Rd-5 STR & Dependent Shunt	KM442/7. RE 442/39
16	GTL-S	GTL-S	WD-GY	UP	S39 / Sh.59	UP Rd-4 STR & Dependent Shunt	KM442/7-8 , RE 2054
17	GTL-S	GTL-S	WD-GY	UP	S40 / Sh.60	UP Rd-3 STR & Dependent Shunt	KM442/7-8. RE 10524
18	GTL-S	GTL-S	WD-GY	UP	S41 / Sh.61	UP Rd-2 STR& Dependent Shunt	KM442/8-9. RE 3064/3062
19	GTL-S	GTL-S	WD-GY	UP	S42 / Sh.62	UP Rd-1 STR& Dependent Shunt	KM442/8-9. RE 3064/3062
20	GTL-S	GTL-S	WD-GY	DN	Sh.93	DN Shunt (TIM end)	KM364/8-9 RE 442/11-13
21	GTL-S	GTL-S	WD-GY	UP	Sh.92	UP Shunt (MKR end)	KM364/8-9 RE 442/13-11
22	GTL-N	GTL-N	WD-GY	DN	Sh.51	DN Shunt (Rd-6.B.Track)	KM 443/13-15
23	GTL-N	GTL-N	WD-GY	DN	Sh.46	DN Shunt (OIL Sdg)	KM 443 / 17-19A
24	GTL-N	GTL-N	WD-GY	DN	SPI.66	DN Shunt (OIL Sdg)	KM 443 / 17-19A
25	GY	GY jn cab - GY	WD-GY	UP-RU end DN-DMM end	S 19	UP W/M STR	412/7-6
26	GY	GY jn cab - GY	WD-GY	DN	S 5	DN E/M Home	413/4-3
27	NRE	MMPL-NRE	GY-RU	Up	S 1	UP HOME	221 / 27-25
28	PIL	PCL-PIL	PAK-DMM	UP	S 1	Up HOME	187/5-7
29	KLU	KLU-PMD	GY-DMM	UP	S 8	Up Rd-1 STR (GY end)	239 / 36-38
30	DMM	DMM (Rd.1-SBC end)	PAK-DMM	DN	S 58	DN RD-1 STR	177 / 60A-58A
31	DHNE	DHNE-BVO	NDL-GTL	UP	S 61	Up LSS	296 / 5-4
32	PMT	PMT	GY-RU	DN	S 1	DN HOME	199/2-4
33	OBVP	OBVP-ANE	GY-RU	Up	S 3	UP ML STR	188/17-15
34	OBVP	OBVP	GY-RU	DN	S 26	DN CL STR	189 / 0-2
35	KOU	KOU	GY-RU	DN	S 40	DN HOME	174/14-16
36	KOU	KOU	GY-RU	DN	S 40 ID	DN INNER DIST	173/14-16
37	SF	KOU-SF	GY-RU	Up	S1 ID	UP INNER DIST	167/19-17
38	BLPE	SF-BLPE	GY-RU	Up	S1	UP HOME	159 / 20-22
39	MRM	MRM-RU	GY-RU	Up	S 6	UP LSS	148/9-7

GTL - Location of Right Hand Signals (RHS)

S No.	Station Code	Block Section Code	Section (between major junctions with code)	Direction [UP / DN / Bi-Directional (3rd) / Quadruple Line]	Signal number	Signal Description	Km. of the signal of that direction
40	MRM	BLPE	GY-RU	DN	S 28	DN ML STR	149/18-20
41	RU-BP	RU Bypass	GY-RU	Up	BP1/BP 1A	UP HOME	137/27-25
42	RU-N	MRM - RU Bypass	GY-RU	DN	BP15 / 4D	DN LSS & GATE DIST	137/24-26
43	RU-N	RU/N (Rd.5 - yard)	GY-RU	DN	S60/Sh.44	DN Rd-5 STR	RU1044-1052 135/5-7
44	RU -S	RU - PDD	GY-RU	DN	S1 / S1A	DN HOME	133/26-28
45	RU-S	RU/S (Rd.4 - yard)	GDR-TPTY	Up	S50/Sh.33	RD-4 STR	RU 1020 134/34-36
46	LC73 RU-MRM	MRM-RU Bypass LC73	GY-RU	UP	BP1 ID/ S1	GATE UP H/S - INNER DIST	138/37-35
47	LC73 RU-MRM	RU-MRM (LC.73)	GY-RU	DN	S 4	DN GATE HOME	138 / 18-20
48	RU - S	RU/S (Sh.Neck –PDD end)	GDR-TPTY	DN	Sh.4	PDD -Shunting Neck	RU 1133
49	RU-S	RU/S (VIP sdg. - yard)	GDR-TPTY	Up	Sh.35	UP Shunt	134/23-25
50	RU-N	RU/N (Sh.Neck-MRM end)	GY-RU	Up	Sh.3	UP Shunt	135/42-44
51	RU-N	RU/N (MRM end)	GY-RU	Up	Sh.4	UP line Shunting Neck	135/42-44
52	RU-N	RU/N (MRV sdg –yard)	GY-RU	DN	Sh.45	Sdg to Yard Shunt	RU1046-RU135/6A
53	RU-S	RU yard Rd-7 Str	GY-RU	UP	S52/Sh 36	RD-7 STR	134 / 23-25
54	PTT	PTT-PAK	KPD-RU	DN	S 3	DN ML STR	47 / 2-4
55	CTO	CTO-SIE	KPD-RU	UP	S 24/101 D	Up LSS	31/5 - 32/1
56	SIE	SIE-CTO	KPD-RU	DN	S 15/101 D	DN LSS/ LC 37 DIST	25 / 15-17
57	LC 103	CGI - TPTY	KPD-RU	UP	S4 / 1 D	GATE DN HOME / TPTY DIST	102 / 4-6
58	KHT	KHT- YLK side	GDR-TPTY	DN	S 25	DN LSS	59/30-28
59	KQA	KQA, towards VDD side	GDR-TPTY	UP	S 26	UP C/L STR SIGNAL	10 / 05-7
60	NDZ	NDZ, towards VKI side	GDR-TPTY	UP	S 3	UP M/L STR SIGNAL	27/33-28/2
61	NDZ	NDZ, towards VDD side	GDR-TPTY	DN	S 26	DN C/L STR SIGNAL	27/12-10
62	VKI	VKI, towards YLK side	GDR-TPTY	UP	S 26	UP C/L STR SIGNAL	35/23-25
63	VKI	VKI, towards NDZ side	GDR-TPTY	UP	S 30/30A	UP H/S + Up CO - ON Signal	34/25-27
64	VKI	VKI, towards YLK side	GDR-TPTY	DN	SH 10	SHUNT SIGNAL	35/33-31
65	VKI	VKI, towards NDZ side	GDR-TPTY	UP	SH21	SHUNT SIGNAL	34/34-36
66	VKI	VKI, towards YLK side	GDR-TPTY	UP	SH23	SHUNT SIGNAL	35/22-24
67	RCG	RCG, towards YPD side	GDR-TPTY	UP	S 3	UP M/L STR SIGNAL	67/4-5
68	RCG	RCG, towards YPD side	GDR-TPTY	UP	S 6	UP LSS	67/23-25
69	RCG	RCG, towards YPD side	GDR-TPTY	DN	S30 D	DN DIST SIGNAL	69/4-2
70	YPD	YPD, towards RU side	GDR-TPTY	UP	S 25	UP LSS	74/9-11
71	YPD	YPD, towards RU side	GDR-TPTY	UP	S 26	UP C/L STR SIGNAL	73/29-31
72	YPD	YPD, towards RU side	GDR-TPTY	UP	SH 23	SHUNT SIGNAL	73/29-31

Platform Details

Sl. No.	Station Name	Station Code	Section	Km	Category	Platform Nos	Height (cms)	Length (m)	Breadth (m)
1	Adoni	AD	GTL-WD	494.640	NSG4	1	76	628.00	8.50
	Adoni	AD	GTL-WD	494.640	NSG4	2&3	84	611.00	10.25
	Adoni	AD	GTL-WD	494.640	NSG4	4	84	629.00	9.00
2	Anantapur	ATP	DMM-KLU	211.990	NSG3	1	84	576.00	9.62
	Anantapur	ATP	DMM-KLU	211.990	NSG3	2&3	84	546.00	11.60
	Anantapur	ATP	DMM-KLU	211.990	NSG3	4	84	579.00	10.15
3	Anantharajupet	ANE	RU-GY	182.900	NSG6	1	60	315.00	6.00
	Anantharajupet	ANE	RU-GY	182.900	NSG6	2	70	304.00	5.00
4	Aspari	ASP	GTL-WD	474.470	NSG6	1	84	528.00	8.50
	Aspari	ASP	GTL-WD	474.470	NSG6	2	84	560.00	8.50
5	Balapalle	BLPE	RU-GY	158.850	NSG6	1	84	300.00	12.71
	Balapalle	BLPE	RU-GY	158.850	NSG6	2	84	300.00	10.00
6	Banaganapalle	BGNP	NDL-YA	30.500	NSG6	1	84	419.00	8.00
7	Bantanahal	BLL	BAY-GTL	246.260	NSG6	1	15	348.75	9.00
	Bantanahal	BLL	BAY-GTL	246.260	NSG6	1	15	178.00	4.00
8	Battulapuram halt	BTM	DMM-PAK	111.990	HG3	1	45	338.00	6.00
9	Betamcherla	BMH	GNT-DHNE	296.920	NSG6	1	84	445.00	11.00
	Betamcherla	BMH	GNT-DHNE	296.920	NSG6		84	600.00	10.00
10	Bevinahal	BNL	BAY-GTL	239.270	NSG6	1	15	244.60	5.00
	Bevinahal	BNL	BAY-GTL	239.270	NSG6	1	15	200.70	6.00
11	Bhakrapeta	BKPT	RU-GY	243.250	NSG6	1	76	535.00	17.75
	Bhakrapeta	BKPT	RU-GY	243.250	NSG6	2	84	523.55	6.87
12	Bommasamudram	BUM	KPD-PAK	9.590	NSG6	1	0	182.00	5.00
	Bommasamudram	BUM	KPD-PAK	9.590	NSG6	2	84	300.00	6.00
13	Bugganapalli cement nagar	BEY	GNT-DHNE	290.310	NSG6	1	84	432.00	7.80
14	Challavaripalle	CLPE	RU-GY	359.500	NSG6	1	84	476.00	7.50
	Challavaripalle	CLPE	RU-GY	359.500	NSG6	2	53	450.00	7.10
15	Chandragiri	CGI	PAK-TPTY	92.480	NSG6	1	80	473.47	7.45
	Chandragiri	CGI	PAK-TPTY	92.480	NSG6	2	84	640.00	5.75
16	Chegunta	CGTA	GTL-WD	598.460	NSG6	1	15	243.00	7.00
	Chegunta	CGTA	GTL-WD	598.460	NSG6	2	15	243.00	3.70
17	Chigicherla	CCA	DMM-KLU	189.860	NSG6	1	84	400.00	10.00
	Chigicherla	CCA	DMM-KLU	189.860	NSG6	2 & 3	84	400.00	10.32
18	Chiksugar	CK	GTL-WD	580.300	NSG6	1	46	429.80	3.20
	Chiksugar	CK	GTL-WD	580.300	NSG6	2	46	428.20	4.67
19	Chinnekuntapalle	CCI	DMM-PAK	14.500	NSG6	1	84	547.70	10.00
	Chinnekuntapalle	CCI	DMM-PAK	14.500	NSG6	2	0	400.00	7.20
20	Chittoor	CTO	KPD-PAK	32.620	NSG4	1	84	584.00	11.00
	Chittoor	CTO	KPD-PAK	32.620	NSG4	2&3	84	581.00	7.00
21	Cuddapah	HX	RU-GY	259.780	NSG3	1	84	635.00	6.45
	Cuddapah	HX	RU-GY	259.780	NSG3	2&3	84	620.00	11.20
22	Damalacheruvu	DCU	DMM-PAK	220.010	NSG6	1	60	449.00	11.00
	Damalacheruvu	DCU	DMM-PAK	220.010	NSG6	2	0	304.00	6.50
23	Dharmavaram	DMM	DMM-KLU	178.440	NSG4	1	84	612.00	10.00
	Dharmavaram	DMM	DMM-KLU	178.440	NSG4	2&3	84	577.60	24.60
	Dharmavaram	DMM	DMM-KLU	178.440	NSG4	4	84	575.00	16.24
	Dharmavaram	DMM	DMM-KLU	178.440	NSG4	5	65	575.00	16.24
24	Dhone	DHNE	GNT-DHNE	332.740	NSG4	1	84	519.00	8.00
	Dhone	DHNE	GNT-DHNE	332.740	NSG4	2&3	84	562.00	10.00
	Dhone	DHNE	GNT-DHNE	332.740	NSG4	4&5	84	550.00	9.50
25	Edduladoddi	EDD	PDL-GTL	331.420	NSG6	1	45	550.00	6.00
	Edduladoddi	EDD	PDL-GTL	331.420	NSG6	2	45	550.00	6.00
26	Ganganapalle	GGNP	HX-VLD	14.300	NSG6	1	84	301.00	8.00
27	Gangayapalle	GPY	RU-GY	276.480	NSG6	1	84	475.00	6.50
	Gangayapalle	GPY	RU-GY	276.480	NSG6	2	84	485.00	6.50
28	Garladinne	GDE	DMM-KLU	228.460	NSG6	1	84	450.00	11.00
	Garladinne	GDE	DMM-KLU	228.460	NSG6	2	84	450.00	11.00

Platform Details

Sl. No.	Station Name	Station Code	Section	Km	Category	Platform Nos	Height (cms)	Length (m)	Breadth (m)
29	Gooty	GY	RU-GY	414.510	NSG4	1	84	540.00	10.00
	Gooty	GY	RU-GY	414.510	NSG4	2	84	535.00	10.00
30	Gulapalyam	GPU	KLU-GTL	268.850	NSG6	1	66	515.00	5.15
	Gulapalyam	GPU	KLU-GTL	268.850	NSG6	2 & 3	84	500.00	10.00
31	Guntakal	GTL	GY-GTL	443.060	NSG3	2&3	84	565.00	11.50
	Guntakal	GTL	GY-GTL	443.060	NSG3	4&5	84	639.90	11.50
	Guntakal	GTL	GY-GTL	443.060	NSG3	6&7	84	699.50	21.20
	Guntakal	GTL	GY-GTL	443.060	NSG3	1	84	634.30	21.00
32	Guntakal West	GTLW	BAY-GTL	253.5	HG3	1	0	647.00	10.00
33	Haddinagundu	HDD	BAY-GTL	214.680	NSG6	1	0	286.10	7.00
34	Hagari	HGI	BAY-GTL	222.000	NSG6	1	15	283.00	8.00
	Hagari	HGI	BAY-GTL	222.000	NSG6	2	15	202.00	4.00
35	Hanuman circle	HNMN	KLU-GTL	276.600	HG2	1	84	405.00	4.30
	Hanuman circle	HNMN	KLU-GTL	276.600	HG2	2	84	412.00	4.00
36	Hanumapura halt	HPH	GTL-WD	539.000	HG3	1	45	296.00	4.00
	Hanumapura halt	HPH	GTL-WD	539.000	HG3	2	45	296.00	4.00
37	Hastavaramu	HAQ	RU-GY	214.160	NSG6	1	0	463.00	7.00
	Hastavaramu	HAQ	RU-GY	214.160	NSG6	2	76	458.00	6.00
38	Imampuram	IMAM	GTL-DMM	251.7	HG3	1	76	50.00	8.00
39	Irnagallu	EGU	GTL-WD	528.340	NSG6	1	50	291.00	7.50
	Irnagallu	EGU	GTL-WD	528.340	NSG6	2	50	298.00	7.50
40	Isivi	ESV	GTL-WD	501.130	NSG6	1	57	300.00	7.50
	Isivi	ESV	GTL-WD	501.130	NSG6	2	60	329.00	7.50
41	Jakkalacheruvu	JKO	RU-GY	402.500	NSG6	1	10	260.00	6.00
	Jakkalacheruvu	JKO	RU-GY	402.500	NSG6	2	10	260.00	6.00
42	Jammalamadugu	JMDG	NDL-YA	90.850	NSG6	1	84	429.70	8.00
	Jammalamadugu	JMDG	NDL-YA	90.850	NSG6	2	84	429.00	8.00
43	Juturu	JUR	RU-GY	379.125	NSG6	1	46	276.20	7.50
	Juturu	JUR	RU-GY	379.125	NSG6	2	84	362.00	9.90
44	Kadiri	KRY	DMM-PAK	67.250	NSG5	1	84	600.40	8.00
	Kadiri	KRY	DMM-PAK	67.250	NSG5	2	75	603.00	8.00
45	Kalamalla	KMH	RU-GY	306.600	NSG6	1	57	476.00	7.60
	Kalamalla	KMH	RU-GY	306.600	NSG6	2	50	475.00	7.50
46	Kalasamudram	KCM	DMM-PAK	53.590	NSG6	1	84	373.90	8.00
	Kalasamudram	KCM	DMM-PAK	53.590	NSG6	2	84	373.00	8.00
47	Kalikiri	KCI	DMM-PAK	172.050	NSG6	1	80	645.00	6.00
	Kalikiri	KCI	DMM-PAK	172.050	NSG6	2	90	596.00	10.00
48	Kalluru	KLU	DMM-KLU	239.540	NSG6	1	84	584.72	6.00
	Kalluru	KLU	DMM-KLU	239.540	NSG6	2&3	84	548.00	10.00
49	Kamalapuram	KKM	RU-GY	283.683	NSG6	1	84	550.00	7.75
	Kamalapuram	KKM	RU-GY	283.683	NSG6	2	84	550.00	10.00
50	Kanamalapalle	KNLP	RU-GY	249.720	NSG6	1	84	270.00	12.71
51	Khaderpet	KDT	KLU-GTL	247.311	NSG6	1	54	429.29	9.00
	Khaderpet	KDT	KLU-GTL	247.311	NSG6	2	84	503.00	9.00
52	Koduru	KOU	RU-GY	175.510	NSG5	1	80	652.00	7.80
	Koduru	KOU	RU-GY	175.510	NSG5	2	84	675.00	6.00
53	Koilakuntla	KLKA	NDL-YA	44.300	NSG6	1	84	490.00	8.00
	Koilakuntla	KLKA	NDL-YA	44.300	NSG6	2	84	481.00	10.00
54	Komali	KMQA	RU-GY	372.318	NSG6	1	70	476.00	8.30
	Komali	KMQA	RU-GY	372.318	NSG6	1	70	476.00	8.30
55	Kondagunta	KQA	GDR-RU	9.575	NSG6	1	45	358.00	6.00
	Kondagunta	KQA	GDR-RU	9.575	NSG6	2	84	675.00	6.00
56	Kondapuram	KDP	RU-GY	338.730	NSG6	1	80	649.00	10.00
	Kondapuram	KDP	RU-GY	338.730	NSG6	2	79	656.00	10.00
57	Kosigi	KO	GTL-WD	522.670	NSG6	1	84	527.00	7.50
	Kosigi	KO	GTL-WD	522.670	NSG6	2	84	559.00	7.50

Platform Details

Sl. No.	Station Name	Station Code	Section	Km	Category	Platform Nos	Height (cms)	Length (m)	Breadth (m)
58	Kotala halt	KEN	PAK-TPTY	89.530	HG3	1	84	439.10	6.00
59	Krishna	KSN	GTL-WD	589.170	NSG5	1	84	633.00	9.20
	Krishna	KSN	GTL-WD	589.170	NSG5	2	84	645.00	9.88
60	Krishnammakona	KEF	GNT-DHNE	281.730	NSG6	1	45.5	400.00	3.00
61	Krishnapuram	KPU	RU-GY	267.705	NSG6	1	84	475.00	6.50
	Krishnapuram	KPU	RU-GY	267.705	NSG6	2	84	475.00	6.50
62	Kuppagal	KGL	GTL-WD	509.060	NSG6	1	84	550.00	7.50
	Kuppagal	KGL	GTL-WD	509.060	NSG6	2	84	580.00	7.50
63	Kurabalakota	KBA	DMM-PAK	135.350	NSG6	1	70	471.25	8.00
	Kurabalakota	KBA	DMM-PAK	135.350	NSG6	2	0.0	462.00	7.46
64	Linganenidoddi	LMD	DHNE-PDL	316.420	NSG6	1	45.5	383.00	7.00
	Linganenidoddi	LMD	DHNE-PDL	316.420	NSG6	2	84	390.00	4.00
65	Lingiri	LGRE	GTL-WD	621.920	NSG6	1	15	235.50	4.00
	Lingiri	LGRE	GTL-WD	621.920	NSG6	2	15	229.00	4.00
66	Madanapalle Road	MPL	DMM-PAK	144.400	NSG5	1	84	541.00	10.00
	Madanapalle Road	MPL	DMM-PAK	144.400	NSG5	2	84	545.00	10.00
67	Maddikera	MKR	PDL-GTL	353.960	NSG6	1	84	485.00	6.00
	Maddikera	MKR	PDL-GTL	353.960	NSG6	2	84	497.00	10.00
68	Madduru	MADU	NDL-YA	10.845	HG3	1	84	419.00	8.00
	Madduru	MADU	NDL-YA	10.845	HG3	2	84	419.00	8.00
69	Malakavemula	MVA	DMM-PAK	45.890	HG3	1	84	300.00	7.00
70	Malkapuram	MLK	GNT-DHNE	319.900	NSG6	1	45.5	550.00	8.50
71	Malliyala	MYL	DHNE-PDL	307.950	NSG6	1	84	355.00	5.00
	Malliyala	MYL	DHNE-PDL	307.950	NSG6	2&3	76	550.00	10.00
72	Mamanduru	MRM	RU-GY	149.020	NSG6	1	76	300.00	6.00
	Mamanduru	MRM	RU-GY	149.020	NSG6	2	0	300.00	4.00
73	Mangalampeta	MPT	DMM-PAK	209.290	HG3	1	60	350.00	8.00
74	Mangapatnam	MUM	RU-GY	330.781	NSG6	1	85	550.00	8.50
	Mangapatnam	MUM	RU-GY	330.781	NSG6	2	84	550.00	8.00
75	Mantapampalle	MMPL	RU-GY	226.800	NSG6	1	80	533.00	7.00
	Mantapampalle	MMPL	RU-GY	226.800	NSG6	2	80	566.00	7.00
76	Mantralayam road	MALM	GTL-WD	535.720	NSG4	1	84	602.00	6.00
	Mantralayam road	MALM	GTL-WD	535.720	NSG4	2&3	84	600.00	8.50
77	Marichetal	MRC	GTL-WD	554.090	NSG6	1	15	161.00	10.00
	Marichetal	MRC	GTL-WD	554.090	NSG6	2	15	255.00	5.00
78	Matmari	MTU	GTL-WD	546.870	NSG6	1	15	605.00	6.00
	Matmari	MTU	GTL-WD	546.870	NSG6	2	15	611.00	6.00
79	Molagavalli	MGV	GTL-WD	463.375	NSG6	1	84	564.00	8.50
	Molagavalli	MGV	GTL-WD	463.375	NSG6	2	84	562.00	8.50
80	Muddanuru	MOO	RU-GY	314.844	NSG5	1	84	630.00	6.00
	Muddanuru	MOO	RU-GY	314.844	NSG5	2&3	77	630.00	8.00
81	Mudigubba	MGB	DMM-PAK	34.770	NSG6	1	84	596.00	10.00
	Mudigubba	MGB	DMM-PAK	34.770	NSG6	2	84	531.00	8.00
82	Mulakalacheruvu	MCU	DMM-PAK	104.430	NSG6	1	80	541.00	8.00
	Mulakalacheruvu	MCU	DMM-PAK	104.430	NSG6	2	84	495.20	8.00
83	Mungalipattu	MNPT	PAK-TPTY	82.150	NSG6	1	80	400.00	6.50
84	Nagarur	NRR	GTL-WD	485.230	NSG6	1	84	569.00	7.50
	Nagarur	NRR	GTL-WD	485.230	NSG6	2	84	528.00	7.50
85	Nakkanadoddi	NKDO	GY-GTL	430.590	NSG6	1	65	410.00	6.00
	Nakkanadoddi	NKDO	GY-GTL	430.590	NSG6	2	68	395.00	6.00
86	Nallacheruvu	NCU	DMM-PAK	77.740	NSG6	1	84	550.40	7.00
	Nallacheruvu	NCU	DMM-PAK	77.740	NSG6	2	84	405.35	7.00
87	Nallacheruvu east	NCE	DMM-PAK	81.620	HG3	1	0	280.40	9.00
88	Nalwar	NW	GTL-WD	657.920	NSG5	1	84	685.50	9.00
	Nalwar	NW	GTL-WD	657.920	NSG5	2	84	610.60	8.00
89	Nancherla	NLA	GTL-WD	452.160	NSG6	1	84	333.00	7.50
	Nancherla	NLA	GTL-WD	452.160	NSG6	2	45	330.00	7.50
90	Nandalur	NRE	RU-GY	220.427	NSG6	1	60	579.00	8.87
	Nandalur	NRE	RU-GY	220.427	NSG6	2	76	539.30	10.00
91	Nemakallu	NMLU	GTL-WD	456.227	NSG6	1	45	342.00	7.50
	Nemakallu	NMLU	GTL-WD	456.227	NSG6	2	45	342.00	7.50

Platform Details

Sl. No.	Station Name	Station Code	Section	Km	Category	Platform Nos	Height (cms)	Length (m)	Breadth (m)
92	Nidigallu	NDZ	GDR-RU	27.638	NSG6	1	84	300.00	5.00
	Nidigallu	NDZ	GDR-RU	27.638	NSG6	2	84	295.00	5.00
93	Nossam	NOSM	NDL-YA	75.800	NSG6	1	84	283.40	8.00
	Nossam	NOSM	NDL-YA	75.800	NSG6	2	84	283.40	8.00
94	Obulavaripalle	OBVP	RU-GY	188.750	NSG6	1	60	562.00	9.50
	Obulavaripalle	OBVP	RU-GY	188.750	NSG6	2	84	562.00	6.50
95	Ontimitta	VNM	RU-GY	237.619	NSG6	1	84	507.95	6.72
	Ontimitta	VNM	RU-GY	237.619	NSG6	2	84	407.00	7.01
96	PAGADIRAI	PGRI	GY-PDL	13.850	NSG6	1	45.5	323.00	6.00
97	Pabbapuram	PBAP	GY-PDL		HG3	1	84	300	8.00
98	Pakala	PAK	KPD-PAK	62.540	NSG5	1&2	84	618.00	9.50
	Pakala	PAK	KPD-PAK	62.540	NSG5	3	84	600.00	10.00
99	Pamidi	PMD	KLU-GY	247.150	NSG6	1	84	430.00	10.00
	Pamidi	PMD	KLU-GY	247.150	NSG6	2	84	430.00	10.34
100	Panapakkam	PAM	PAK-TPTY	74.600	NSG6	1	84	440.00	5.45
	Panapakkam	PAM	PAK-TPTY	74.600	NSG6	2	0	440.00	5.00
101	Panyam	PNM	GNT-DHNE	271.510	NSG6	1	84	367.00	8.20
	Panyam	PNM	GNT-DHNE	271.510	NSG6	2	84	271.00	9.00
102	Patakottacheruvu	PLU	GY-GTL	426.010	NSG6	1	63	400.00	6.00
	Patakottacheruvu	PLU	GY-GTL	426.010	NSG6	2	63	400.00	6.00
103	Pendekallu	PDL	DHNE-PDL	323.010	NSG6	1	84	450.00	7.00
	Pendekallu	PDL	DHNE-PDL	323.010	NSG6	2	45.5	395.00	10.00
104	Pendlimarri	PDMI	HX-VLD	21.300	NSG6	1	84	307.00	8.00
105	Peyanapalli halt	PYX	KPD-PAK	21.570	HG3	1	0	258.00	6.00
106	Piler	PIL	DMM-PAK	186.360	NSG6	1	90	606.00	10.00
	Piler	PIL	DMM-PAK	186.360	NSG6	2	80	350.00	10.00
107	Prasannayapalli	PSPY	DMM-KLU	207.758	NSG6	1	84	400.00	7.50
	Prasannayapalli	PSPY	DMM-KLU	207.758	NSG6	2	84	400.00	5.75
108	Proddatur	PRDT	NDL-YA	108.600	NSG6	1	84	450.00	8.00
	Proddatur	PRDT	NDL-YA	108.600	NSG6	2	84	434.00	8.00
109	Pulicherla	PCL	DMM-PAK	201.790	NSG6	1	50	400.00	10.00
	Pulicherla	PCL	DMM-PAK	201.790	NSG6	2	0	214.00	6.60
110	Pullampeta	PMT	RU-GY	199.896	NSG6	1	84	483.00	6.00
	Pullampeta	PMT	RU-GY	199.896	NSG6	2	84	485.00	3.00
111	Puttalapattu	PTT	KPD-PAK	47.030	NSG6	1	80	299.00	6.00
112	Rachagunneri	RCG	GDR-RU	66.804	NSG6	1	0	300.00	10.00
	Rachagunneri	RCG	GDR-RU	66.804	NSG6	2	0	300.00	6.00
113	Raichur	RC	GTL-WD	563.900	NSG3	1	84	636.00	14.10
	Raichur	RC	GTL-WD	563.900	NSG3	2 & 3	84	644.60	10.20
114	Rajampeta	RJP	RU-GY	209.030	NSG5	1	83	643.00	8.25
	Rajampeta	RJP	RU-GY	209.030	NSG5	2	84	649.00	7.50
115	Ramapuram	RAM	KPD-PAK	15.690	NSG6	1	84	266.00	6.55
	Ramapuram	RAM	KPD-PAK	15.690	NSG6	2	84	300.00	7.00
116	Rangapuram	RGM	GNT-DHNE	307.970	NSG6	1	84	600.00	9.00
117	Rayalacheruvu	RLO	RU-GY	391.093	NSG6	1	68	562.30	8.00
	Rayalacheruvu	RLO	RU-GY	391.093	NSG6	2	75	573.30	7.00
118	Reddipalle	RPL	RU-GY	196.050	HG3	1	45	319.00	5.00
	Reddipalle	RPL	RU-GY	196.050	HG3	2	15	193.00	5.00
119	Regadipalli	RLL	RU-GY	346.773	NSG6	1	65	369.00	8.00
	Regadipalli	RLL	RU-GY	346.773	NSG6	2	68	369.00	7.20
120	Renigunta	RU	RU-GY	134.780	NSG3	4 & 5	84	564.00	7.00
	Renigunta	RU	RU-GY	134.780	NSG3	2 & 3	84	668.00	11.00
	Renigunta	RU	RU-GY	134.780	NSG3	1	84	608.00	11.00
121	S Uppalapadu	SUPP	NDL-YA	84.200	NSG6	1	84	283.40	8.00
122	Saidapur	SADP	GTL-WD	609.320	NSG5	1	84	631.00	9.15
	Saidapur	SADP	GTL-WD	609.320	NSG5	2	84	621.00	14.00
123	Sampurahalli halt	SPHL	GTL-WD	650.730	HG3	1	0	279.00	4.60
	Sampurahalli halt	SPHL	GTL-WD	650.730	HG3	2	0	279.00	3.60
124	Sanjamala	SJMA	NDL-YA	51.700	NSG6	1	84	288.00	8.00
125	Sankaragummanuru	SNKG	BAY-GTL	242.400	HG3	1	0	197.40	4.00

Platform Details

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126	Settigunta	SF	RU-GY	165.840	NSG6	1	84	338.00	6.00
	Settigunta	SF	RU-GY	165.840	NSG6	2	15	120.00	3.00
127	Siddampalli	SIE	KPD-PAK	24.930	NSG6	1	80	291.00	6.00
128	Srikhalahasti	KHT	GDR-RU	60.003	NSG4	1	84	640.00	9.00
	Srikhalahasti	KHT	GDR-RU	60.003	NSG4	2	84	550.00	6.00
129	T.sakibanda	TKBN	BAY-GTL	235.100	HG3	1	72	215.40	6.00
	T.sakibanda	TKBN	BAY-GTL	235.100	HG3	1	0	198.00	4.00
130	Tadpatri	TU1	RU-GY	366.885	NSG5	1	84	653.00	9.90
	Tadpatri	TU1	RU-GY	366.885	NSG5	2&3	85	652.00	10.00
131	Tanakallu	TKU	DMM-PAK	89.250	NSG6	1	72	450.40	10.00
	Tanakallu	TKU	DMM-PAK	89.250	NSG6	2	0.0	375.00	7.10
132	Taticherla	TAC	DMM-KLU	219.460	NSG6	1	84	500.00	10.00
	Taticherla	TAC	DMM-KLU	219.460	NSG6	2	84	500.00	10.00
133	Thangundi	TGDE	GTL-WD	641.860	NSG6	1	45.5	289.00	6.35
	Thangundi	TGDE	GTL-WD	641.860	NSG6	2	45.5	282.00	5.10
134	Timmancherla	TIM	GY-GTL	439.800	NSG6	2	74	345.85	9.00
	Timmancherla	TIM	GY-GTL	439.800	NSG6	1	74	344.70	9.00
135	Tirupati	TPTY	RU-TPTY	92.960	NSG2	1	84	638.00	9.00
	Tirupati	TPTY	RU-TPTY	92.960	NSG2	2&3	84	635.00	10.00
	Tirupati	TPTY	RU-TPTY	92.960	NSG2	4&5	84	574.00	12.00
	Tirupati	TPTY	RU-TPTY	92.960	NSG2	6	84	585.00	12.00
136	Tirupati west	TPW	PAK-TPTY	102.750	HG2	1	84	175.00	11.00
137	Tiruchanur	TCNR	RU-TPTY	86.096	HG2	1	84	620.00	14.00
	Tiruchanur	TCNR	RU-TPTY	86.096	HG2	2&3	84.0	620.00	16.00
138	Tugali	TGL	PDL-GTL	339.500	NSG6	1	84	310.00	8.00
	Tugali	TGL	PDL-GTL	339.500	NSG6	2	45.5	550.00	7.20
139	Tummanamgunta	TAT	DMM-PAK	120.520	NSG6	1	80	417.00	8.00
	Tummanamgunta	TAT	DMM-PAK	120.520	NSG6	2	0.0	375.00	7.20
140	Turkapalli	TKPY	KLU-GY	259.496	NSG6	1	84	361.00	5.50
	Turkapalli	TKPY	KLU-GY	259.496	NSG6	2	75	500.00	10.34
141	Vanganuru	VRN	RU-GY	353.879	NSG6	1	52	468.00	10.00
	Vanganuru	VRN	RU-GY	353.879	NSG6	2	53	468.00	6.00
142	Vayalpad	VLD	DMM-PAK	152.300	NSG6	1	84	660.00	10.00
	Vayalpad	VLD	DMM-PAK	152.300	NSG6	2	84	654.00	6.00
143	Vemulapadu	VML	RU-GY	385.551	NSG6	1	45	460.00	5.00
	Vemulapadu	VML	RU-GY	385.551	NSG6	2	65	465.00	8.00
144	Vendodu	VDD	GDR-RU	19.150	NSG6	1	84	530.00	7.00
	Vendodu	VDD	GDR-RU	19.150	NSG6	2	84	515.00	11.50
145	Venkatagiri	VKI	GDR-RU	35.672	NSG5	1	84	630.00	5.30
	Venkatagiri	VKI	GDR-RU	35.672	NSG5	2&3	84	550.00	6.00
146	Venkatampalli	VPL	KLU-GTL	258.340	NSG6	1	56	420.00	7.00
	Venkatampalli	VPL	KLU-GTL	258.340	NSG6	2	84	467.00	7.00
147	Virapur	VP	BAY-GTL	230.700	NSG6	1	68	412.60	9.80
	Virapur	VP	BAY-GTL	230.700	NSG6	2	72	446.00	10.00
	Virapur	VP	BAY-GTL	230.700	NSG6	3	72	399.00	10.00
148	Yadgir	YG	GTL-WD	632.500	NSG3	1	84	640.00	6.50
	Yadgir	YG	GTL-WD	632.500	NSG3	2&3	84	619.00	7.00
149	Yadlapur	YDLP	GTL-WD	586.408	NSG6	1	15	313.50	6.00
150	Yellakaru	YLK	GDR-RU	47.758	NSG6	1	84	316.00	9.12
151	Yermaras	YS	GTL-WD	573.000	NSG6	1	84	251.00	7.00
	Yermaras	YS	GTL-WD	573.000	NSG6	2	15	366.00	5.00
152	Yerpedu	YPD	GDR-RU	73.653	NSG6	1	84	319.00	7.00
	Yerpedu	YPD	GDR-RU	73.653	NSG6	2	84	310.00	6.50
153	Yerragudipaddu	YGD	RU-GY	292.031	NSG6	1	84	543.00	9.50
	Yerragudipaddu	YGD	RU-GY	292.031	NSG6	2	84	543.00	12.60
154	Yerraguntla	YA	RU-GY	299.262	NSG5	1	84	635.00	5.00
	Yerraguntla	YA	RU-GY	299.262	NSG5	2	84	650.00	4.70
155	Zangalapalle	ZPL	DMM-KLU	199.160	NSG6	1	84	400.00	6.00
	Zangalapalle	ZPL	DMM-KLU	199.160	NSG6	2	84	400.00	5.80

CSRs of all Stations					
S. No.	STN Code	Road	Main/Loop	CSR / CAL	CSR SWOD
1	RU	Road 1	Passenger line	724.81	686
		Road 2	Goods line	697.01	686
		Road 3	Passenger line	698.018	700
		Road 4	Passenger line	696.418	700
		Road 5	Passenger line	464.08	493
		Road 6	Luikas	211.498	230
		Road 7		678.028	674
		Road 8		694.733	686
		Road 9		693.833	686
		Road 10		692.728	700
		Road 11		645.728	640
		Road 12		646.328	600
		Road 13		654.576	686
			Tower wagon siding	70	18 Bogies
			Coaching Line / Milk Siding	336.578	
			Tourist siding	396.524	18 Bogies
			VIP siding	130	130
			MRV siding	73	75
2	MRM	Road 1	UP	800	800
		Road 2	UP loop	775	775
		Road 3	DN	706	706
		Road 4	DN loop	707	707
		Road 5	TM/RGM siding	707	707
			ballast siding	546.5	686
3	BLPE	Road 1	UP loop	709	751
		Road 2	UP	709	750
		Road 3	DN	707	743
		Road 4	DN loop	707	728
4	SF	Road 1	Common loop	771	686
		Road 2	UP	771	686
		Road 3	DN	746	686
		Road 4	DN loop	746	686
			TM siding	300	
5	KOU	Road 1	Common loop 1	818.3	818
		Road 2	UP	817.8	817
		Road 3	DN	818.3	818
		Road 4	Common loop 2	704.5	704
		Road 5	Goods common loop	704.5	704
			Siding 1	794.5	794
6	ANE	Road 1	UP loop	686	686
		Road 2	UP	686	686
		Road 3	DN	686	686
		Road 4	Common loop	686	686
7	OBVP	Road 1	Common loop	724	724
		Road 2	UP	724	724
		Road 3	DN	724	724
		Road 4	DN loop	724	724
			TM siding	300	300

S. No.	STN Code	Road	Main/Loop	CSR / CAL	CSR SWOD
8	PMT	Road 1	Common loop	737.385	686
		Road 2	DN	737.385	686
		Road 3	UP	731.6	686
		Road 4	UP loop	731.6	686
9	RJP	Road 1	Common loop	811	765
		Road 2	UP	811	765
		Road 3	DN	805	767
		Road 4	DN loop	805	767
			Tower wagon siding	90	185
			RGM siding	90	
			Track Machine Siding	300	185
10	HAQ	Road 1	UP loop	779.75	720
		Road 2	UP	779.75	720
		Road 3	DN	768.35	720
		Road 4	Common loop	768.35	720
11	NRE	Road 1	UP loop	834	715
		Road 2	UP	834	715
		Road 3	DN	1393	715
		Road 4	Common loop 1	1099	715
		Road 5	Common loop 2	919	715
		Road 6	Goods common loop 1	769	715
		Road7	Goods common loop 2	769	715
			Engineering siding	248.8	310
			TM siding	193	200
12	MMPL	Road 1	UP loop	744.66	720.66
		Road 2	UP	744.66	720.66
		Road 3	DN	720.66	720.66
		Road 4	Common loop	720.66	720.66
13	VNM	Road 1	UP loop	739	715
		Road 2	UP	739	715
		Road 3	DN	715	715
		Road 4	Common loop	715	715
			TM siding	400	400
14	BKPT	Road 1	UP loop	788.7	715
		Road 2	UP	788.7	715
		Road 3	DN	715	715
		Road 4	Common loop	715	715
15	KNLP	Road 1	UP loop	686	686
		Road 2	UP	686	686
		Road 3	DN	686	686
		Road 4	DN loop	686	686
16	HX	Road 1	Common loop	829.3	829.3
		Road 2	UP	829.3	829.3
		Road 3	DN	803.21	803.51
		Road 4	Goods R&D loop line	803.21	759.91
		Road 5	Goods common loop	759.91	759.91
			Jumbo Rake siding	686	686
			Tower wagon siding	119	119
			Mineral oil siding	367	367
			Mineral oil siding	367	367

S. No.	STN Code	Road	Main/Loop	CSR / CAL	CSR SWOD
17	KPU	Road 1	DN loop	804	720
		Road 2	DN	837.715	720
		Road 3	UP	936.4	765
		Road 4	Common loop	792.95	720
		Road 5	Goods loop	767.154	720
			Track Machine siding	200	200
			Engineering siding	300	300
18	GPY	Road 1	DN loop	733	733
		Road 2	DN	733	733
		Road 3	UP	723	723
		Road 4	Common loop 1	723	723
		Road 5	Common loop 2	723	723
19	KKM	Road 1	UP loop	737.6	732.5
		Road 2	UP	737.6	732.5
		Road 3	DN	730	732.5
		Road 4	Common loop 1	731	732.5
		Road 5	Common loop 2	731	732.5
			Track Machine Siding	465	500
			Ballast Siding	741.4	200
20	YGD	Road 1	DN loop	760	720
		Road 2	DN	760	720
		Road 3	UP	733.5	720
		Road 4	Common loop	733.5	720
			Engineering siding	258	300
			TM siding	155	200
21	YA	Road 1	Common loop 1	722	720
		Road 2	UP	732	720
		Road 3	DN	767	866
		Road 4	R&D line	763	866
		Road 5	Common loop 2	755	866
			TM siding	300	300
22	KMH	Road 1	UP loop	751.52	739
		Road 2	UP	752.42	739
		Road 3	Common loop 1	730.6	739
		Road 4	DN	813	739
		Road 5	Common loop 2	730.6	739
23	MOO	Road 1	Common loop	720	720
		Road 2	DN	720	720
		Road 3	UP	720	720
		Road 4	UP loop	720	720
		Road 5	Goods R&D line 1	720	720
		Road 6	Goods R&D line 2	720	720
			Dead end siding	400	400
			TM siding	200	200
24	MUM	Road 1	Common loop	792.6	720
		Road 2	DN	792.6	720
		Road 3	UP	792.6	720
		Road 4	UP loop	792.6	720
			Tower wagon siding	92	75
			Ballast Siding	538.7	330

S. No.	STN Code	Road	Main/Loop	CSR / CAL	CSR SWOD
1	KDP	Road 1	DN loop	720	720
		Road 2	DN	720	720
		Road 3	UP	720	720
		Road 4	Common loop	720	720
			Tower wagon siding	216.87	216.87
			Shunting Neck	280.95	280
			Ballast siding 1	287	287
			Ballast siding 2	287	287
2	RLL	Road 1	UP loop	720	720
		Road 2	UP	720	720
		Road 3	R&D line	721.68	721.68
		Road 4	DN	721.68	721.68
		Road 5	Common loop	721.68	721.68
			Engineering Material siding	300	
3	VRN	Road 1	Common loop	720	720
		Road 2	DN	720	720
		Road 3	UP	720	720
		Road 4	UP loop	720	720
			Engineering siding	300	
4	CLPE	Road 1	DN loop	730.405	730.405
		Road 2	DN	730.405	730.405
		Road 3	UP	764.94	764.94
		Road 4	Common loop	764.94	764.94
5	TU	Road 1	UP loop	715	715
		Road 2	UP	715	715
		Road 3	Common loop 1	715	715
		Road 4	DN	715	715
		Road 5	Common loop 2	715	715
		Road 6	Goods loop	715	715
			TM siding	200	
			Siding 1	353	
			Siding 2	369	
			Shunting Neck	700	
6	KMQA	Road 1	UP loop	757.74	757.74
		Road 2	UP	757.74	757.74
		Road 3	DN	757.74	757.74
		Road 4	Common loop	757.74	757.74
7	JUR	Road 1	DN loop	720	720
		Road 2	DN	720	720
		Road 3	R&D line	720	720
		Road 4	UP	720	720
		Road 5	UP loop	720	720
		Road 6	Goods loop	720	720
			TM siding	190	190
8	VML	Road 1	UP loop	767	767
		Road 2	UP	767	767
		Road 3	DN	746.74	746
		Road 4	Common loop	746.74	746

S. No.	STN Code	Road	Main/Loop	CSR / CAL	CSR SWOD
9	RLO	Road 1	DN loop	720	720
		Road 2	DN	720	720
		Road 3	UP	720	720
		Road 4	Common loop	720	720
		Road 5	Goods loop	720	720
			TM siding	200	200
			Shunting Neck	219.36	
			Hot axle siding	65	65
10	JKO	Road 1	DN loop	686	686
		Road 2	DN	686	686
		Road 3	UP	686	686
		Road 4	UP loop	686	686
11	GY	Road 1	Goods R&D line	689	686
		Road 2	Goods R&D line	685	686
		Road 3	Goods R&D line	663	686
		Road 6	Goods R&D line	798	686
		Road 7	DN	782	686
		Road 8	UP	689	686
		Road 9	Goods R&D line	726	700
		Road 10	Goods R&D line	690	677
		Road 11	Goods R&D line	563.6	
			Spur No.1	350	590
			Spur No.2	350	590
			C&W checking line 1	720	590
			C&W checking line 2	720	590
			C&W checking line 3	720	590
			DN Shunting neck RU end	741	
			UP Shunting neck RU end	720	
			Ballast siding	628	
			Tower wagon siding	149	
1	GYF		Bye pass line	2599.044	
1	PLU	Road 1	DN loop	686	686
		Road 2	DN	686	686
		Road 3	UP	686	686
		Road 4	UP loop	686	686
2	NKDO	Road 1	DN loop	739.35	686
		Road 2	DN	747.64	686
		Road 3	UP	747.64	686
		Road 4	UP loop	739.35	686
3	TIM	Road 1	Common loop	760	760
		Road 2	DN	760	760
		Road 3	UP	772	772
		Road 4	Goods loop	682	686
		Road 5	Siding 1	687	687
		Road 6	Siding 2	604	604
		Road 7	Siding 3	604	604
			TM siding depot	150	
			TM siding depot	150	
			Tower wagon siding	61.95	
			Ore siding	101	

S. No.	STN Code	Road	Main/Loop	CSR / CAL	CSR SWOD
4	GTL	Road 13	Passenger line	926.08	926.08
		Road 12	Passenger loop line	711	711
		Road 11	Passenger main line	721	721
		Road 1	Goods R&D line	689	689
		Road 2	Goods R&D line	689	689
		Road 3	Passenger loop 3	806	806
		Road 4	Passenger loop line	707	707
		Road 5	Passenger loop line	565	565
		Road 6	Passenger loop line	663	663
		Road 7	Through line	827	827
		Road 8	Goods R&D line	705	705
		Road 9	Goods R&D line	705	705
		Road 10	Goods R&D line	694	694
			Slip coach siding 2	75	75
			Slip coach siding	75	75
			Oil siding 1	669	669
			Oil siding 2	318.7	318.7
			Pit line	245	245
			MRV siding	245	245
			ART siding	245	245
5	NLA	Road 1	Common loop	720	720
		Road 2	UP	720	720
		Road 3	DN	790.95	720
		Road 4	DN loop	790.95	720
			Goods siding	220	220
6	NMLU	Road 1	UP loop	720	720
		Road 2	UP	720	720
		Road 3	DN	720	720
		Road 4	Common loop	720	720
			TM siding	200	200
7	MGV	Road 1	Common loop	726	820
		Road 2	UP	726	820
		Road 3	DN	726	726
		Road 4	DN loop	726	726
8	ASP	Road 1	Common loop	720	720
		Road 2	DN	720	720
		Road 3	UP	720	720
		Road 4	UP loop	720	720
9	NRR	Road 1	Common loop	720	720
		Road 2	UP	720	720
		Road 3	DN	720	720
		Road 4	Dn loop	720	720
			Engineering siding	200	176
10	AD	Road 1	UP loop	777.47	777
		Road 2	UP	777.47	777
		Road 3	DN	756.66	756
		Road 4	Common loop	756.66	756
		Road 5	Goods R&D line	756.36	756
			TM siding	230	230
			Tower wagon siding	106	106
11	ESV	Road 1	Common loop	720	720
		Road 2	UP	720	720
		Road 3	DN	720	720
		Road 4	DN loop	720	720

S. No.	STN Code	Road	Main/Loop	CSR / CAL	CSR SWOD
12	KGL	Road 1	Common loop	720	720
		Road 2	DN	720	720
		Road 3	UP	720	720
		Road 4	UP loop	720	720
13	KO	Road 1	Common loop	720	720
		Road 2	UP	720	720
		Road 3	DN	720	720
		Road 4	DN loop	720	720
14	EGU	Road 1	Common loop	720	720
		Road 2	DN	720	720
		Road 3	UP	720	720
		Road 4	UP loop	720	720
15	MALM	Road 1	Common loop 1	720	720
		Road 2	UP	720	720
		Road 3	DN	720	915
		Road 4	Common loop 2	720	915
			Sleeper siding	358.06	358
			Tower wagon siding	75	75
16	MTU	Road 1	Common loop	728	728
		Road 2	DN	728	728
		Road 3	UP	753.66	738.66
		Road 4	UP loop	753.66	738.66
17	MRC	Road 1	UP loop	686	686
		Road 2	UP	686	686
		Road 3	DN	686	686
		Road 4	DN loop	686	686
18	RC	Road 1		762	762
		Road 2		762	762
		Road 3		762	762
		Road 4		783	783
		Road 5		783	783
			Oil siding 2	375	375
			Oil siding 1	375	375
			Ballast siding	300	300
			Jumbo rake siding 2	740	740
			Jumbo rake siding 1	905	905
			PQRS siding 3	500	500
			PQRS siding 2	398	398
			PQRS siding 1	398	398
			MRV siding	100	100
			Ballast/Material siding	717	
			Hot axle siding	95	95
			Tower wagon siding	85	85
19	YS	Road 1	Common loop	715	715
		Road 2	UP	715	715
		Road 3	DN	715	715
		Road 4	DN loop	715	715
20	CK	Road 1	Common loop	786.33	718
		Road 2	UP	786.33	711
		Road 3	DN	771.8	696
		Road 4	DN loop	771.8	696
			TM Siding	324.00	

S. No.	STN Code	Road	Main/Loop	CSR / CAL	CSR SWOD
21	YDLP	Road 1	DN loop	686	686
		Road 2	DN	686	702
		Road 3	UP	686	979
		Road 4	Common loop 3	686	686
		Road 5	Common loop 2	686	686
		Road 6	Common loop 1	686	686
22	KSN	Road 1	Common loop	746	746
		Road 2	UP	746	746
		Road 3	DN	773	773
		Road 4	DN loop 1	773	773
		Road 5	DN loop 2	785	
			TM siding	300	300
23	CGTA	Road 1	Common loop	713	713
		Road 2	DN	713	686
		Road 3	UP	709	686
		Road 4	DN loop	717	721
24	SADP	Road 1	Common loop	686	686
		Road 2	UP	686	686
		Road 3	DN	686	686
		Road 4	DN loop	686	686
			Engineering siding	470	470
			Engineering siding	170	170
25	LGRE	Road 1	Common loop	717.5	717
		Road 2	UP	717.5	717
		Road 3	DN loop	744	720
		Road 4	DN	744	720
26	YG	Road 1	Common loop	800	686
		Road 2	UP	800	686
		Road 3	DN	801.2	686
		Road 4	DN loop	734.4	706
			Goods shed line	408.748	512
			PQRS siding-I	494.00	460.16
			PQRS siding-II	450.00	460
			Tower wagon siding	83.60	
27	TGDE	Road 1	Common loop	686	686
		Road 2	DN	686	686
		Road 3	UP	686	686
		Road 4	UP loop	686	686
28	NW	Road 1	Common loop	686	686
		Road 2	DN	686	730
		Road 3	UP	686	686
		Road 4	UP loop	686	686
			TM siding	300	45
25	KQA	Road 1	Common loop	790.72	758
		Road 2	DN	790.72	758
		Road 3	UP	718.2	686
		Road 4	UP loop	718.2	68
26	VDD	Road 1	Common loop	686	686
		Road 2	UP	686	686
		Road 3	DN	686	686
		Road 4	DN loop	686	686

S. No.	STN Code	Road	Main/Loop	CSR / CAL	CSR SWOD
27	NDZ	Road 1	Common loop	747	747
		Road 2	UP	747	747
		Road 3	DN	686	686
		Road 4	DN loop	686	686
28	VKI	Road 1	Common loop	706	704
		Road 2	DN	706	704
		Road 3	UP	798	798
		Road 4	UP loop	798	798
			Tower wagon siding		
			TM siding	300	300
29	YLK	Road 1	Common loop	677.2	705
		Road 2	DN	687.2	686
		Road 3	UP	851.74	844
		Road 4	UP loop	770.74	766
		Road 5	Ballast siding	644.26	766
			PQRS siding 1	314	
			PQRS siding 2	270	
			Sleeper siding	320	
30	KHT	Road 1	Common loop	686	701
		Road 2	UP	686	686
		Road 3	DN	686	686
		Road 4	DN loop	686	701
			TM siding	100	100
31	RCG	Road 1	UP loop	746	746
		Road 2	UP	746	746
		Road 3	DN	736	736
		Road 4	Common loop	736	736
			Siding	700	700
			Hot axle siding	50	50
32	YPD	Road 1	Common loop	712.7	710
		Road 2	DN	712.7	710
		Road 3	UP	696.2	686
		Road 4	UP loop	696.2	701
1	TCNR	Road 1	Common loop 1	720	
		Road 2	UP	720	
		Road 3	DN	720	
		Road 4	Common loop 2	720	
			TM siding	300	
29	HDD		Common loop	686	710
			DN	686	703
			UP loop	715	715
			UP	716	715
30	HGI	Road 1	UP loop	889.5	889
		Road 2	UP	889.5	889
		Road 3	DN loop 1	699	699
		Road 4	DN	699	699
		Road 5	DN loop 2	699	699
31	VP		DN	726.9	726
			DN loop	726.9	726
			Engineering siding	40	40
			UP	686	701
			Common loop	686	701

S. No.	STN Code	Road	Main/Loop	CSR / CAL	CSR SWOD
32	BNL		DN loop	690.65	704
			DN	690.65	710
			UP	686	705
			UP loop	686	701
33	BLL		DN	686	710
			DN loop	686	711
			Common loop	686	708
			UP	686	706
34	GTLW		ballast siding	518	705
			Goods loop 1	705	705
			Goods loop 2	705	705
			Flow line	751.82	705
			DN	713	705
			UP	718	715
			UP loop	718.5	715
12	PNM	Road 1	Common Loop-I	822.608	715
		Road 2	DN Main line	822.608	715
		Road 3	UP Main line	1146.263	715
		Road 4	Common Loop-II	930.047	
		Road 5	Common Loop-III	879.761	741
13	KEF	Road 1	UP Loop line	764	720
		Road 2	UP Main line	764	
		Road 3	DN Main line	764	
		Road 4	DN Loop line	764	720
14	BEY	Road 1	DN Loop line	826	715
		Road 2	DN Main line	826	742
		Road 3	UP Main line	848.197	
		Road 4	Common loop	848.197	742
			Shunting Neck	500	
			Holding line	454.949	500
			Machine line	500	500
			Assembling line 1	500	500
			Assembling line 2	454.949	500
15	BMH	Road 1	Common loop 1	763	715
		Road 2	DN Main Line	763	748
		Road 3	UP Main Line	783.02	
		Road 4	Common loop 2	783.02	763
16	RGM	Road 1	Common loop 1	790.943	715
		Road 2	DN	861.018	715
		Road 3	UP	810.025	715
		Road 4	Common loop 2	810.025	126
			TM siding	306.5	126
17	MLK	Road 1	Common loop 1	806.1	715
		Road 2	UP	806.1	715
		Road 3	DN	983.078	715
		Road 4	Common loop 2	819.804	
		Road 5	Goods common loop	819.804	715

S. No.	STN Code	Road	Main/Loop	CSR / CAL	CSR SWOD
18	DHNE	Road 1		786.26	785
		Road 2		818.47	719
		Road 3		887.01	709
		Road 4		1010.895	724
		Road 5		716	723
		Road 6		716	
			Tower wagon siding	65	65
			Saloon siding	80	
			Sick siding	131.7	130
19	MYL	Road 1	Common loop 1	750	750
		Road 2	UP	750	740
		Road 3	DN	819.05	750
		Road 4	Common loop 2	750	
		Road 5	Goods common loop	750	
			TM siding	300	
20	PDL	Road 1	Common loop 1	750	741
		Road 2	UP	750	741
		Road 3	DN	878.64	723
		Road 4	Common loop 2	820.59	691.7
		Road 5	Holding line	745.04	300
		Road 6	Machine line	397.86	270
		Road 7	Assembling line 1	317.81	200
		Road 8	Assembling line 2	317.81	200
			TM siding	300	
21	EDD	Road 1	UP loop	750	750
		Road 2	UP	750	715
		Road 3	DN	750	
		Road 4	Common loop	756.5	747
22	TGL	Road 1	Common Loop	735	
		Road 2	UP	735	
		Road 3	DN	779.16	
		Road 4	Dn Loop	779.16	
23	MKR	Road 1	Common Loop 1	789	789
		Road 2	UP	789	789
		Road 3	DN	912.87	912.87
		Road 4	Common Loop 2	897.22	
			TM siding	324	897.22
24	MLGT	Road 1	Common Loop 1	942.524	
		Road 2	UP	942.524	
		Road 3	DN	942.524	
		Road 4	Common Loop 2	942.524	
24	DMM	Road 1	UP	767.5	724
		Road 2	DN	733	724
		Road 3		691.5	714
		Road 4		701.7	703
		Road 5		711	705
		Road 6		805.65	807
		Road 7	Passenger loop line	739.65	734
		Road 8	Passenger loop line	576.35	556
		Road 9	MRV siding	232.7	283
		Road 10	ART siding	234	283

S. No.	STN Code	Road	Main/Loop	CSR / CAL	CSR SWOD
25	CCA	Road 1	Common loop 1	720	720
		Road 2	UP	720	720
		Road 3	DN	726	720
		Road 4	Common loop 2	726.5	
		Road 5	Common loop 3	1079	
			TM siding	322	
26	ZPL	Road 1	UP loop	715	706
		Road 2	UP	733.83	647.92
		Road 3	DN	725	712.5
		Road 4	Common loop	725	
			TM siding	585	
			ballast siding	750	600
27	PSPY	Road 1	DN loop	720.5	706.1
		Road 2	DN	720.5	
		Road 3	UP	804.65	
		Road 4	Common loop	720	
		Road 5	Goods loop	720	686
28	ATP	Road 1	Loop line	720	719
		Road 2	Main line	715	715
		Road 3	Goods loop	677	686
		Road 4	Goods loop	645	718
			Carriage wagon siding	50.45	82
			Tower wagon siding	100	100
29	TAC	Road 1	Common loop	720	781
		Road 2	UP	720	781
		Road 3	DN	776	781
		Road 4	DN loop	776	
			TM siding	300	
30	GDE	Road 1	Common loop	780.35	780
		Road 2	DN	780.35	780
		Road 3	UP	764	764
		Road 4	UP loop	764	764
			TM siding	300	300
31	KLU	Road 1		880	880
		Road 2		880	880
		Road 3		686	686
		Road 4		750	750
		Road 5		768	768
		Road 6		768	768
			TM/RGM siding	300	300
32	PMD	Road 1	Common Loop line	736	736
		Road 2	DN	736	736
		Road 3	UP	720	720
		Road 4	Up Loop	720	720
34	TKPY	Road 1	Common Loop 1	720	720
		Road 2	DN	720	720
		Road 3	UP	722	722
		Road 4	Common Loop 2	722	722
35	PGRI	Road 1	1st Loop line	686	736
		Road 2	Main line	686	722
		Road 3	2nd Loop line	686	731
36	RMPL	Road 1	1st Loop line	720	720
		Road 2	Main line	720	720
		Road 3	2nd Loop line	720	720

S. No.	STN Code	Road	Main/Loop	CSR / CAL	CSR SWOD
37	KDT	Road 1	DN loop	767.5	767.5
		Road 2	DN	767.5	767.5
		Road 3	UP	734.84	734.84
		Road 4	Common loop	734.84	734.84
			TM siding	300	335.73
38	VPL	Road 1	DN loop	738.77	738.77
		Road 2	DN	738.77	738.77
		Road 3	UP	729.35	729.35
		Road 4	UP loop	729.35	729.35
39	GPU	Road 1	Common loop	750	750
		Road 2	UP	750	750
		Road 3	DN	957.25	957.25
		Road 4	DN loop 1	783.85	783.85
		Road 5	DN loop 2	783.85	783.85
			ballast siding	225.8	225.8
40	MADU	Road 1	1st Loop line	720	720
		Road 2	Main line	720	720
		Road 3	2nd Loop line	720	720
			Engineering siding	300	300
41	BGNP	Road 1	1st Loop line	720	720
		Road 2	Main line	720	720
		Road 3	2nd Loop line	720	720
42	KLKA	Road 1	1st Loop line	720	720
		Road 2	Main line	720	720
		Road 3	2nd Loop line	720	720
			Engineering siding	300	300
43	SJMA	Road 1	1st Loop line	720	720
		Road 2	Main line	720	720
		Road 3	2nd Loop line	720	720
			Engineering siding	300	300
33	NOSM	Road 1	1st Loop line	720	720
		Road 2	Main line	720	720
		Road 3	2nd Loop line	720	720
34	SUPP	Road 1	1st Loop line	720	720
		Road 2	Main line	720	720
		Road 3	2nd Loop line	720	720
			Enggineering siding 1	130	130
			Enggineering siding 2	130	130
35	JMDG	Road 1	1st Loop line	720	720
		Road 2	Main line	720	720
		Road 3	2nd Loop line	720	775
			Engineering siding	130	775
36	PRDT	Road 1	1st Loop line	899	720
		Road 2	Main line	841	720
		Road 3	2nd Loop line	729	720
		Road 4	Goods Loop line	729	720
2	BUM	Road 1	Main line	750	
		Road 2	Loop line	750	
3	RAM	Road 1	1st Loop line	734.6	802
		Road 2	Main line	734.6	720
		Road 3	2nd Loop line	723.37	720
4	SIE	Road 1	Loop line	686	686
		Road 2	Main line	686	686
			TM siding	300	300

S. No.	STN Code	Road	Main/Loop	CSR / CAL	CSR SWOD
5	CTO	Road 1	1st Loop line	760.4	686
		Road 2	Main line	745.9	686
		Road 3	2nd Loop line	707.7	701.55
		Road 4	Goods loop	708.6	701.9
		Road 5	Siding	466	475
6	PTT	Road 1	Loop line	695.15	695.15
		Road 2	Main line	695.15	695.15
			Siding		100
7	PAK	Road 1	Goods loop	715	715
		Road 2	Loop line 1	792	792
		Road 3	Main line	686	811.6
		Road 4	Loop line 2	686	727.1
		Road 5	Loop line 3	686	727.34
			Engineering siding	400	376
			Tower wagon siding		
8	PAM	Road 1	Loop line	686	702.3
		Road 2	Main line	686	717.45
			TM siding	300	
9	MNPT	Road 1	1st Loop line	720	720
		Road 2	Main line	720	720
		Road 3	2nd Loop line	720	720
			Engineering siding	340	300
10	CGI	Road 1	1st Loop line	913.117	
		Road 2	Main line	746.04	702.74
		Road 3	2nd Loop line	746.04	686
			TM siding	300	
11	TPTY	Road 1		686	686
		Road 2		686	686
		Road 3		682	682
		Road 4		680	680
		Road 5		618	618
		Road 6		624	624
11	TPTY	Road 7	Non running line	563.15	
		Road 8	Pit line	605	580
		Road 9	Pit line	575	545
		Road 10	Appron line	525	480
		Road 11	Pit line	525	480
		Road 12	Pit line	580	443
		Road 13	Pit line	560	480
		Road 14		762	
			Stabling line 1 (DN RU end)	630.42	686
			Stabling line 2 (DN RU end)	630.42	
			Engine escape/Stabling line 3 (DN	712.32	
			Shunting Neck (UP RU end)	743.5	
			Stabling line 1 (UP RU end)	608.5	
			Stabling line 2 (UP RU end)	608.5	686
			Rake repair shed	130	
			Rake repair shed	130	
12	CCI	Road 1	1st Loop line	715	715
		Road 2	Main line	715	715
		Road 3	2nd Loop line	715	715
			TM siding	263	300

S. No.	STN Code	Road	Main/Loop	CSR / CAL	CSR SWOD
13	MGB	Road 1	1st Loop line	716.8	715
		Road 2	Main line	716.8	715
		Road 3	2nd Loop line	716.8	770
			TM siding	298.81	300
14	KCM	Road 1	1st Loop line	721.57	715
		Road 2	Main line	721.57	715
		Road 3	2nd Loop line	721.57	715
			TM siding	300.62	300
15	KRY	Road 1	1st Loop line	737.05	715
		Road 2	Main line	737.05	715
		Road 3	2nd Loop line	737.05	715
			TM siding	290	300
16	NCU	Road 1	1st Loop line	725	720
		Road 2	Main line	725	720
		Road 3	2nd Loop line	725	715
			TM siding	300	300
17	TKU	Road 1	1st Loop line	863.8	720
		Road 2	Main line	863.8	720
		Road 3	2nd Loop line	863.8	720
			TM siding	200	300
18	MCU	Road 1	1st Loop line	720	720
		Road 2	Main line	720	720
		Road 3	2nd Loop line	720	776
			TM siding	200	300
19	TAT	Road 1	1st Loop line	735.6	720
		Road 2	Main line	735.6	720
		Road 3	2nd Loop line	735.6	775
			Engineering siding	200	300
20	KBA	Road 1	1st Loop line	688.09	720
		Road 2	Main line	688.09	720
		Road 3	2nd Loop line	688.09	720
			TM siding	200	300
21	MPL	Road 1	1st Loop line	745.1	720
		Road 2	Main line	745.1	720
		Road 3	2nd Loop line	855.5	837
			TM siding	180	200
22	VLD	Road 1	1st Loop line	699.95	699
		Road 2	Main line	699.95	699
		Road 3	2nd Loop line	700	700
23	KCI	Road 1	1st Loop line	810.45	810
		Road 2	Main line	702.85	702
		Road 3	2nd Loop line	756.75	756
			TM siding	300.53	300
24	PIL	Road 1	1st Loop line	860.47	872
		Road 2	Main line	768.47	686
		Road 3	2nd Loop line	774.47	686
25	PCL	Road 1	1st Loop line	722.32	720
		Road 2	Main line	722.32	720
		Road 3	2nd Loop line	722.32	775
			TM siding	200	200
26	DCU	Road 1	1st Loop line	774	774
		Road 2	Main line	719	719
		Road 3	2nd Loop line	780.6	780

Auto & CUG Phone Numbers of all stations, Crew Lobbies

S.No.	Station name/SIDINGS	AIRTEL/ JIO CUG FCT	RLY.phone numbers
1	TPTY	7815915503	25826
2	TPTY RRI	7815915571	25828
3	CGI	7815915572	25838
4	MNPT	7815915573	25834
5	PAM	7815915474	25839
6	PAK	7815915570	26294
7	PTT	7815915575	26298
8	CTO	7815915576	26712
9	SIE	7815915578	26780
10	RAM	7815915580	26781
11	BUM	9100992915	26783
12	KPD RRI	4162247779	060-42206
13	KPD	7815915569	060-22916
14	DCU	7815915568	26390
15	PCL	7815915567	26391
16	PIL	7815915566	26621
17	KCI	7815915565	26670
18	VLD	7815915564	26619
19	MPL	7815915563	26618
20	KBA	7815915562	26617
21	TAT	7815915561	26616
22	MCU	7815915560	26615
23	TKU	7815915549	26614
24	NCU	7815915548	26613
25	KRY	7815915547	26612
26	KCM	7815915546	26611
27	MGB	7815915545	26610
28	CCI	7815915543	26672
29	DMM	7815915529	26408
30	CCA	7815915528	26507
31	ZPL	7815915527	26506
32	PSPY	7815915526	26542
33	ATP	7815915525	26512
34	TAC	7815915524	26505
35	GDE	7815915523	26504
36	KLU	7815915519	26503
37	PMD	7815915520	23685
38	TKPY	7815915517	23681
39	PGRI	7815915530	23680
40	RMPL	7815915532	23595
41	PDL	7815915449	27824
42	MYL	7815915534	21642
43	DHNE	7815915535	21612
44	MLK	7815915536	21644
45	RGM	7815915537	21645
46	BMH	7815915538	21646
47	BEY	7815915540	21647
48	KEF	7815915541	21648
49	PNM	7815915542	21649
50	NDL	7702772080	21628
51	GPU	7815915514	27826
52	VPL	7815915515	27827
53	KDT	7815915516	27828
54	GY EI	7815915445	23554
55	PLU	7815915442	27815

S.No.	Station name/SIDINGS	AIRTEL/ JIO CUG FCT	RLY.phone numbers
56	NKDO	7815915441	27814
57	TIM	7815915440	27813
58	GTL	7815915431	27660
59	GTL/S	7815915433	27662
60	GTL/N	7815915429	27663
61	GTL/BP	7815915428	27636
62	NLA	7815915427	27816
63	NMLU	7815915426	27820
64	MGV	7815915425	27817
65	ASP	7815915424	27818
66	NRR	7815915423	27819
67	AD	7815915422	21712
68	EDD	7815915448	27823
69	TGL	7815915447	27822
70	MKR	7815915446	27821
71	MLGT		27637
72	GTL/W	7815915434	27801
73	BLL	7815915435	27802
74	BNL	7815915436	27803
75	VP	7815915437	27804
76	HGI	7815915438	27805
77	HDD	7815915439	27806
78	BAY	8362344866	27807
79	ESV	7815915421	21744
80	KGL	7815915419	21745
81	KO	7815915418	21746
82	EGU	7815915417	21747
83	MALM	7815915416	21512
84	MTU	7815915415	21281
85	MRC	7815915414	21282
86	RC	7815915413	21172
87	YS	7815915412	21284
88	CK	7815915411	21285
89	YDLP/BP	7815915409	---
90	YDLP	7815915408	21286
91	RTPS	7815915410	21287
92	KSN	7815915407	21840
93	CGTA	7815915406	21841
94	SADP	7815915405	21842
95	LGRE	7815915404	21843
96	YG	7815915403	21812
97	TGDE	7815915402	21844
98	NW	7815915401	21845
99	WD RRI	----	014-51658
100	WD	----	014-51652
101	WD YARD	----	014-51654
102	SUH	7899930080	014-81190
		----	014-81016
103	CT	9731671116	014-81015
		----	014-81686
104	GY EI	7815915445	23554
		7815915450	23560
105	GY JN	7815915451	23562
106	JKO	7815915452	23686
107	RLO	7815915453	23687

Telephone numbers of all stations

S.No.	Station name/SIDINGS	AIRTEL/ JIO CUG FCT	RLY.phone numbers
108	VML	7815915454	23688
109	JUR	7815915455	23689
110	KMQA	7815915456	23690
111	TU	7815915457	23691
112	CLPE	7815915458	23145
113	VRN	7815915459	23144
114	RLL	7815915460	23143
115	KDP	7815915461	23112
116	MUM	7815915462	23142
117	MOO	7815915463	23141
118	KMH	7815915464	23140
119	YA	7815915465	23912
120	YGD	7815915466	22284
121	KMH	7815915467	22283
122	GPY	7815915469	22282
123	KPU	7815915470	22281
124	HX	7815915471	22172
125	KNLP	7815915472	22280
126	BKPT	7815915473	22330
127	VNM	7815915474	22329
128	MMPL	7815915475	22328
129	NRE	7815915486	22312
130	PRDT	7815915478	23945
131	JMDG	7815915479	23937
132	SUPP	7815915480	23938
133	NOSM	7815915481	23939
134	SJMA	7815915483	---
135	KLKA	7815915482	---
136	BGNP	7815915484	---
137	MADU	7815915485	---
138	GGNP	---	---
139	NDL	7702772080	082-38904
140	HAQ	7815915487	22319
141	RJP	7815915488	22710
142	PMT	7815915489	22317
143	OBVP	7815915490	28508
144	ANE	7815915491	24360
145	KOU	7815915492	22518
146	SF	7815915493	24358
147	BLPE	7815915494	24357
148	MRM	7815915495	24356
149	RU/BP	7815915496	24371
150	RU/N	7815915497	24352
151	RU	7815915498	24464
		---	24344
152	RU/S	7815915499	24353
153	TCNR	7815915501	24354
154	TPTY/B	7815915502	25829
155	TPTY	7815915503	25826
156	YPD	7815915504	24370
157	RCG	7815915505	25127
158	KHT	7815915506	25118
159	YLK	7815915509	25125
160	VKI	7815915508	24118
161	NDZ	7815915510	25120

S.No.	Station name/SIDINGS	AIRTEL/ JIO CUG FCT	RLY.phone numbers
162	VDD	7815915512	25126
163	KQA	7815915513	251222
164	GDR/S	7093550951	61253
		----	68186
165	GDR	7093550952	61254
		----	61255

Telephone Numbers of Crew Lobby's.

S.No.	CREW LOBBY AT STATION	AIRTEL/JIO CUG	RLY.phone numbers
1	TPTY LOBBY	7815915594	25796
2	DMM LOBBY	7815915596	26451
3	DHNE LOBBY	7815915598	21665
4	RC LOBBY	7815915581	21104
5		7815915582	
6	GTL LOBBY	7815915583	27614
7		7815915584	27660
8	WD LOBBY	7022029908	014-51625
9	CT LOBBY	7760998335	014-81017
10	GY LOBBY	7815915586	23510
11			23553
12	NRE LOBBY	7815915589	22336
14	RU LOBBY	7815905592	34311
15	YA	7815915465	23936
		9676902920	

Telephone Numbers of Control Office			
S.No.	**CONTROL**	**AIRTEL/JIO CUG**	**RLY.phone numbers**
1	CHC (INCHARGE)	9701344720	27630
2	CHC (STOCK)		27635
3	CHC (PUNCT)	7815915605	27687, 28640
4	CHC (GOODS)	7815915606	27638, 27648,20727
5	CONFERENCE HALL	7815915632& 7815915633	27652
6	EMERGENCY CONTROL		27653
7	TI FIOS		20742, 27651
8	COMPUTER CELL		20741
9	CTNC		27644
10	TNC		27643
11	ENGG CONTROL	7815915607	27324
12			28365
13			28314
14	TLC	7815915614	27238
15			20736
16	CPRC	7815915610	27430
17			27440
18			27432
19			20740
20	SECURITY	7815915612	27988,08552-229534
21	FAX		20746
22	ROLLING STOCK		27444
23			27425
24			28400
25	GTL-WD CONTROL		28651 20729
26	GTL-GY CONTROL		28652 20730
27	GTL-NRE CONTROL		28653 20731
28	GTL-RU CONTROL		28654 20732
29	DMM-NDL CONTROL		28655 20733
30	GTL-PAK CONTROL	229940	28656 20734
31	COMMERCIAL CONTROL	7815915608 9701300000	27166, 27185 & 20735
32	SMR GUNTAKAL	78159154935	27610
33	OS/SMR		27628
34	DY.SS LOBBY	7815915583	27614
35			27615
36	DY.SS BRIDGE		27660
37	CTNC		27668
38	CTNC/PF/BG	9676904000	27670
39	South Cabin	7815915433	27662
40	North Cabin	7815915429	27663

Telephone Numbers of Railway Officers			
Designation	Office		MOBILE
	Rly phone	BSNL phone	
DRM	27000	226467	9701374000
ADRM/Infra	27002		9701374001
ADRM/Opera		226792	
Ps to DRM	27020		9701374011
Sr.DMM	27006		9701374009
AMM	27032		9701370789
RBA	27060		
ACCOUNTS			
Sr.DFM	27100		9701374100
DFM	27108		9701374101
ADFM-II	27106		9701374102
ADFM-I	27104		9701374103
Sr DAUO	27140		9491107313
AI-JO	27142		
AI-JO	27144		
COMMERCIAL			
Sr.DCM	27150		9701374950
DCM	27152		9701374951
ACM	27154		9701374952
ELECTRICAL			
Sr.DEE	27200		9701374300
Sr.DEE/DWG	27230		9701374335
SrDEE/TRD	27206		9701374301
DEE/CON	27202		9701372354
DEE/ELS	27214		9676904181
ADEE/Tr/RU	24230		
ADEE/M	27204		9701374304, 9676903990
DEE/Tr/RU	24500		
DEE/TRSO	27208		9701374305
DEEfTRD	27212		
ENGINEERING			
SrDEN/Co-ord	27300		9701374200
Sr.DEN/S	27302		9701374201
DEN/N	27306		9701374202
DEN/Central	27304		9701374205
DEW/	27354		9731674203
DEN/Brdgs	27366		9701374206
ADEN/N	27308		9701374211
ADEN/SW	27312		9701374213
ADEN/Bridges	27314		9701374212
DEN/TM	27330		
ADEN/Track	27 16		9701374209
ADEN/ATP	26545		9701374220
ADEN/HX	22066		9701374217
ADEN/DHNE	21640		9701374 15
ADEN/GY	23260		9701374216
ADEN/TPTY			9701374219
XEN/PSE/GTL			9701374667
ADEN/RC	21066		9731674214
ADEN/RU	24280		9701374218
Dy.CE/C	27360		9701372144

MECHANICAL			
Sr.DME/C&W	27400		9701374400
DME/E&HM	27408		9701374419
DME/GTL	27404		9701374407
DME/P	27402		9701374403
ADME/P	27406		9701374406
Sr.DME/DSL/GTL	27450		9701374401
Sr.DME/GY	23360		9701374402
ADME1/DSL/GTL	27452		9701374404
DME/GY			9701374405
ADME2/DSL/GTL	27458		9701374409
ADME/Mech/DSL/GTL	27456		9701374410
ACMT/GTL	27462		9701374413
SMM/L/GTL	27460		9701370770
AME -I/GY	23364		9701374411
AME- II/GY	23366		9701374412
SMM/GY	23368		9701370772
ACMT/GY	23376		
CDO/TPTY	25770		9701374414
MEDICAL			
CMS	27500		9701374500
DMO/MED	27530		9701374513
DMO/path	28521		9701374516
AMO/Anae	28518		9701374523
ADMO/Gynaec	28528		9701374520
DMO/GTL	28516		9701374503
ADMO/PHY	28514		9701374507
ADMO/NRE	23530		9701374505
ADMO/GY	23532		
DMO/RU	24330		9346006494
ADMO/DHNE	21600		9701374531
DMO/DMM	26400		9701374530
DMO/RC	21140		9731674519
ADMO/HX	22140		9701374504
ACMS/MPL			9701374508
ADMO/GTL			9701374510
ADMO/GTL			9701374517
Sr.DMO/GTL			9701374515
OPERATING			
Sr.DOM	27600		9701374900
Sr.DSO	27604		9701374750
DOM/Goods	27602		9701374901
DOM/gen	27680		9701374903
AOM/Chg	27675		9701374904
AOM/Goods	27608		9701374905
AO/RU	24340		
Station Director/TPTY	25600		
AO/GY	23567		

PERSONNEL			
Sr.DPO	27050		9701374600
DPO	27058		9701374601
APO/T	27052		9701374603
APO/M	27054		9701374604
APO/E	27056		9701374605
SECURITY			
DSC/GTL	27900		9701374700
ASC/GTL	27906		9701374701
ASC/RU	24380		
SIGNAL & TELECOM			
Sr.DSTE	27700		9701374800
DSTE/M	27702		9701374801
ASTE/RC	21210		9731674806
ADSTE/RU	24400		9701374806
ASTE/HX	22222		9701374805
Dy.CSTE/C	27710		9701372854
DSTE/C	27714		9701372861
ADSTE/C			
OFFICERS AT WORKSHOP/CRS AT TPTY			
CWM	25200		9701374470
Dy.CME	25202		
WM	25206		9701374472
PE	25204		9701374471
AWM	25208		9701374473
WAO	25300		9701374497
DAUO	25302		
AAUO	25304		
DEE	25340		
ACMS/CRS	25400		9701374493
DMO			9701374492
WPO	25440		9701374494
Dy.CMM	25474		9701370771
AMM	25494		9701370660

Civil Authorities(State Government) and Their Jurisdiction with Contact Numbers and Email IDs.			
District Name	**Designation**	**Office phone**	**Email ID**
ANANTAPUR	**COLLECTOR**	08554-222000	--
	SUPDT OF POLICE	08554-240105	--
CHITTOOR	**COLLECTOR**	08572-242001	--
	SUPDT OF POLICE	08572-235825	--
CUDDAPAH	**COLLECTOR**	08562-244301	--
	SUPDT OF POLICE	08562-224655	--
KURNOOL	**COLLECTOR**	08518-221914	--
	SUPDT OF POLICE	08518-225700	--
NELLORE	**COLLECTOR**	0861-2331261	--
	SUPDT OF POLICE	0861-2331933	--
BELLARY	**COLLECTOR**	08392-230000	--
	SUPDT OF POLICE	08392-258011	--
RAICHUR	**COLLECTOR**	08532-229011	--
	SUPDT OF POLICE	08532-235336	--
GULBURGA	**COLLECTOR**	08472-242020	--
	SUPDT OF POLICE	08532-235336	--
MAHABOOBNAGAR	**COLLECTOR**	08542-242626	--
	SUPDT OF POLICE	08542-242390	--

DISASTER MANAGEMENT			
S.No.		**Rly Number**	**BSNL Number**
1	**Control Office**	**1072**	08552 - 220837
			08552 - 220947
			08552 - 220761
			08552 - 229780

Telephone Numbers of Section TIs and their jurisdiction.

S.No.	Station/HQ	Name	Jurisdiction	Phone Number
1	TI/RC	Arvind Kumar	MRC - NW	9731674928
2	TI/AD	Sunil Kumar	NLA - MTU	9701374929
3	TI/GTL	Santhosh Kumar Singh	PLU-HDD, GPU & MLGT	9701374918
4	TI/TU	Anil kumar Singh	MUM-GY-PGDI	9676903909
5	TI/PRDT	A Siva Prasad	BGNP-PRDT	9701374345
6	TI/HX	S.Jilan	MMPL-KMH	9701374921
7	TI/RU	Jainendar Kumar	RU-NRE	9701374922
8	TI/TPTY	M Srinivasulu	TPTY-KQA	9701374923
9	TI/PAK	O.Thulasi Ram	CGI-BUM	9701374926
10	TI/KRY	V. Padmanabha Reddy	CCI-MPL	9701374686
11	TI/ATP	M.Fazal Ahmed	TKPY-DMM & KDT,VPL	9701374927
12	TI/DHNE	Pramod Kumar	MKR-PNM & RMPL	9701374919

Depots wise Telephone Numbers of TMRs Counsellor

S.No.	Station/HQ	Name	Depots	Phone Number
1	TMRC	K Jagannth	RC	9100973852
2	TMRC	M Muneer Pasha	GTL	9346006515
3	TMRC	M Srinivasulu	GTL	9676903865
4	TMRC		GTL	
5	TMRC	M Ravi Kumar	GY/DHNE/DMM	9676903789
6	TMRC	R Ramesh	GY/DHNE/DMM	9701342080
7	TMRC	Sk Md Ghouse Mohiddin	YA/NDL(Satelite)	9676903772
8	TMRC	G Nagabhushanam	RU	9676903673
9	TMRC	S V Swaminathan	RU/NRE	9701374918
10	TMRC	G V Padmanabha Rao	TPTY	9676903630

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.
1.	RAJ KUMAR	SENIOR MALE NURSING SUPDT.	9908636863
2.	SREENATH SASIDHAR	SENIOR MALE NURSING SUPDT.	8639968813
3.	JINCE RAJAN	MALE NURSING SUPDT.	9496325214
4.	ARUN M.K.	MALE NURSING SUPDT.	8301834184
5.	NIRANJAN KUMAR S	DRESSER	9652638080
6.	A.DOMNIC MARIO	DRESSER	9908839090
7.	G MADHU	DRESSER	8121356062
8.	RAJASEKAR	DRESSER	8074103951
9.	T RAJU	HOSPITAL ATTENDANT	8317561018
10.	PRAKASH LAXMAN PARATE	HOSPITAL ATTENDANT	7995417088
11.	GAURAV	HOSPITAL ATTENDANT	7396551701
12.	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	APhyO	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.	

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

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:

a) PASSENGER WHO FALL ILL WHILE TRAVELLING:

While it is not incumbent on the Railways to provide aid to passengers who take ill, such assistance is invariably rendered in practice as a matter of courtesy to a customer.

Charges for medical aid to passengers falling ill suddenly or sustaining injury (other than as a result of a railway accident in which case it is the duty of the Railway administration to provide free medical attendance and treatment facilities) are levied on the principle that the relationship between a bonafide passenger and a Railway doctor must be that of a private patient and his medical attendant. A Railway Doctor attending on such passenger may be allowed to recover consultation fee at the following rates, and may retain it in full.

Consultation fee of Rs 100/- per passenger irrespective of the grade of the Medical officer.

The entire amount so recovered as consultation fee and the charges for medicines injections, etc(as per actual)will be credited, in full , to the Railway revenue.

To issue EFT (Excess Fare Ticket) as a valid receipt for recovery of charges for medicines ,injections, etc(as per actual) from the passenger:

b) LOCATION OF RAILWAY HOSPITALS AND HEALTH UNITS IN GUNTAKAL DIVISION:

Hospitals	Health Units
Divisional Hospital/GTL SDH/CRS/TPTY	Renigunta(RU), Kadapa(HX), Dharmavaram(DMM), Dhone(DHNE), Nandalur(NRE), Raichur(RC), Madanapalli(MPL), Pakala(PAK), Gooty(GY)

HEALTH EMERGENCY NUMBERS

DIVISIONAL RAILWAY HOSPITAL ,GUNTAKAL EMERGENCY No -**971374510**

S.No.	RH/HU	Name of the Doctors / Design.	CELL NO.
1	DRH/GTL	Dr. N.VENUGOPALA REDDY, CMS/GTL	9701374500
2.	DRH/GTL	Dr. P MURALI MOHAN, Sr.DMO/Admin/DRH/GTL	9701374515
3	DRH/GTL	Dr. V.K.SHANKAR, Sr.DMO/Dermatology/DRH/GTL	9701374524
4.	DRH/GTL	Dr. MAMATHA KESU, DMO/Radiologist/DRH/GTL	9701374520
5.	DRH/GTL	Dr. BOLAGONI PADMA, DMO/Optholmolgist/DRH/GTL	9701374509
6.	DRH/GTL	DR. G. NAGARAJ YADAV, DMO/Anesthesiologist /DRH/GTL	9701374507
7.	DRH/GTL	Dr. B.PRIYA, DMO/Paediatricisin/DRH/GTL	9701374503
8.	DRH/GTL	Dr.SUDEEP VEER, ADMO/PHYSICIAN/DRH/GTL	9701374545/ 949241505
9.	DRH/GTL	Dr.JELDI KAVYA, ADMO/PHYSICIAN/DRH/GTL	9493789373
10.	DRH/GTL	Dr.B.S.NAIK ,ADMO/ ANESTHESIOLOGIST /DRH/GTL	9440642389
11.	DRH/GTL	Dr.K.PAVAN KUMAR REDDY, ADMO/ RADIOLOGIST/ DRH/GTL	8074759468
12.	DRH/GTL	Dr. KAMPA HARITHA, DMO/GDMO/DRH/GTL	9701374516
13.	DRH/GTL	Dr. K.V.MADHU KUMAR, DMO/GDMO/DRH/GTL	9701374517
14.	DRH/GTL	Dr. KUTAGULLA ARUNA,DMO/GDMO/DRH/GTL	9701374523
15.	DRH/GTL	Dr.K.VIJAYA KUMAR,(Dental surgeon,CMP)/DRH/GTL	9701374521
16	HU/RC	Dr. SUMALATHA ,ACMS/HU/RC	9731674519
17	HU/GY	Dr. MAYAKUNTLA VENKATESH,DMO/HU/GY	9701374502
18	HU/GY	Dr. VIJAYA LAXMI P ,DMO/Optholmolgist/HU/GY	9701374526
19	HU/DHNE	Dr. SANACHANDRA SEKHAR ,DMO/HU/DHNE	9701374531
20	HU/DMM	Dr. GUJJALA GAYATHRI ,DMO/HU/DMM	9701374530
21	HU/PAK	Dr. SREE KAVYA MANDAPATI ,DMO/HU/PAK	9701374528
22	HU/HX	Dr. B.SREENIVASULU ,DMO/HU/HX	9701374504
23	HU/NRE	Dr. B JAYABHASKAR RAO ,Sr.Consultant /HU /NRE	9701374505
24	HU/RU	Dr. REHANA PATAN ,DMO/HU/RU	9492010872
25	SDH/CRS/ TPTY	Dr.R.NARASIMHA, Sr.DMO/SDH/CRS/TPTY M.S.Ortho	9701374514
26	SDH/CRS/ TPTY	Dr. HIMAJA BAI KETHAVATH ,DMO/SDH/CRS/ TPTY	9346006493
27	SDH/CRS/ TPTY	Dr.P.VENKATAPAVAN KUMAR ,DMO/SDH /CRS/ TPTY	9701374492
28	SDH/CRS/ TPTY	Dr.RAM MOHAN NANDYALA ,DMO/SDH/CRS/TPTY	9346006495/ 9490435453

LOCK-UP DISPENSARIES

Health Units	Lock-up Dispensaries	Days of Operation
HU/DMM	ATP	FRIDAY

DISASTER MANAGEMENT

ARME SCALE –I	Guntakal
	Dharmavaram
	Renigunta
ARME – II	Nandalur
	Kadapa
	Madanapalli
	Kadiri
	Dhone
	Pakala
	Raichur
AIR-CONDITIONED MORTUARY	Located in Divisional Hospital, GTL, can accommodate 6 bodies.
COFFINS	10
SHROUDS	120
POMKA	3 Divisional Hospital, GTL
	9 Health units
AUGMENTED FIRST AID BOX	2 each in ARME at GTL, DMM & RU; 1each at TPTY & GTL Station

Wayside Hospitals: Nil

DIVISION-WISE ARMES:

STATUS OF ARME, ART & CRANE

List of ARTs

Div	No.	Location	Type of ART	Make of HRE	Year of HRE	Make and Capacity of Crane.
SC	01	SC	"A " Class	LUKAS	2004	Cowans Sheldon New – 140 Ton
SC	02	SC	"B"Class (SPART)	MFD	2010	----
SC	03	SC	Road Mobile	MFD	2013	----
SC	04	KZJ	"A " Class	LUKAS	2010	Cowans Sheldon Old- 140 Ton
SC	05	KZJ	"B"Class (SPART)	MFD	2012	----
SC	06	BPA	"B"Class	LUKAS	2011	----
SC	07	BDCR	Road Mobile	BEMCO	2019	
HYB	08	NZB	"B"Class	MFD	2007	
HYB	09	KCG	Road Mobile	BEMCO	2016	
BZA	10	BZA	"A"Class (SPART)	BEMCO	2020	Cowans Sheldon Old- 140 Ton
BZA	11	BZA	Road Mobile	BEMCO	2016	
BZA	12	RJY	"B"Class	BEMCO	2019	
BZA	13	BTTR	"B"Class	LUKAS	2010	
GTL	14	GTL	"B"Class	BEMCO	2021	
GTL	15	GTL	Road Mobile	BEMCO	2018	
GTL	16	GY	"A " Class	BEMCO	2009	Cowans Sheldon Old- 140 Ton
GTL	17	RU	"B"Class	LUKAS	2010	
GTL	18	DMM	"B"Class	MFD/ BEMCO	2012/ 2009	
GNT	19	GNT	"B"Class	BEMCO	2020	
NED	20	PAU	"A " Class	BEMCO	2014	Gottwald New- 140 Ton
NED	21	NED	Road Mobile	BEMCO	2017	

LIST of ARMEs/MRVs

Div	Sl.No.	Location	Type of ARME Scale-I	Make of HRE	Year of HRE	Make HRD	Year
SC	01	SC	SPARMV	---	---	Halmatro	2018
SC	02	KZJ	HS SPARMV	---	---	Halmatro	2017
HYB	03	NZB	SPARMV	BEMCO	2018	Holmatro	2018
BZA	04	BZA	HS SPARMV	---	---	Holmatro	2017
BZA	05	RJY	SPARMV	BEMCO	2015	Halmatro	2017
BZA	06	BTTR	SPARMV	BEMCO	2015	Holmatro	2018
GTL	07	GTL	HS SPARMV	BEMCO	2018	Halmatro	2018
GTL	08	RU	Conventional	---	---	Halmatro	2018
GTL	09	DMM	Conventional	---	---	Halmatro	2018
NED	10	PAU	HS SPARMV	BEMCO	2015	Holmatro	2018
GNT	11	GNT	HS SPARMV	--	--	Holmatro	2017

Annexure-A

GTL DIVISION

LIST OF TRAINS ESCORTED BY RPF/GRP

S.No.	Tr.No.	Name of the Train	Escorted by RPF	
			From	To
01	07590/57406(New)	Tirupati Exp	KRY	MPL
02	07589/57405(New)	Kadiridevarapalli Exp	MPL	DMM
03	12798	Venkatadri SF Exp	YA	TU
04	17653	Puducherry Exp	TU	YA
05	11311	Sur-Has Exp	WD	GTL
06	11312	Has-Sur Exp	GTL	WD
07	12628	Karnataka Exp	YG	GTL
08	11014	Mumbai LTT Exp	GTL	WD
09	12163	MGR Chennai SF Exp	WD	GTL
10	12786	KCG SF Exp	DMM	DHNE
11	17603	Kacheguda Exp	DHNE	DMM
12	18464	Prashanti Exp	GTL	NDL
13	17225	SSS Hubballi Amaravati Exp	NDL	GTL
14	22691	Rajdhani Exp	DMM	SC
15	22692	Rajdhani Exp	SC	DMM
16	17216	Vijayawada Exp	YA	NDL
17	17215	Dharmavaram Exp	NDL	YA
18	12793	Rayalaseema Exp	HX	GTL
19	12794	Rayalaseema Exp	GTL	RJP
20	16382	Pune Exp	RJP	HX
21	12798	Venkatadri SF Exp	HX	GY
22	12797	Venkatadri SF Exp	GY	RJP
23	17488	Tirumala Exp	RJP	HX
24	12733	Narayanadri Exp	RU	GDR
25	17230	Sabari Exp	GDR	RU
26	17229	Sabari Exp	RU	GDR
27	17210	Seshadri Exp	GDR	RU
28	17487	Tirumala Exp	TPTY	GDR
29	17488	Tirumala Exp	GDR	TPTY
30	16220	Chamarajanagar Exp	CTO	KPD
31	16382	Pune Exp	KPD	RU
32	17210	Seshadri Exp	RU	CTO
33	17262	Tirupati Guntur Exp	KOU	YA
34	17261	GNT Tirupati Exp	YA	KOU
35	20704	KCG Vande Bharat Exp	DMM	KCG
36	20703	YPR Vande Bharat Exp	KCG	DMM

FIRE BRIGADES' DETAILS:

S.No.	RPF Post	List of Fire Brigades in the Post/OP Jurisdiction	Fire Brigade Number	District/State
01	RC	Raichur	08532-235999	Raichur/Karnataka
02		Yadgir	9480823687 08473-252101	Yadgiri/Karnataka
03		Kalaburagi	8472220101	Kalaburagi/Karnataka
04	GTL	Guntakal	08552-226299	Anantapur/Andhra Pradesh
05		Adoni	08512-252299	Kurnool/ Andhra Pradesh
06	DHNE	Dhone	9949991085 9963738914, 08516 222099	Kurnool/ Andhra Pradesh
08		Kurnool	9949991084, 08518 255101	Kurnool/ Andhra Pradesh
08		Banaganapalli	9963739043 & 08515 227299	Nandyal/ Andhra Pradesh
09		Pathikonda	9963739458 & 08520 226700	Kurnool/ Andhra Pradesh
10		Nandyal	9290588232	Nandyal/ Andhra Pradesh
11	ATP	Anantapur	08554-220299 9963739592	Anatapur/ Andhra Pradesh
12	DMM	Dharmavaram	9963740213 08559 220626	Sri Satya Sai/AndhraPradesh
13		Kadiri	7337395556 08494 224266	Sri Satya Sai/ Andhra radesh
14	YA	Mulakala Cheruvu	08582232555 9963736976	Annamayya/ Andhra Pradesh
15		Kamalapuram	9963737598	YSR Kadapa/ Andhra Pradesh
16		Proddatur	9963737486	YSR Kadapa/ Andhra Pradesh
17	HX	Kadapa	08562-242299 9963737191	YSR Kadapa/ Andhra Pradesh
18		Rajampeta	08565-240299 &9963479554	YSR Kadapa/ Andhra Pradesh
19		Koduru	08566-244099 &9963737618	YSR Kadapa/ Andhra Pradesh
20	RU	Renigunta	0877-2260101	Annamayya/ Andhra Pradesh
21		Mamanduru	0877-2260101	Annamayya/ Andhra Pradesh
22		Balapalle	0877-2260101	Chittoor/ Andhra Pradesh
23		Settigunta	0877-2260101	SPSR Nellore/Andhra Pradesh
24		Yerpedu	08578-222299	Annamayya/ Andhra Pradesh
25		Rachagunneri	08578-222299	Chittoor/AP
26		Sri Kalahasti	08578-222299	Chittoor/ Andhra Pradesh
27		Venkatagiri	08625-256498	Annamayya/ Andhra Pradesh
28		Vendodu	08625-256498	Chittoor/ Andhra Pradesh
29		Kondagunta	08625-256498	Annamayya/ Andhra Pradesh
30	TPTY	Tirupati	08772260101	Tirupati/ Andhra Pradesh
31	CTO	Chittoor	08572-228101	Chittoor/ Andhra Pradesh
32		Pakala	08585-22201	Chittoor/ Andhra Pradesh
33		Pilicherla	08584-244399	Chittoor/ Andhra Pradesh
34		Kalikiri	08586-271199	Anantapur/ Andhra Pradesh
35		Madanapalle	08571-222101	Annamayya/ Andhra Pradesh

List of Emergency Sockets

NW-WD	SADP-LGRE	RC -YS	KGL-KO	MGV -ASP	PLU-GY
658/31-33	610/13-15	564/46-48	509/23-25	463/17-19	425/23-26
659/23-25	611/11-13	565/32-34	510/11-13	464/23-25	424/19-21
660/23-25	612/9-11	566/30-32	511/9-11	465/21-23	423/21-23
661/17-19	613/9-11	567/30-32	512/7-9	466/17-19	422/23-21
662/21-23	614/9-11	568/33-35	513/7-9	467/19-21	421/23-25
663/17-19	615/5-7	569/33	514/5-7	468/19-21	420/29-27
664/15-17	616/5-7	571/1-3	515/3-5	469/17-19	419/25-27
665/15-17	617/5-7	572/1-3	516/3-5	470/17-19	418/27-29
666/11-13	618/5-7	**MRC -RC**	517/1-3	471/19-21	417/27-29
667/9-11	619/5-7	555/3-5	518/1-3	472/17-19	416/31-33
668/13-15	620/5-7	556/1-3	519/1-3	473/17-19	416/2-415/42
669/13-15	621/5-7	557/3-5	520/1-3	474/21-23	**GY-JKO**
CL/13-15	**CGTA -SADP**	558/3-5	521/1-3	**MGV-NMLU**	411/38-36
TGDE-NW	599/2-4(ssp)	559/3-5	522/1-521/31	462/21-23	411/8-6
642/16-18	599/21-23	560/1-3	522/35-37	461/23-25	410/4-2
643/12-14	600/19-21	561/1-3	**ESV -KGL**	460/23-25	409/4-2
644/8-10	601/19-21	562/1-3	501/27-29	459/23-25	408/4-2
645/4-6	602/17-19	563/36	502/25-27	458/25-27	407/2-406/32
646/4-6	603/15-17	**MTU- MRC**	503/23-25	457/25-27	406/2-405/32
647/4-6	604/19-21	548/7-9	504/23-25	456/21-23	405/2-404/30
648/4-6	605/17-19	549/7-9	505/29-31	**NMLU-NLA**	404/2-403/22
649/4-6	606/13-15	550/5-7	506/21-23	455/23-25	403/2-402/36
650/6-8	607/13-15	551/5-7	507/27-29	454/23-25	**JKO-RLO**
651/2-4	608/13-15	552/5-7	508/25-27	453/23-25	401/32-401/34
652/2-4	**KSN -CGTA**	553/3-5	509/2	452/29-31	400/34-400/32
653/2-4	589/37-39	**MALM -MTU**	**AD- ESV**	452/13-11	400/2-399/32
654/32-34	590/9-11	536/7-9	495/33-35	**GTL-NLA**	399/2-398/30
655/2-4	590/23A-25	537/23-25	496/23-25	451/17-19	398/2-396/30
656/2-4	591/23-25	538/11-13	497/25-27	450/17-19	398/32-396/30
656/36-657/2	592/25-27	539/13-15	498/25-27	449/13-15	396/2-395/34
YG-TGDE	593/25-27	540/11-13	499/23-25	448/12-13	395/2-394/32
633/23-25	594/25-27	541/9-11	500/33-35	447/15-17	394/2-393/32
634/21-23	595/25-27	542/9-11	501/5-7	446/13-15	393/2-392/32
635/17-19	596/25-27	543/9-11	**NRR -AD**	445/17-19	392/2-391/42
636/17-19	597/23-25	544/9-11	486/1-3	444/26-28	**RLO-VML**
637/17-19	**YDLP -KSN**	545/9-11	486/31-487/1	**GTL-TIM**	390/2-389/34
638/15-17	587/6-8	546/9-11	487/31-488/1	443/3-1	389/2-388/38
639/15-17	588/20-22	**EGU-MALM**	488/29-489/1	442/3-1	388/2-387/30
640/15-17	**CK-YDLP**	529/27-29	489/31-490/1	441/17-19	387/2-386/30
641/21-23	581/13	530/25-27	490/29-491/1	**TIM-NKDO**	386/1-385/37
LGRE-YG	583/10-12	531/25-27	491/31-492/1	439/9-7	**VML-JUR**
623/3-5	584/10-12	532/25-27	492/35-493/1	438/5-7	385/1-384/43
623/31-624/1	585/10-12	533/23-25	493/39-41	437/9-11	384/1-383/35
624/33	**YS-CK**	534/37-39	494/17-19	436/11-13	383/1-3
625/29-31	573/16-18	535/9-11	**ASP -NRR**	435/11-13	382/4-2
626/31-33	574/14-16	**KO-EGU**	475/17-19	434/11-13	381/4-2
627/27-29	575/14-16	523/43-524/1	476/9-11	433/11-13	380/2-379/42
628/2-4	576/17-19	524/31-33	477/9-11	432/13-15	**JUR-KMQA**
629/25-27	577/11-13	525/27-29	478/9-11	431/23-21	377/34-32
630/27-29	578/11-13	526/25-27	479/9-11	**NKDO-PLU**	376/42-40
631/27-29	579/9-11	527/31-33	480/9-11	429/15-17	376/14-12
632/35-37		528/17-19	481/9-11	428/17-19	375/2-374/32
			482/9-11	427/17-19	374/2-373/32
			0483-9-11	426/25-27	373/19-21
			484/9-11		372/41-373/1
			485/7-9		

List of Emergency Sockets

KMQA-TU	MUM-MOO	KKM-GPY	BKPT-VNM	PMT-OBVP	MRM-BLPE
371/5-3	330/4-2	283/15-17	243/1-3	199/1-3	149/24
370/6-4	329/4-2	282/22-24	242/27-29	198/1-3	149/33-35
369/6-4	329/12-10	281/30	241/31-242/1	197/1-196/33	150/27-29
368/8-6	328/12-10	281/8-10	240/29-241/1	196/14-12	151/25-27
367/13-11	327/29-27.	280/6-8	239/31-33	196/15-17	152/23-25
TU-CLPE	326/32-30	279/10-12	238/41-239/1	195/1-194/35	153/25-27
366/3-365/33	326/2-325/30	278/10-12	237/39-238/1	194/19-21	154/21-23
365/23-21	324/32-30	278/4-6	**VNM-MMPL**	194/1-193/27	155/23-25
365/1-3	324/2-323/30	277/18-20	236/31	193/1-192/29	156/29-31
364/1-363/31	323/2-323/30	277/10-12	235/30	192/1-191/29	157/27-29
363/1-362/31	322/2-321/30.	277/4-6	234/31	191/8-10	**RU-MRM**
362/2-361/36	321/2-320/32	**GPY-KPU**	234/11-13	191/1-190/29	135/25-27
361/1-360/40	320/2-319/32.	276/14-16	234/1	189/31-33	136/9-7
360/2-359/42	319/2-318/30	275/8-10	233/1	188/37-39	137/1-3
CLPE-VRN	318/2-317/32.	274/2-4	232/1	**OBVP-ANE**	138/1-3
359/2-358/34	317/2-316/32	273/2-272/32	231/1	188/13-15	138/23-25
35//2-357/30	**MOO-KMH**	272/10-12	230/1	187/31-188/1	139/1-3
357/2-356/30	314/2-313/38	271/1-3	228/32	186/29-187/1	140/1-139/31
355/34-32	313/2-312/30	270/1-3	227/42	185/29-186/1	141/1-3
355/2-354/40	312/2-311/32	269/1-3	226/36	184/29-185/1	142/1-3
354/2-353/40	311/2-4	268/3-5	**MMPL-NRE**	183/27-184/1	143/1-3
VRN-RLL	310/4-6	**KPU-HX**	226/4-6	**ANE-KOU**	144/1-3
353/2-352/38	309/2-308/32	267/2-266/35	225/1-224/29	182/25-27	145/1-3
352/2-351/34	308/2-307/40	266/1-265/31	223/31	181/27-29	146/1-145/31
351/2-350/30	307/1-306/29	264/25-23	223/1-222/31	180/25-27	146/29-147/1
350/2-349/32	**KMH-YA**	263/25-27	222/1-221/37	180/1-3	147/29-148/1
349/2-348/30	305/39-41	263/13	220/31-33	179/1-3	148/9-11
348/2-347/42.	305/2-4	263/12-14	**NRE-HAQ**	178/5-7	148/21-23
347/1-346/35	304/2-4	262/29-27	220/6-220/4	178/1-3	148/31-33
RLL-KDP	303/2-302/32	261/35	219/27-29	176/33-177/1	149/1-148/37
346/1-3	302/2-301/32	261/1-260/45	218/2-217/38	176/1-3	**GY-Jnc-TKPY**
345/19-17	301/2-300/32	**HX-KNLP**	217/27-29	175/25-27	260/11-13
345/1-344/29	300/2-299/40	259/3-5	216/31-33	175/23-25	261/3-5
344/1-343/29	299/32-34	258/3-5	216/1-3	**KOU-SF**	262/1-3
342/31-342/29	**YA-YGD**	257/3-5	215/1-214/33	175/1-3	262/35-37
342/1-341/53	298/4-6	256/7-9	214/17-19	174/45(SSP)	263/31-33
342/27-29	297/4-6	255/5-7	**HAQ-RJP**	173/35-173/33	264/25-27
341/6-4	296/2-4	254/5-7	213/35-214/1	173/3-172/29	265/21-23
340/1-339/45	295/2-4	253/7-9	213/3-5	172/3-172/1	**TKPY-PMD**
339/6-4	293/31-294/1	252/9-11	212/5-7	171/3-171/1	248/14-16
339/6-4	293/1-3	251/1-250/31	211/9-11	170/1-169/29	249/2-4
KDP-MUM	**YGD-KKM**	250/19-21	210/19-21	169/1-168/35	249/28-30
338/2	291/9-11	250/1	209/29-31	168/25-168/23	250/20-24
337/2-4	290/1-289/45	257/4-6	**RJP-PMT**	168/3-168/1	251/22-24
336/24-22	289/38	256/6-8	208/31-33	167/1-166/31	252/18-20
335/48-50	289/21-23	255/6-8	207/27-29	166/13-166/31	253/18-16
335/8-10	289/3-5	254/6-8	207/1	166/1-165/35	255/8-10
334/10-12.	288/3-5	253/8-10	206/1-3	**BLPE-SF**	256/2-4
332/12-14	287/5-7	252/10-12	205/27-29	159/7-11	256/34
332/30-32.	286/3-5	251/2-4	204/27-29	160/3-5	257/30
332/16-18	285/19-21	**KNLP-BKPT**	203/27-29	161/3-5	258/40-42
331/20-22	285/5-7	248/33-249/1	202/29-31	162/3-5	**KLU-PMD**
331/8-6	284/5-7	247/35/248/1	201/3-5	163/1-3	240/29
		246/29-247/1	200/6-8	163/27-29	241/7
		245/29-246/1		164/27-29	242/30
		244/39-245/1			243/23
		244/1-3			244/29
		249/2			245/15
		247/42-248/2			246/17
		246/30-247/2			

List of Emergency Sockets

GDE-KLU	DMM-CCA	GTL BP-MLGT	MYL-LMD IB	BEY-BMH	RMPL-PGRI
229/16-18	189/1-2	444/59-445/1	308/43-309/01	290/17-18	18/5-6
230/12-14	188/2-4	363/1-2 N	309/33-310/01	291/1516	17/4-5
231/12-14	187/4-6	362/2-3 N	311/01-311/03	292/12-13	16/6-7
232/12-14	186/6-8	360/42-361/1 N	311/35-312/01	293/11-12	15/3-4
233/6-8	185/18-20	GTL-MLGT	312/35-313/01	294/10-11	**PDL-RMPL**
234/2-4	184/20-22	363/16-15	3140/1-314/05	295/10-11	28/5-6 NW
235/2-4	183/30-32	361/1-361/21	315/01-315/03	296/11-12	27/15-16
235/29-31	183/16-18	362/1-360/20	315/22-316/01	**KEF-BEY**	26/14-15
236/30-32	182/20-22	361/3-4	**DHNE-MYL**	282/10-11	25/16-17
237/28-30	181/28-30	360/5-7	298/50-299/2	283/3-4	24/20-21
238/24A-26A	181/14-16	**MLGT-MKR**	300/2-299/34	283/11-12	23/16-24/1
GDE- TAC	181/5	358/16-18	300/38-301/2	284/17-18	22/17-23/1
219/36-38	180/15-17	356/34-36	301/43-302/1	285/23-24	22/1-2
220/28-30	**KDT -KLU**	356/2-4	303/1-3	286/12-13	21/2-3
221/26-28	240/0-1	355/9-11	304/1-3	287/22-23	20/6
222/22-24	240/5-6	**MKR-TGL**	304/41-305/1	288/20-21	19/18-19 NW
223/22-24	241/3-4	353/1-3	305/31-306/1	289/16-17	**HDD-BAY**
224/22-24	242/0-1	352/1-3	306/41-307/1	**PNM-KEF**	209/3-4
225/14-16	243/0-1	351/3-5	**MLK-DHNE**	271/19-20	210/2-3
226/14-16	244/0-1	350/3-5	320/21-22	272/17-18	211/2-3
227/12-14	245/0-1	349/5-7	321/15-16	273/16-17	211/9-212/0
ATP-TAC	246/1-0	348/9-11	322/6-7	275/3-4	212/9-213/0
212/41-43	247/1-0	347/13-15	323/13-14	275/16-17	213/9-214/0
213/24-26	**VPL-KDT**	346/15-17	324/12-13	276/15-16	**HGI-HDD**
214/4-6	258/1-257/51	345/15-17	325/13-14	277/18-19	214/38-40
214/34-215/2	257/2-256/44	344/19-21	326/13-14	278/19-20	215/34-36
215/6-8	256/4-2	343/21-23	327/11-12	279/17-18	216/32-34
215/30-32	255/2-254/40	342/25-27	328/9-10	280/8-9	217/30-32
216/20-22	253/36-34	341/23-25	329/12-13	**NDL-PNM**	218/30-32
217/16-18	253/2-252/36	340/31-33	330/11-12	257/21-22A	219/32-34
218/14-16	252/6-4	**EDD-TGL**	331/7	259/1A-2A	220/30-32
218/32-34	251/6-4	332/21-23	**RGM-MLK**	259/17-18	**VP-HGI**
PSPY-ATP	250/6-4	332/4-5 N/W	318/40-42	260/7-8	222/38-223/2
208/37-35	249/4-2	333/5-6	318/2-4	261/6-7	223/44-224/2
209/25-23	248/2-247/44	334/4-5	317/4-6	262/5-6	224/28-30
210/35-33	**GPU-VPL**	335/5-6	316/6-8	263/4-5	225/30-32
211/07-05	268/6-4	336/3-4	315/6-8	264/4-5	226/28-30
ZPL-PSPY	267/2-266/46	337/2-3	314/10-12	265/3-4	227/30-32
200/22-24	266/7-5	338/1-2	313/14-16	266/3-4	228/26-28
201/20-22	265/6-4	339/19-20 N/W	312/16-18	267/2-3	229/26-28
202/18-20	264/4-2	339/2-3	311/18-20	268/2-3	**BNL-VP**
203/18-20	263/6-4	**PDL-EDD**	310/26-28	269/2-3	231/22-24
204/6-8	262/4-2	323/13-15	309/26-28	270/1-2	232/20-22
204/20-22	261/4-2	324/13-15	308/50-52	271/1-2	233/18-20
205/4-6	260/2-259/40	325/07-09	**BMH-RGM**	**GY-PGRI**	234/18-20
206/2-4	259/1-258/44	326/07-09	297/9-10	1/2-1	235/14-18
206/36-38	**GTL-GPU**	327/05-07	298/6-7	2/5-6	236/14-16
ZPL -CCA	279/4-2	328/21-23	299/5-6	3/4-5	237/14-16
198/6-8	278/2-277/46	329/19-21	300/6-7	4/4-5	238/14-16
197/8-10	277/4-2	330/19-21	301/5-6	5/3-4	**BLL-BNL**
196/10-12	276/4-2	**LMD IB-PDL**	302/4-5	6/2-3	245/12-14
195/12-14	275/2-274/38	316/21-317/01	303/2-3	7/16-8/01	244/10-12
194/12-14	274/4-2	317/43-318/1	304/2-3	8/15-16	243/12-14
193/22-24	0273-4-2	319/03-319/05	304/18-305/1	9/15-16	242/10-12
192/22-24	272/4-2	319/33-320/01	305/20-306/1	10/11-12	241/14-16
191/24-26	271/8-6	320/31-321/01	306/16-17	11/13-14	240/14-16
190/36-38	270/6-4	321/33-321/35		12/12-13	239/14-16
				13/12-13	
				14/15A-14/16A	

List of Emergency Sockets

GTL -BLL	VKI-YLK	YPD-RU BY PASS	PAM-PAK	CTO-SIE	DCU-PCL
252/34-36	35/34-36/2	73/34-74/2	74/23-25	32/15-17	219/0-218/9
252/8-10	36/41-37/3.	74/14	73/29-31	31/23-25	218/1-0
251/18-20	37/31-38/1	74/32A-75/2	72/31-73/1	31/11-13	217/0-216/9
250/28-30	38/35-39/1	75/30-76/2	71/31-72/1	30/27	216/0-215/9
249/26-28	39/31-40/1	76/30-77/2	71/3-5	29/33	215/1-0
248/26-28	40/29-41/1	77/30-78/2	70/3-5	29/1-3	214/1-0
247/30-32	41/31-42/3	78/19-21	69/3-5	28/27-29	213/1-0
246/28-30	42/31-43/1	78/32-79/2	68/3-5	27/33-35	212/3-2
GDR-KQA	43/31-44/3	79/34-80/2	67/3-5	26/33-27/1	211/3-2
0/12-14	44/31-45/1	**RU-TPTY**	66/11-13	26/1	210/4-3
01/8-10	45/29-46/1	83/11-13	66/3-5	25/15-17	209/5-4
1/43-2/1	46/30-47/2	84/46-85/2	65/3-5	25/11-13	208/5-5
2/33-3/1	**YLK-KHT**	86/38-87/2	64/5-7	25/3-5	207/5-4
3/29-4/1	47/32-48/2	87/30-88/2	63/15-17	SIE-RAM	206/5-4
04/29-27	48/4-6	88/28-89/2	63/11-13	23/25-27	205/5-4
5/27-6/1	48/8-10	89/30-90/2	63/7-9	22/37-39	204/5-4
6/27-7/1	48/32-49/2	90/34-91/2	**PAK-PTT**	21/27-29	203/5-4
7/29-8/1	49/28-30	91/45-92/1	61/41-39	21/19-21	202/6-7
8/35-9/1	50/32-51/2	**TPTY-CGI**	61/1-60/45	21/13-15	**PCL-PIL**
9/10-12	51/32-52/2	92/37-93/1	60/13-11	20/33-35	200/7-8
KQA-VDD	52/8-12	93/15-17	60/11-9	20/3-5	199/7-8
9/36-10/2	52/44-53/2	94/27-29	60/1-3	19/5-7	198/4-5
10/26-28	53/40-54/2	95/27-29	59/3-4	18/5-7	197/5-6
10/36-11/2	54/36-55/2	96/27-29	58/3-1	17/9-11	196/6-7
11/38-12/2	55/36-56/2	97/27-29	58/1-57/41	16/13-15	195/6-7
12/36-13/2	56/42-57/2	98/25-27	57/5-3	**RAM-BUM**	194/78
13/42-14/2	57/34-58/2	100/26-28	56/13-11	15/7AND 9	193/7-8
14/28-15/2	58/32-59/2	101/26-28	55/7-5	14/31-15/1	192/7-8
15/30-16/2	59/33-37	102/12-14	54/9-7	14/19-21	191/9-192/0
16/5-7	**KHT-RCG**	102/30-32	53/11-9	13/19-21	190/0-191/0
16/26-17/2	60/31-33	103/2-4	52/7-9	12/21-23	189/900-190
18/2-4	60/36-61/2	103/26-28	51/7-9	11/29-31	189/0-9
18/21-23	61/38-62/2	**CGI-MNPT**	50/15-13	10/27A-29A	188/0-9
VDD-NDZ	62/28-63/2	83/1-3	49/11-9	10/7 AND 9	**NDL-MADU**
19/30-28	63/32-64/2	84/1-3	49/3-5	10/3 AND 5	257/21B-22B
19/42-20/2	64/10-14	85/3	48/15-17	9/27-29	2/1-2
20/36-21/2	64/34-65/2	85/31-86/1	47/20-22	**BUM-KPD**	3/1-2
21/31-22/3	65/34-66/2	86/17-19	**PTT-CTO**	8/23-25	4/1-2
22/30-23/2	66/19-21	87/1-3	46/18-20	7/23-25	5/1-2
23/30-24/2	**RCG-YPD**	88/4-6	46/8-6	6/23-25	5/16-6/1
24/36-25/2	66/35-67/1	89/2-4	45/6-4	5/23-25	6/14-7/1
25/30-26/2	67/13-11	89/16-18	44/28-26	4/33-35	7/15-8/1
26/33-27/1	67/34-68/2	89/34-90/2	44/6-4	4/29-31	8/15-9/1
NDZ-VKI	68/32-69/2	90/32-91/1	43/10-8	4/7AND9	9/17-10/1
27/33-28/1	69/28-70/2	91/1-91/35	42/10-8	3/9 AND 11	
28/13-15	70/28-71/2	**MNPT - PAM**	41/30-28	2/7 AND 9	
28/34-29/2	71/32-72/2	81/7-9	41/14-12	1/7AND9	
29/30-30/2	72/24-26	80/7-9	40/14-12	KPD/3004-3005	
30/36-31/2	72/38-73/2	79/3-5	39/44-42	PAK-DCU	
31/30-32/2	73/6-8	78/5-7	39/18-16	226/1-0	
32/30-33/2		77/9-11	38/14-16	225/1-0	
33/30-34/2		76/9-11	37/36-34	224/1-0	
34/36-38		75/9-11	37/2-36/30	223/1-0	
34/46-35/2			36/12-14	222/1-0	
			36/2-35/38	221/1-0	
			35/4-2	220/1-0	
			34/28-26		
			34/6-8		
			33/6-8		

List of Emergency Sockets

MADU-BGNP	BGNP-KLKA	SJMA-NOSM	NOSM-SUPP	PRDT-YA
11/17-12/1	30/19-31/1	51/18-52/1	76/19-77/1	110/2
12/15-13/1	31/22-32/1	53/1-2	77/15-78/1	110/16
14/1-2	32/17-33/1	53/25-54/1	78/16-79/1	112/1
14/17-15/1	33/1-34/1	54/12-55/1	79/16-80/1	112/13-112/14
15/15-16/1	34/15-35/1	55/15-56/1	80/16-81/1	113/15-114/1
16/16-17/1	35/19-36/1	56/16-57/1	81/17-81/18	115/1
17/18-18/1	36/23-37/1	57/21-58/1	82/18	116/2
18/16-19/1	37/23-38/1	59/1-2	**SUPP-JMDG**	117/1-117/2
19/15-20/1	39/1	60/1	85/16-86/1	118/2
20/15-21/1	39/17-40/1	60/15-61/1	87/1	119/2
21/15-22/1	40/16-41/1	61/15-62/1	87/16-88/1	120/2
22/15-23/1	41/22-42/1	62/20-63/1	88/15-89/1	121/3
23/15-24/1	42/17-43/1	63/17-64/1	89/15-90/1	299/37
25/1	43/18-44/1	64/14-65/1	**JMDG-PRDT**	
25/15-26/1	**KLKA-SJMA**	66/1	92/1	
26/16-27/1	44/19-45/1	66/15-67/1	93/1	
27/15-28/1	45/19-46/1	68/1	93/16	
28/18-29/1	46/6-47/1	69/1	94/15-95/1	
30/19-31/1	47/15-48/1	69/15-70/1	95/15-96/1	
	48/10-48/11	70/15-71/1	96/15	
	49/15-50/1	72/1	97/17-98/1	
	50/16-51/1	72/16	99/1	
		73/15	100/1	
			100/15-101/1	
			101/16-102/1	
			102/15-103/1	
			103/15-104/1	
			104/15-105/1	
			105/16-106/1	
			107/1-107/2	
			107/24	

List of Bridges requiring operation of TELS to limit the TE to 30t/loco

Sl.No	Br.No.	Km	SPAN	Type Of Bridge	LOADING STD	Type of Locos(Double Headed) where Tractive Effort is limited to 30t per Loco	Type of Locos(Single Headed) where Tractive Effort is limited to 30t per Loco
RU-GTL (UP LINE)							
1	256	176/12-13	3x12.19 m	PlateGirder	BGML	WDG4, WDG4D,WDG4G, WDG6G, WAG9H,WAG9HC	WAG11
2	330	199/4-5	6x12.19 m	PlateGirder	BGML	WDG4, WDG4D,WDG4G, WDG6G, WAG9H,WAG9HC	WAG11
3	648	321/14-15	2x12.8 m	PlateGirder	RBG	WDG4D,WDG4G, WDG6G,WDG5	
4	750	376.198	13 X 40.2m	PSC Box Girder		WDG6G	
RU-GTL (DN LINE)							
1	648	321/14-15	2x12.8 m	PlateGirder	BGML	WDG4, WDG4D,WDG4G, WDG6G, WDG5, WAG9H,WAG9HC	WAG11
2	750	376.198	13 X 40.2m	PSC Box Girder		WDG6G	
RU-GDR (UP LINE)							
1	13	17/18-20	3x12.19 m	PlateGirder	BGML	WDG4, WDG4D,WDG4G, WDG6G, WDG5, WAG9H,WAG9HC	WAG11
2	33	30/2-4	4x12.19 m	PlateGirder	BGML	WDG4, WDG4D,WDG4G, WDG6G, WDG5, WAG9H,WAG9HC	WAG11
3	46	39/10-12	2x12.19 m	PlateGirder	BGML	WDG4, WDG4D,WDG4G, WDG6G, WDG5, WAG9H,WAG9HC	WAG11
4	59	52/8-16	9x12.19 m	PlateGirder	BGML	WDG4, WDG4D,WDG4G, WDG6G, WDG5, WAG9H,WAG9HC	WAG11
RU-GDR (DN LINE)							
1	110	75/7-11	4x12.19 m	PlateGirder	BGML	WDG4, WDG4D,WDG4G, WDG6G ,WAG9H, WAG9HC	WAG11
2	118	78/8-11	14x14.428m	Plate Girder	BGML	WDG4,WDG4D,WDG6G, WDG5,WAG9HC	WDG6G, WAG11, WDG5
NDL-YA(SL)							
1	255	54.020	17X18.3 m	PSC Girder	25t-2008	WDG6G	
2	190	36.600	13x18.3m	PSC Girder	25t-2008	WDG6G	
GY-DMM(UP)							
1	69	215.082	8 X 18.3m	PSC Girder		WDG6G	
2	80	204.86	15 x 18.3m	PSC Girder		WDG6G	
GY-DMM(DN)							
1	45	244/4-5	26x18.3m	PlateGirder	BGML	WDG6G	WDG6G
2	70	213/13-14	4x18.29m	PlateGirder	BGML	WDG6G,WDG5	WDG6G, WDG5
3	111	181/1-3	11x12.19 m	PlateGirder	BGML	WDG4, WDG4D,WDG4G, WDG6G,WAG9H,WAG9HC	WAG11
BAY-GTL (DN LINE)							
1	326C	254/7-8	1x12.19 m	PlateGirder	BGML	WDG4, WDG4D,WDG4G, WDG6G,WAG9H,WAG9HC	WAG11
2	326E	256/4-5	2x12.19 m	PlateGirder	BGML	WDG4, WDG4D,WDG4G, WDG6G,WAG9H,WAG9HC	WAG11
NDL-DHNE(SL)							
1	207	272/07-08	4x12.16 m	PlateGirder	2WDM2	WDG4, WDG4D,WDG4G, WDG6G, WAG9H,WAG9HC	WAG11
GY-GTL(UP)							
1	835	423/8-9	4x18.3m	PlateGirder	BGML	WDG6G	WDG6G

JSC Data for Coaching Stock - GTL Division																							
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
		From Km.	To Km.	Sec. speed	LWS (140 KN Air Spr'ng)	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	Wadi (Excl.) - Guntakal (UP&DN)	669.5	443.06	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130
2	Guntakal-Gooty (UP&DN)	443.06	414.51	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130
3	Byepass at GY Junction (SL)	0	3.172	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
4	Gooty- Renigunta (UP&DN) (Incl. Bye pass line a Renigunta Jn.)	414.51	133.56	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130
5	Dharmavaram-Gooty(UP & DN)	177	269.04	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130
6	Nandyal — Betamcherla (SL)	256.98	296.92	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
7	Betamcherla - Malkapuram (UP&DN)	296.92	319.9	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
8	Bugganipalle Cement Nagar-Dhone(UP & DN)	290.31	332.74	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
8	Malkapuram - Dhone (SL)	319.9	332.74	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
9	Dhone - Pendekallu (UP&DN)	297.12	323.01	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
10	Pendekallu - Maddikera (UP)	323.01	353.96	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
11	Pendekallu - Maddikera (DN)	323.01	353.96	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
12	Maddikera- Guntakal (UP)	353.96	365.66	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
13	Maddikera- Guntakal (DN)	353.96	365.66	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
14	Bellary (Exd.)- Guntakal (UP&DN) (Ind. Bye Pass Line at Guntakal Jn.)	212	258.2	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
15	Gudur-Renigunta(UP&DN)	0	83.17	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
16	*Renigunta(Ind RU Yard)-Tirupati (UP&DN)	83.17	92.96	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
17	Katpadi (Excl.) — Tirupati (SL)	0.85	104.39	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
18	Gooty — Pendekallu (SL)	0	29.275	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
19	Guntakal-Kalluru (UP&DN)	279.8	239.54	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
20	Dharruavaram- Pakala(SL)	0	227.42	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
21	Nandyal (Junction cabin) - Yerragun8a(SL)	2.324	123	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
22	Kadapa-Pendlimarri(SL)	0	21.3	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40

JSC Data for Coaching Stock - GTL Division																							
					19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
		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	Wadi (Excl.) - Guntakal (UP&DN)	669.5	443.06	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	110	110
2	Guntakal-Gooty (UP&DN)	443.06	414.51	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	110	110
3	Byepass at GY Junction (SL)	0	3.172	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
4	Gooty- Renigunta (UP&DN) (Incl. Bye pass line a Renigunta Jn.)	414.51	133.56	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	110	110
5	Dharmavaram-Gooty(UP & DN)	177	269.04	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	110	110
6	Nandyal — Betamcherla (SL)	256.98	296.92	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
7	Betamcherla - Malkapuram (UP&DN)	296.92	319.9	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
8	Bugganipalle Cement Nagar-Dhone(UP & DN)	290.31	332.74	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
8	Malkapuram - Dhone (SL)	319.9	332.74	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
9	Dhone - Pendekallu (UP&DN)	297.12	323.01	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
10	Pendekallu - Maddikera (UP)	323.01	353.96	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
11	Pendekallu - Maddikera (DN)	323.01	353.96	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
12	Maddikera- Guntakal (UP)	353.96	365.66	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
13	Maddikera- Guntakal (DN)	353.96	365.66	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
14	Bellary (Exd.)- Guntakal (UP&DN) (Ind. Bye Pass Line at Guntakal Jn.)	212	258.2	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
15	Gudur-Renigunta(UP&DN)	0	83.17	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
16	*Renigunta(Ind RU Yard)-Tirupati (UP&DN)	83.17	92.96	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
17	Katpadi (Excl.) — Tirupati (SL)	0.85	104.39	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
18	Gooty — Pendekallu (SL)	0	29.275	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
19	Guntakal-Kalluru (UP&DN)	279.8	239.54	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
20	Dharruavaram- Pakala(SL)	0	227.42	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
21	Nandyal (Junction cabin) - Yerragun8a(SL)	2.324	123	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
22	Kadapa-Pendlimarri(SL)	0	21.3	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40

JSC Data for Coaching Stock - GTL Division																			
					38	39	40	41	42	43	44	45		46	47	48	49	50	51
		From Km.	To Km.	Sec. speed	LWCBACDQ (120 KN Air Spring)	LDSLRA (140 KN Air Spring)	LWSCZDAC1 (120 KN Air Spring)	LS 2 (Coil Spring)	AC-LHB SG Variant(HYBRID) Coaches SWGSCZAC, SWGFCWAC, SWGACCW, SWGFAC, SWGFCNAC, SWGCWNACS, WGACCN, SWGCBNAC, SGSLRDAC, SVPHU, SGSLR	Non AC-LHB SG Variant(HYBRID) Coaches SGS, SWGSCN,SGSLRD,SGSRD,SSCZ, SWGCBN,SWGSCZ	GARIBRATH COACHES (ICF Type) WACCNH1,WSCZACH,WRRMD AC	ICF Coaches with all Coil Bogies	ICF type AC EOG Coaches	VPH	VVN 40,000 litres Capacity	VVNH1-New Milk Tank	NMGH	NMGHS	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	Wadi (Excl.) - Guntakal (UP&DN)	669.5	443.06	130	130	110		105	110	110	110	110	110	110	110	110	110	110	130
2	Guntakal-Gooty (UP&DN)	443.06	414.51	130	130	110		105	110	110	110	110	110	110	110	110	110	110	130
3	Byepass at GY Junction (SL)	0	3.172	40	40	40		40	40	40	40	40	40	40	40	40	40	40	40
4	Gooty- Renigunta (UP&DN) (Incl. Bye pass line a Renigunta Jn.)	414.51	133.56	130	130	110		105	110	110	110	110	110	110	110	110	110	110	130
5	Dharmavaram-Gooty(UP & DN)	177	269.04	130	130	110		105	110	110	110	110	110	110	110	110	110	110	130
6	Nandyal — Betamcherla (SL)	256.98	296.92	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
7	Betamcherla - Malkapuram (UP&DN)	296.92	319.9	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
8	Bugganipalle Cement Nagar-Dhone(UP & DN)	290.31	332.74	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
8	Malkapuram - Dhone (SL)	319.9	332.74	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
9	Dhone - Pendekallu (UP&DN)	297.12	323.01	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
10	Pendekallu - Maddikera (UP)	323.01	353.96	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
11	Pendekallu - Maddikera (DN)	323.01	353.96	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
12	Maddikera- Guntakal (UP)	353.96	365.66	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
13	Maddikera- Guntakal (DN)	353.96	365.66	100	100	100		100	100	100	100	100	100	100	100	100	100	100	100
14	Bellary (Exd.)- Guntakal (UP&DN) (Ind. Bye Pass Line at Guntakal Jn.)	212	258.2	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
15	Gudur-Renigunta(UP&DN)	0	83.17	110	110	110	110	105	110	110	110	110	110	110	110	110	110	110	110
16	*Renigunta(Ind RU Yard)-Tirupati (UP&DN)	83.17	92.96	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
17	Katpadi (Excl.) — Tirupati (SL)	0.85	104.39	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
18	Gooty — Pendekallu (SL)	0	29.275	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
19	Guntakal-Kalluru (UP&DN)	279.8	239.54	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
20	Dharruavaram- Pakala(SL)	0	227.42	110	110	110		105	110	110	110	110	110	110	110	110	110	110	110
21	Nandyal (Junction cabin) - Yerragun8a(SL)	2.324	123	100	100	100		100	100	100	100	100	100	100	100	100	100	100	100
22	Kadapa-Pendlimarri(SL)	0	21.3	40	40	40		40	40	40	40	40	40	40	40	40	40	40	40

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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.

S. no.	Section	From km	To km	Maximum Permissible speed in kmph
	GUNTAKAL DIVISION			
1	Wadi (Excl.) – Gooty (UP&DN)	669.50	414.51	130
2	Bye pass line at Gooty Jn. (SL)	0.00	3.172	50$
3	Gooty-Renigunta(UP&DN)(Incl. Bye pass line at Renigunta Jn)	414.51	133.56	130
4	Dharmavaram – Gooty (UP & DN)	177.00	269.04	130*
5	Nandyal – Bugganapalli Cement Nagar (SL)	256.98	290.31	110
	Bugganapalli Cement Nagar – Dhone (UP&DN)	290.31	332.74	110$ *
6	Dhone – Guntakal (UP & DN)	297.12	365.66	110$ *
7	Bellary (Excl.)-Guntakal(UP&DN) (Incl. Bye pass line at GTL Jn)	212.00	258.20	110
8	Gudur-Renigunta(Excl. RU Yard) (UP&DN)	0.00	80.00	110
	Renigunta(Incl. RU Yard)-Tirupati (UP&DN)	80.00	92.96	100
9	Katpadi (Excl.) – Tirupati (SL)	0.85	104.39	110
10	Gooty – Pendekallu (SL)	0.00	29.275	110
11	Guntakal – Kalluru (UP&DN)	279.80	239.54	110
12	Dharmavaram- Pakala (SL)	0.00	227.42	110*
13	Nandyal(Junction cabin) – Yerraguntla (SL)	2.324	123.00	100

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.

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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.

1. **Speed Restrictions as per 'TRACK certificate' issued by HQrs. Engineering Department:**
   (a) **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.

S. no.	Between stations	From km	To km	SR (kmph)
	GUNTAKAL DIVISION			
1	Bye pass line at Gooty Jn. (SL)	0.00	3.172	40
2	Bugganapalli Cement Nagar - Betamcherla (UP)	290.31	296.92	100
3	Malkapuram- Dhone (UP)	319.9	332.74	100
4	Maddikera- Guntakal (DN)	353.96	365.66	100

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Annexure – II

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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
GUNTAKAL DIVISION					
***PSRs on Bugganapalli Cement Nagar - Dhone (UP lines)**					
1	BEY-BMH (UP)	290/7-290/29		85	Points & Crossing taking off from curve
***PSRs on Dhone - Guntakal (UP)**					
1	MYL-PDL	312/23-313/15		100	Due to sharp curve of 2.7^0.
2	EDD-TGL	334/13-335/9		90	Due to sharp curve of 3.3^0.
3	MKR Yard	353/35-354/15		100	Due to sharp curve of 3.07^0.
4	MKR-GTL	357/15-359/22		100	Due to sharp reverse curve of 3^0.
5	MKR-GTL	364/4-364/25		30	Due to sharp curve of 6.9^0.
***PSRs on Dhone- Guntakal (DN)**					
1	PDL-MYL	313/16-312/24		100	Due to sharp curve of 2.7^0.

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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.

Sl. no.	Between stations	km/TP	SR (kmph)	Reason
***PSRs on Dharmavaram- Pakala (SL)**				
1	DMM-CCI	315-0/4	30	Due to sharp 5.5 degree curve
2	DMM-CCI	01/08-01/15	105	Due to 2.73 Degree Sharper Curve
3	DMM-CCI	06/4-06/21	105	Due to 2.73 Degree Sharper Curve
4	DMM-CCI	07/5-07/17	105	Due to 2.73 Degree Sharper Curve
5	DMM-CCI	10/01-11/10	105	Due to 2.73 Degree Sharper Curve
6	CCI-MGB	27/11-28/07	105	Due to 2.73 Degree Sharper Curve
7	CCI-MGB	30/11-31/01	105	Due to 2.73 Degree Sharper Curve
8	MGB-KCM	35/12-36/04	105	Due to 2.73 Degree Sharper Curve
9	MGB-KCM	38/05-38/14	105	Due to 2.73 Degree Sharper Curve
10	MGB-KCM	42/19-43/10	105	Due to 2.73 Degree Sharper Curve
11	TKU Yard	88/08-88/18	90	Points and Crossing taking off from curve.
12	MCU-TAT	112/05-112/17	105	Due to 2.73 Degree Sharper Curve
13	MCU-TAT	113/21-114/07	105	Due to 2.73 Degree Sharper Curve
14	MCU-TAT	115/02-116/14	105	Due to 2.73 Degree Sharper Curve
15	MCU-TAT	118/12-119/17	105	Due to 2.73 Degree Sharper Curve
16	TAT-KBA	123/02-124/09	105	Due to 2.73 Degree Sharper Curve
17	TAT-KBA	125/0-125/26	85	Sharper 4 Degree Curve
18	TAT-KBA	128/02-128/16	105	Due to 2.73 Degree Sharper Curve
19	TAT-KBA	130/01-132/0	105	Due to 2.73 Degree Sharper Curve
20	TAT-KBA	132/01-11	100	Due to Sharper 3 Degree Curve
21	TAT-KBA	134/02-134/25	100	Due to Sharper 3 Degree Curve
22	KBA-MPL	140/05-140/18	105	Due to 2.73 Degree Sharper Curve
23	MPL Yard	144/11-145/15	90	Points & Crossing taking off from 2° curve.
24	MPL-VLD	150/12-151/03	100	Due to Sharper 3 Degree Curve
25	VLD Yard	151/04-152/18	90	Points & Crossing taking off from 2° curve.
26	VLD - KCI	152/18-153/1	85	Due to 4 Degree Curve
27	VLD - KCI	153/11-154/2	100	Due to 2.85 Degree Curve
28	VLD - KCI	155/05-20	100	Due to 2.85 Degree Curve
29	VLD - KCI	159/01-160/11	85	Due to 4 Degree Curve
30	VLD - KCI	162/05-163/10	85	Due to 4 Degree Curve
31	VLD - KCI	163/11-163/26	100	Due to Sharper 3 Degree Curve

32	KCI Yard	172/3-172/6	90	Points and Crossing taking off from 2° curve.
33	KCI-PIL	180/11-19	105	Due to 2.73 Degree Sharper Curve
34	KCI-PIL	181/04-15	105	Due to 2.73 Degree Sharper Curve
35	KCI-PIL	182/17-183/09	105	Due to 2.73 Degree Sharper Curve
36	KCI-PIL	184/08-23	100	Due to Sharper 3 Degree Curve
37	KCI-PIL	185/04-22	80	Due to Sharper 4.6 Degree Curve
38	KCI-PIL	186/07-25	90	Sharper 2.75 Degree Curve
39	PIL-PCL	186/26-187/22	75	Points and Crossing taking off from curve.
40	PIL-PCL	188/01-16	105	Due to Sharper 2.73 Degree Curve
41	PIL-PCL	190/18-191/15	100	Due to Sharper 3 Degree Curve
42	PIL-PCL	193/03-23	100	Due to Sharper 3 Degree Curve
43	PCL-DCU	203/11-24	90	Due to Sharper 3.71 Degree Curve
44	PCL-DCU	203/24-206/09	105	Due to series of Sharp curves up to 2.75°
45	PCL-DCU	206/16-207/20	75	75 Kmph SR is Due to 5 Degree Curve
46	PCL-DCU	212/09-214/07	100	Due to Sharper 2.75 Degree Curve

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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/TP	SR (kmph)	Reason
***PSRs on Dharmavaram-Gooty (DN line)**				
1	GY-TKPY	266/44-266/06	50	6° approach curve to GY Jn.
2	GY-TKPY	266/02-265/26	60	5° approach curve to GY Jn.
3	GY-TKPY	265/4-264/30	120	2° Curve
4	GY-TKPY	264/22-263/14	120	2° Curve
5	GY-TKPY	263/12-263/08	110	Tresspassing location
6	GY-TKPY	262/36-262/16	110	2.5° sharper Curve and Tresspassing location.
7	TKPY-PMD	251/22-251/6	120	2° Curve
8	PMD-KLU	242/20-241/08	90	Insufficient Cant on 2.5° curve (Girder bridge location)
9	PMD-KLU	239/08-238/40	110	Tresspassing location
10	KLU-GDE	238/40-238/28	90	Insufficient cant due to emergency cross over (21B point KLU) taking off from UP M/L contrary flexure.
11	KLU-GDE	232/28-231/32	125	1.71° Curve
12	GDE Yard	228/46-228/44	75	Point No 20A on transition portion of curve
13	GDE-TAC	227/10-226/26	120	2° Curve
14	GDE-TAC	224/42-224/24	120	2° Curve
15	GDE-TAC	224/20-223/30	120	2° Curve
16	GDE-TAC	221/6-220/18	120	2° Curve
17	TAC Yard	218/40-218/28	90	Points & Crossings takeoff from 2° curve. P.No.13B(1 in 12) in contrary flexure on DN M/L.
18	TAC-ATP	215/44-215/08	105	2.5° Curve with insufficient cant (Girder bridge location)
19	TAC-ATP	215/08-214/34	75	2.5° curve transition on steel girder bridge No-69 (major)
20	TAC-ATP	214/20-213/08	110	2.5° curve and tresspassing location.
21	ATP-PSPY	211/46-211/22	110	1.5° reverse curves with Insufficient transition (ATP Yard) and tresspassing location.
22	ATP-PSPY	211/10-210/18	120	2° Curve
23	PSPY-ZPL	203/36-203/12	120	1.82° Curve
24	PSPY-ZPL	203/6-202/10	120	1.8° sharper Curve
25	CCA-DMM	198/22-198/12	110	1° reverse curves with insufficient transition
26	CCA-DMM	184/34-184/20	110	1.5° reverse curves with insufficient transition
27	CCA-DMM	182/32-182/16	120	2° Curve
28	CCA-DMM	181/28-180/26	100	2° curve insufficient cant on bridge No.111
29	DMM Yard	180/26-177/56	50	Standard I interlocking at DMM yard
30	DMM Yard	177/56-177/12	30	6° curve at approach of DMM Yard
31	DMM Yard	177/12-177/0	50	Standard-I interlocking at DMM yard

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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/TP	SR (kmph)	Reason
***PSRs on Dharmavaram-Gooty (UP line)**				
1	DMM Yard	177/0-177/13	50	Standard-I interlocking at DMM yard
2	DMM Yard	177/13-177/55	30	6^0curve at approach of DMM Yard
3	DMM Yard	177/55-180/25	50	Standard-I interlocking at DMM yard
4	DMM-CCA	180/25-181/29	120	2^0 Curve
5	DMM-CCA	198/11-198/21	110	Insufficient transition on 1° reverse curves (ZPL yard)
6	PSPY-ATP	210/23-211/07	120	2^0 Curve
7	PSPY-ATP	211/11-211/45	110	Insufficient cant & Transition on 1.5° reverse curves (ATP Yard approach) and Tresspassing location.
8	ATP-TAC	213/07-214/03	110	2.5° curve
9	ATP-TAC	214/17-214/21	110	Tresspassing location
10	ATP-TAC	215/08-215/39	110	2.5° curve
11	TAC Yard	218/29-219/01	90	P&C takeoff from 2° curvein contrary flexure on UP M/L (TAC Yard)
12	TAC-GDE	220/21-221/05	120	2° curve
13	TAC-GDE	223/33-224/21	120	2° curve
14	TAC-GDE	224/25-224/41	120	2° curve
15	GDE-KLU	231/31-232/25	120	2° curve
16	GDE - KLU	238/23-239/03	90	2° curve with insufficient cant due to emergency cross over 21B point taking off from UP M/L in contrary at KLU yard.
17	GDE - KLU	239/03-239/09	110	Tresspassing location
18	GDE - KLU	240/19-240/27	110	Insufficient Transition Length on reverse curves(KLU yard approach)
19	KLU-PMD	241/15-242/19	110	2.5° curve
20	KLU-PMD	243/29-244/41	125	1.75° curve
21	PMD-TKPY	251/05-251/19	120	2° curve
22	TKPY-GY	262/15-262/19	110	Tresspassing location
23	TKPY-GY	263/07-263/13	110	Tresspassing location
24	TKPY-GY	263/13-264/17	120	2° curve
25	TKPY-GY	264/31-265/3	120	2° curve
26	TKPY - GY	265/25-266/01	80	3.5° curve
27	TKPY - GY	266/07-266/45	50	6° approach curve to GY Jn.

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.

3.Permanent Speed Restrictions as per OHE certificate issued by HQrs. ElectricalDepartment:

S. no.	Station	From Loc.	To Loc.	Remarks
GUNTAKAL DIVISION				
1	Chittoor Stn. Rd-2 M/L	32/5	32/31	90 kmph due to Tramway OHE on account of ROB no. 561 A
2	Chittoor Stn. Rd-3	32/3	CTO/2019	
3	Chittoor Stn. Rd-4	32/7	33/12	

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Sl. No.	Section	Wagon Name		BCNAHSM1 CC-8+2 (22.82t)		BOXNHA CC-8+2 (22.82t)		BOXNHAM CC-8+2 (22.82t)		BOXNM2 CC-8+2 (22.82t)		BOXNLWM2 CC-8+2 (22.82t)		BOXNHSM2 CC-8+2 (22.82t)		BCNM2 CC-8+2 (22.82t)		BCNHSM1 CC-8+2 (22.82t)		BCNAHSM2 CC-8+2 (22.82t)	
		From Km.	To Km.	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L
GUNTAKAL DIVISION										22.82t											
1	*Renigunta(Incl RU Yard)-Tirupati (UP&DN)	91.58	92.96	60	45	60	45	60	45	60	45	60	45	60	45	60	45	60	45	60	45

Sl. No.	Section	Wagon Name		BLCS (A-Car & B-Car) (Single Stack) (22.32t)		BOSTHSM2 CC+6+2 (22.32t)		BOSTHSM3 CC+6+2 (22.32t)		BOBYNM1 CC+6+2 (22.32t)		BRNAM1 (20.32 t)		BCNAHS (20.32 t)	BLC (Single Stack) (20.32 t)		BOXNHS (20.32 t)	BRNAHS (20.32 t)	BTCS (20.32 t)	BRNM1 (20.32 t)		BRHNEHSM1 (20.32 t)		BTFLNM1 (20.32 t)		BLLA / BLLB (20.32 t)
	From Km.		To Km.	E	L	E	L	E	L	E	L	E	L	L	E	L	L	L	L	E	L	E	L	E	L	L
GUNTAKAL DIVISION							22.3t												20.32t							
1	*Renigunta(Incl RU Yard)-Tirupati (UP&DN)	91.58	92.96	60	45	60	45	60	45	60	45	65	50	75	75	75	75	75	50	65	50	65	50	65	50	75

Sl. No.	Section	Wagon Name		BTAPM1	BTALNM1		BTPGLN	BCBFG	
		From Km.	To Km.	L	E	L	L	E	L
GUNTAKAL DIVISION									
1	*Renigunta(Incl RU Yard)-Tirupati (UP&DN)	91.58	92.96	45	65	50	75	45	45

B77GTL

B.Permanent Speed Restriction on TRD:				
Sl No.	**Station**	**From Loc.**	**To Loc.**	**Remarks**
Guntakal Division				
1	Chittoor Stn. Rd-2 M/L	32/5	32/31	90 kmph due to Tramway OHE on account of ROB no.561A
2	Chittoor Stn. Rd-3	32/3	CTO/201 9	
3	Chittoor Stn. Rd-4	32/7	33/12	

Note: Height of the wagon should be part of the BPC to permit under OHE.

Statement Showing Permanent Speed Restrictions DMM-GY (Up Line) (for 130 kmph)

Sl. No.	Block Station	From	To	SR	Exg/ Pro. / Mod. SR	Remarks
1	DMM Yard	177/0	177/13	50	Pro.	Standard-I interlocking at DMM yard
2	DMM Yard	177/13	177/55	30	Pro.	6 Degree curve at approach of DMM Yard
3	DMM Yard	177/55	180/25	50	Pro	Standard-I interlocking at DMM yard
4	DMM-CCA	180/25	181/29	120	Pro.	2 degree Curve
5	DMM-CCA	198/11	198/21	110	Pro.	Insufficient transition on 1 degree reverse curves (ZPL yard)
6	PSPY-ATP	210/23	211/07	120	Pro.	2 degree Curve
7	PSPY-ATP	211/11	211/45	110	Pro.	Insufficient cant & Transition on 1.5 degree reverse curves (ATP Yard approach) and Tresspassing location.
8	ATP-TAC	213/07	214/03	110	Pro.	2.5 degree curve
9	ATP-TAC	214/17	214/21	110	Pro.	Tresspassing location
10	ATP-TAC	215/08	215/39	110	Pro.	2.5 degree curve
11	TAC Yard	218/29	219/01	90	Mod.	P&C takeoff from 2 Deg curve. in contrary flexure on UP M/L (TAC Yard)
12	TAC-GDE	220/21	221/05	120	Pro.	2 degree curve
13	TAC-GDE	223/33	224/21	120	Pro.	2 degree curve
14	TAC-GDE	224/25	224/41	120	Pro.	2 degree curve
15	GDE-KLU	231/31	232/25	120	Pro.	2 degree curve
16	GDE - KLU	238/23	239/03	90	Exg.	2 degree curve with insufficient cant due to emergency cross over 21B point taking off from UP M/L in contrary at KLU yard.
17	GDE - KLU	239/03	239/09	110	Pro.	Tresspassing location

18	GDE - KLU	240/19	240/27	110	Pro.	Insufficient Transition Length on reverse curves (KLU yard approach)
19	KLU-PMD	241/15	242/19	110	Pro.	2.5 degree curve
20	PMD-TKPY	251/05	251/19	120	Pro.	2 degree curve
21	TKPY-GY	262/15	262/19	110	Pro.	Tresspassing location
22	TKPY-GY	263/07	263/13	110	Pro.	Tresspassing location
23	TKPY-GY	263/13	264/17	120	Pro.	2 degree curve
24	TKPY-GY	264/31	265/3	120	Pro.	2 degree curve
25	TKPY - GY	265/25	266/01	80	Mod.	3.5 degree curve
26	TKPY - GY	266/07	266/45	50	Mod.	6 degree approach curve to GY Jn.

PSRs are to be observed, when train is hauled by WAP7 Loco:

27	DMM-CCA	182/15	182/35	120	Pro.	1.5 degree Curve. Due to Speed restriction of 120 Kmph on more than 1 degree curve for WAP-7 only.
28	ZPL-PSPY	202/07	203/07	120	Pro.	1.5 degree Curve. Due to Speed restriction of 120 Kmph on more than 1 degree curve for WAP-7 only.
29	ZPL-PSPY	203/11	203/37	120	Pro.	1.5 degree Curve. Due to Speed restriction of 120 Kmph on more than 1 degree curve for WAP-7 only.
30	TAC-GDE	226/25	227/11	120	Pro.	1.5 degree curve. Due to Speed restriction of 120 Kmph on more than 1 degree curve for WAP-7 only.
31	KLU-PMD	243/29	244/45A	120	Pro.	1.75 degree Curve. Due to Speed restriction of 120 Kmph on more than 1 degree curve for WAP-7 only.
32	TKPY-GY	262/19	262/37	120	Pro.	1.5 degree curve. Due to Speed restriction of 120 Kmph on more than 1 degree curve for WAP-7 only.

Statement Showing Permanent Speed Restrictions
DMM-GY (Dn Line) (for 130 kmph)

S. no.	Block Station	From	To	SR	Exg/ Pro./ Mod. SR	Remarks
1	GY-TKPY	266/44	266/06	50	Mod.	6 degree approach curve to GY Jn.
2	GY-TKPY	266/02	265/26	60	Exg	5 degree approach curve to GY Jn.
3	GY-TKPY	265/4	264/30	120	Pro	2 degree Curve
4	GY-TKPY	264/22	263/14	120	Pro	2 degree Curve
5	GY-TKPY	263/12	263/08	110	Pro	Tresspassing location
6	GY-TKPY	262/36	262/16	110	Pro	2.5 degree sharper Curve and Tresspassing location.
7	TKPY-PMD	251/22	251/6	120	Pro	2 degree Curve
8	PMD-KLU	242/20	241/08	90	Mod.	Insufficient Cant on 2.5 degree curve (Girder bridge location)
9	PMD-KLU	239/08	238/40	110	Pro	Tresspassing location
10	KLU-GDE	238/40	238/28	90	Exg	Insufficient cant due to emergency cross over (21B point KLU) taking off from UP M/L contrary flexure.
11	GDE Yard	228/46	228/44	75	Exg	Point No 20A on transition portion of curve
12	GDE-TAC	227/10	226/26	120	Pro	2 degree Curve
13	GDE-TAC	224/42	224/24	120	Pro	2 degree Curve
14	GDE-TAC	224/20	223/30	120	Pro	2 degree Curve
15	GDE-TAC	221/6	220/18	120	Pro	2 degree Curve
16	TAC Yard	218/40	218/28	90	Mod.	Points & Crossings takeoff from 2 degree curve. P.No.13B(1 in 12) in contrary flexure on DN M/L.
17	TAC-ATP	215/44	215/08	105	Pro	2.5 degree Curve with insufficient cant (Girder bridge location)
18	TAC-ATP	215/08	214/34	75	Exg	2.5 degree curve transition on steel girder bridge No -69 (major)
19	TAC-ATP	214/20	213/08	110	Mod.	2.5 degree curve and tresspassing location.
20	ATP-PSPY	211/46	211/22	110	Pro	1.5 degree reverse curves with Insufficient transition (ATP Yard) and tresspassing location.
21	ATP-PSPY	211/10	210/18	120	Pro	2 degree Curve
22	PSPY-ZPL	203/36	203/12	120	Pro	1.82 degree Curve
23	PSPY-ZPL	203/6	202/10	120	Pro	1.8 degree sharper Curve
24	CCA-DMM	198/22	198/12	110	Pro	1 degree reverse curves with insufficient transition
25	CCA-DMM	184/34	184/20	110	Pro	1.5 degree reverse curves with insufficient transition
26	CCA-DMM	182/32	182/16	120	Pro	2 degree Curve
27	CCA-DMM	181/28	180/26	100	Exg	2 Degree curve insufficient cant on bridge No.111
28	DMM Yard	180/26	177/56	50	Pro	Standard I interlocking at DMM yard
29	DMM Yard	177/56	177/12	30	Pro	6 Degree curve at approach of DMM Yard
30	DMM Yard	177/12	177/0	50	Pro	Standard-I interlocking at DMM yard

PSRs are to be observed, when train is hauled by WAP7 Loco:

31	PMD-KLU	244/46	243/30	120	Pro	1.43 Degree curve. Due to Speed restriction of 120 Kmph on more than 1 degree curve for WAP-7 only.
32	KLU-GDE	232/28	232/02	120	Pro	1.71 degree Curve. Due to Speed restriction of 120 Kmph on more than 1 degree curve for WAP-7 only.
33	KLU-GDE	229/12	229/04	120	Pro	1.29 degree Curve. Due to Speed restriction of 120 Kmph on more than 1 degree curve for WAP-7 only.

B80GTL

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 kN capacity) at the secondary stage on FIAT Bogies over BG sections of South Central Railway.

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

GUNTAKAL DIVISION					
* PSRs on DMM-PAK (SL)					
S. no.	Between stations	Km/TP	SR (kmph)	Exg./Pro.	Reason
1	DMM-CCI	DMM 315-0/4	30	Exg	Due to sharp 5.5 degree curve
2	DMM-CCI	01/08-01/15	105	Pro	Due to 2.73 Degree Sharper Curve
3	DMM-CCI	06/4-06/21	105	Pro	Due to 2.73 Degree Sharper Curve
4	DMM-CCI	07/5-07/17	105	Pro	Due to 2.73 Degree Sharper Curve
5	DMM-CCI	10/01-11/10	105	Pro	Due to 2.73 Degree Sharper Curve
6	CCI-MGB	27/11-28/07	105	Pro	Due to 2.73 Degree Sharper Curve
7	CCI-MGB	30/11-31/01	105	Pro	Due to 2.73 Degree Sharper Curve
8	MGB-KCM	35/12-36/04	105	Pro	Due to 2.73 Degree Sharper Curve
9	MGB-KCM	38/05-38/14	105	Pro	Due to 2.73 Degree Sharper Curve
10	MGB-KCM	42/19-43/10	105	Pro	Due to 2.73 Degree Sharper Curve
11	TKU Yard	88/08-88/18	90	Exg	Points and Crossing taking off from curve.
12	MCU-TAT	112/05-112/17	105	Pro	Due to 2.73 Degree Sharper Curve
13	MCU-TAT	113/21-114/07	105	Pro	Due to 2.73 Degree Sharper Curve
14	MCU-TAT	115/02-116/14	105	Pro	Due to 2.73 Degree Sharper Curve
15	MCU-TAT	118/12-119/17	105	Pro	Due to 2.73 Degree Sharper Curve
16	TAT-KBA	123/02-124/09	105	Pro	Due to 2.73 Degree Sharper Curve
17	TAT-KBA	125/00-125/26	85	Pro	Sharper 4 Degree Curve
18	TAT-KBA	128/02-128/16	105	Pro	Due to 2.73 Degree Sharper Curve
19	TAT-KBA	130/01-132/00	105	Pro	Due to 2.73 Degree Sharper Curve
20	TAT-KBA	132/01-132/11	100	Pro	Due to Sharper 3 Degree Curve
21	TAT-KBA	134/02-134/25	100	Pro	Due to Sharper 3 Degree Curve
22	KBA-MPL	140/05-140/18	105	Pro	Due to 2.73 Degree Sharper Curve
23	MPL Yard	144/11-145/15	90	Exg	Points & Crossing taking off from 2° curve.
24	MPL-VLD	150/12-151/03	100	Pro	Due to Sharper 3 Degree Curve
25	VLD Yard	151/04-152/18	90	Exg	Points & Crossing taking off from 2° curve.
26	VLD - KCI	152/18-153/1	85	Pro	Due to 4 Degree Curve
27	VLD - KCI	153/11-154/2	100	Pro	Due to 2.85 Degree Curve
28	VLD - KCI	155/05-155/20	100	Pro	Due to 2.85 Degree Curve
29	VLD - KCI	159/01-160/11	85	Pro	Due to 4 Degree Curve
30	VLD - KCI	162/05-163/10	85	Pro	Due to 4 Degree Curve
31	VLD - KCI	163/11-163/26	100	Pro	Due to Sharper 3 Degree Curve
32	KCI Yard	172/3-172/6	90	Exg	Points and Crossing taking off from 2° curve.
33	KCI-PIL	180/11-180/19	105	Pro	Due to 2.73 Degree Sharper Curve
34	KCI-PIL	181/04-181/15	105	Pro	Due to 2.73 Degree Sharper Curve
35	KCI-PIL	182/17-183/09	105	Pro	Due to 2.73 Degree Sharper Curve
36	KCI-PIL	184/08-184/23	100	Pro	Due to Sharper 3 Degree Curve
37	KCI-PCL	185/04-185/22	80	Pro	Due to Sharper 4.6 Degree Curve
38	KCI-PIL	186/07-186/25	90	Exg	Sharper 2.75 Degree Curve
39	PIL-PCL	186/26-187/22	75	Exg	Points and Crossing taking off from curve.
40	PIL-PCL	188/01-188/16	105	Pro	Due to Sharper 2.73 Degree Curve
41	PIL-PCL	190/18-191/15	100	Pro	Due to Sharper 3 Degree Curve
42	PIL-PCL	193/03-193/23	100	Pro	Due to Sharper 3 Degree Curve
43	PCL-DCU	203/11-203/24	90	Pro	Due to Sharper 3.71 Degree Curve
44	PCL-DCU	203/24-206/09	105	Pro	Due to series of Sharp curves up to 2.75°
45	PCL-DCU	206/16-207/20	75	Pro	75 Kmph SR is Due to 5 Degree Curve
46	PCL-DCU	212/09-214/07	100	Pro	Due to Sharper 2.75 Degree Curve

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 kN capacity) at the secondary stage on FIAT Bogies over BG sections of South Central Railway.

(b) Permanent Speed Restrictions as per OHE certificate issued by HQrs. Electrical Department:

S.No.	Station	From Loc.	To Loc.	Remarks
GUNTAKAL DIVISION				
1	Chittoor Stn. Rd-2 M/L	32/5	32/31	90 kmph due to Tramway OHE on account of ROB no. 561 A
2	Chittoor Stn. Rd-3	32/3	CTO/2019	
3	Chittoor Stn. Rd-4	32/7	33/12	

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

(a) Permanent Speed Restrictions as per OHE certificate issued by HQrs. Electrical Department:

S.No.	Station	From Loc.	To Loc.	Remarks
GUNTAKAL DIVISION				
1	Chittoor Stn. Rd-2 M/L	32/5	32/31	90 kmph due to Tramway OHE on account of ROB no. 561 A
2	Chittoor Stn. Rd-3	32/3	CTO/2019	
3	Chittoor Stn. Rd-4	32/7	33/12	

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.

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

GUNTAKAL DIVISION					
*** PSRs on DMM-PAK (SL)**					
S. no.	**Between stations**	**Km/TP**	**SR (kmph)**	**Exg./Pro.**	**Reason**
1	DMM-CCI	DMM 315-0/4	30	Exg	Due to sharp 5.5 degree curve
2	DMM-CCI	01/08-01/15	105	Pro	Due to 2.73 Degree Sharper Curve
3	DMM-CCI	06/4-06/21	105	Pro	Due to 2.73 Degree Sharper Curve
4	DMM-CCI	07/5-07/17	105	Pro	Due to 2.73 Degree Sharper Curve
5	DMM-CCI	10/01-11/10	105	Pro	Due to 2.73 Degree Sharper Curve
6	CCI-MGB	27/11-28/07	105	Pro	Due to 2.73 Degree Sharper Curve
7	CCI-MGB	30/11-31/01	105	Pro	Due to 2.73 Degree Sharper Curve
8	MGB-KCM	35/12-36/04	105	Pro	Due to 2.73 Degree Sharper Curve
9	MGB-KCM	38/05-38/14	105	Pro	Due to 2.73 Degree Sharper Curve
10	MGB-KCM	42/19-43/10	105	Pro	Due to 2.73 Degree Sharper Curve
11	TKU Yard	88/08-88/18	90	Exg	Points and Crossing taking off from curve.
12	MCU-TAT	112/05-112/17	105	Pro	Due to 2.73 Degree Sharper Curve
13	MCU-TAT	113/21-114/07	105	Pro	Due to 2.73 Degree Sharper Curve
14	MCU-TAT	115/02-116/14	105	Pro	Due to 2.73 Degree Sharper Curve
15	MCU-TAT	118/12-119/17	105	Pro	Due to 2.73 Degree Sharper Curve
16	TAT-KBA	123/02-124/09	105	Pro	Due to 2.73 Degree Sharper Curve
17	TAT-KBA	125/00-125/26	85	Pro	Sharper 4 Degree Curve
18	TAT-KBA	128/02-128/16	105	Pro	Due to 2.73 Degree Sharper Curve
19	TAT-KBA	130/01-132/00	105	Pro	Due to 2.73 Degree Sharper Curve
20	TAT-KBA	132/01-132/11	100	Pro	Due to Sharper 3 Degree Curve
21	TAT-KBA	134/02-134/25	100	Pro	Due to Sharper 3 Degree Curve
22	KBA-MPL	140/05-140/18	105	Pro	Due to 2.73 Degree Sharper Curve
23	MPL Yard	144/11-145/15	90	Exg	Points & Crossing taking off from 2° curve.
24	MPL-VLD	150/12-151/03	100	Pro	Due to Sharper 3 Degree Curve
25	VLD Yard	151/04-152/18	90	Exg	Points & Crossing taking off from 2° curve.
26	VLD - KCI	152/18-153/1	85	Pro	Due to 4 Degree Curve
27	VLD - KCI	153/11-154/2	100	Pro	Due to 2.85 Degree Curve
28	VLD - KCI	155/05-155/20	100	Pro	Due to 2.85 Degree Curve
29	VLD - KCI	159/01-160/11	85	Pro	Due to 4 Degree Curve
30	VLD - KCI	162/05-163/10	85	Pro	Due to 4 Degree Curve
31	VLD - KCI	163/11-163/26	100	Pro	Due to Sharper 3 Degree Curve
32	KCI Yard	172/3-172/6	90	Exg	Points and Crossing taking off from 2° curve.
33	KCI-PIL	180/11-180/19	105	Pro	Due to 2.73 Degree Sharper Curve
34	KCI-PIL	181/04-181/15	105	Pro	Due to 2.73 Degree Sharper Curve
35	KCI-PIL	182/17-183/09	105	Pro	Due to 2.73 Degree Sharper Curve
36	KCI-PIL	184/08-184/23	100	Pro	Due to Sharper 3 Degree Curve
37	KCI-PCL	185/04-185/22	80	Pro	Due to Sharper 4.6 Degree Curve
38	KCI-PIL	186/07-186/25	90	Exg	Sharper 2.75 Degree Curve
39	PIL-PCL	186/26-187/22	75	Exg	Points and Crossing taking off from curve.
40	PIL-PCL	188/01-188/16	105	Pro	Due to Sharper 2.73 Degree Curve
41	PIL-PCL	190/18-191/15	100	Pro	Due to Sharper 3 Degree Curve
42	PIL-PCL	193/03-193/23	100	Pro	Due to Sharper 3 Degree Curve
43	PCL-DCU	203/11-203/24	90	Pro	Due to Sharper 3.71 Degree Curve
44	PCL-DCU	203/24-206/09	105	Pro	Due to series of Sharp curves up to 2.75°
45	PCL-DCU	206/16-207/20	75	Pro	75 Kmph SR is Due to 5 Degree Curve
46	PCL-DCU	212/09-214/07	100	Pro	Due to Sharper 2.75 Degree Curve

JSC Data for Wagons - GTL Division.																										
					1		2		3		4		5		6		7		8		9		10	
	Section	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	
					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
	RB/CRS Sanctioned speed						75	70	90	90	100	100	75	75	100	100	65	60	**100**	**60**	**100**	**75**	100	100
	Sanctioned for max.speed in SCR						75	70	90	90	100	100	75	75	75	75	65	60	**100**	**60**	**100**	**75**	100	100
1	Wadi (Excl.) - Guntakal (UP&DN)	669.5	443.06	130	100	95	75	70	90	90	100	100	75	75	75	75	65	60	100	60	100	60	100	100
2	Guntakal-Gooty (DN)	443.06	414.51	130	100	95	75	70	90	90	100	100	75	75	75	75	65	60	100	60	100	60	100	100
3	Guntakal-Gooty (UP)	443.06	414.51	130	100	95	75	70	90	90	100	100	75	75	75	75	65	60	100	60	100	75	100	100
4	Byepass at GY Junction (SL)	0	3.172	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
5	Gooty- Renigunta (UP&DN) (Incl. Bye pass line at Renigunta Jn.)	414.51	133.56	130	100	95	75	70	90	90	100	100	75	75	75	75	65	60	100	60	100	60	100	100
6	Dharmavaram-Gooty(UP & DN)	177	269.04	130	100	95	75	70	90	90	100	100	75	75	75	75	65	60	100	60	100	60	100	100
7	Nadyal-Bugganipalli Cement Nagar(SL)	256.98	290.31		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	Bugganipalle Cement Nagar-Dhone(UP&DN)	290.31	332.74																					
9	Nandyal – Betamcherla (SL)	256.98	296.92	110	-	-	60	60	75	70	100	85	75	70	75	75	65	60	100	60	95	60	100	75
10	Betamcherla - Malkapuram (UP&DN)	296.92	319.9	110	-	-	75	70	90	90	100	100	75	75	75	75	65	60	100	60	100	60	100	100
11	Malkapuram - Dhone (SL)	319.9	332.74	110	-	-	60	60	75	70	100	85	75	70	75	75	65	60	100	60	95	60	100	75
12	Malkapuram - Dhone(UP)	319.9	332.74	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13	Malkapuram - Dhone(DN)	319.9	332.74	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14	Dhone - Pendekallu (UP&DN)	297.12	323.01	110	-	-	60	60	75	75	100	100	75	75	75	75	65	60	100	60	100	60	100	100
15	Pendekallu - Maddikera (UP)	323.01	353.96	110	-	-	60	60	75	75	100	100	75	75	75	75	65	60	100	60	100	60	100	100
16	Pendekallu - Maddikera (DN)	323.01	353.96	110	-	-	75	70	75	75	100	100	75	75	75	75	65	60	100	60	100	60	100	100
17	Maddikera- Guntakal (UP)	353.96	365.66	110	-	-	60	60	75	75	100	100	75	75	75	75	65	60	100	60	100	60	100	100
18	Maddikera- Guntakal (DN)	353.96	365.66	100	-	-	60	60	75	75	80	80	75	75	75	75	65	60	80	60	80	60	80	80
19	Bellary (Excl.)- Guntakal (UP&DN) (Incl. Bye pass line at Guntakal Jn.)	212	258.2	110	-	-	60	60	75	70	100	85	75	70	75	75	65	60	100	60	95	60	100	75
20	Gudur-Renigunta(UP&DN)	0	83.17	110	-	-	60	60	75	75	100	95	75	75	75	75	65	60	100	60	100	60	100	80
21	*Renigunta(Incl RU Yard)-Tirupati (UP&DN)	83.17	92.96	100	-	-	60	60	75	75	100	95	75	75	75	75	65	60	100	60	100	60	100	80
22	Katpadi (Excl.) – Tirupati (SL)	0.85	104.39	110	-	-	60	60	75	70	100	85	75	70	75	75	65	60	100	60	95	60	100	75
23	Gooty – Pendekallu (SL)	0	29.275	110	-	-	60	60	75	75	100	90	75	75	75	75	65	60	100	60	95	60	100	75
24	Guntakal-Kalluru (UP&DN)	279.8	239.54	110	100	95	75	70	90	90	100	100	75	75	75	75	65	50	100	60	100	60	100	100
25	Dharmavaram- Pakala(SL)	0	227.42	110	-	-	60	60	75	70	100	85	75	70	75	75	65	60	-	-	-	-	100	75
26	Nandyal (Junction cabin) - Yerraguntla(SL)	2.324	123	100	-	-	60	60	75	75	100	90	75	75	75	75	65	60	-	-	-	-	100	80
27	Kadapa-Pendlimarri(SL)	0	21.3	40	-	-	40	40	40	40	40	40	40	40	40	40	40	40	-	-	-	-	40	40

JSC Data for Wagons - GTL Division.																																
					11		12		13		14		15		16		17		18		19		20		21		22		23	
	Section	From Km.	To Km.	Sec. speed	BCNAHSM1		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	E	L
	Speed certified by RDSO				100	75	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	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	60	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	Wadi (Excl.) - Guntakal (UP&DN)	669.5	443.06	130	100	60	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	Guntakal-Gooty (DN)	443.06	414.51	130	100	60	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	Guntakal-Gooty (UP)	443.06	414.51	130	100	60	100	75	100	75	80	60	70	75	90	75	80	60	100	75	40	25	60	60	60	60	95	75	100	60
4	Byepass at GY Junction (SL)	0	3.172	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	25	40	40	40	40	40	40	40	40
5	Gooty- Renigunta (UP&DN) (Incl. Bye pass line at Renigunta Jn.)	414.51	133.56	130	100	60	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	Dharmavaram-Gooty(UP & DN)	177	269.04	130	100	60	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	Nadyal-Bugganipalli Cement Nagar(SL)	256.98	290.31		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	Bugganipalle Cement Nagar-Dhone(UP&DN)	290.31	332.74																											
9	Nandyal – Betamcherla (SL)	256.98	296.92	110	100	60	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	95	60	100	60
10	Betamcherla - Malkapuram (UP&DN)	296.92	319.9	110	100	60	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	Malkapuram - Dhone (SL)	319.9	332.74	110	100	60	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	95	60	100	60
12	Malkapuram - Dhone(UP)	319.9	332.74	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13	Malkapuram - Dhone(DN)	319.9	332.74	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14	Dhone - Pendekallu (UP&DN)	297.12	323.01	110	100	60	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	Pendekallu - Maddikera (UP)	323.01	353.96	110	100	60	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	95	60	100	60
16	Pendekallu - Maddikera (DN)	323.01	353.96	110	100	60	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	95	60	100	60
17	Maddikera- Guntakal (UP)	353.96	365.66	110	100	60	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	Maddikera- Guntakal (DN)	353.96	365.66	100	80	60	80	60	80	60	80	60	70	60	80	60	80	60	80	60	40	25	60	60	60	60	80	60	80	60
19	Bellary (Excl.)- Guntakal (UP&DN) (Incl. Bye pass line at Guntakal Jn.)	212	258.2	110	100	60	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	Gudur-Renigunta(UP&DN)	0	83.17	110	100	60	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	*Renigunta(Incl RU Yard)-Tirupati (UP&DN)	83.17	92.96	100	100	60	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	Katpadi (Excl.) – Tirupati (SL)	0.85	104.39	110	100	60	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	95	60	100	60
23	Gooty – Pendekallu (SL)	0	29.275	110	100	60	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	95	60	100	60
24	Guntakal-Kalluru (UP&DN)	279.8	239.54	110	100	50	100	60	100	60	80	50	70	60	90	60	80	50	100	60	40	25	60	60	60	60	95	60	100	60
25	Dharmavaram- Pakala(SL)	0	227.42	110	100	60	-	-	-	-	80	60	-	-	-	-	80	60	-	-	40	25	-	-	-	-	-	-	-	-
26	Nandyal (Junction cabin) - Yerraguntla(SL)	2.324	123	100	100	60	-	-	-	-	80	60	-	-	-	-	80	60	-	-	40	25	-	-	-	-	-	-	-	-
27	Kadapa-Pendlimarri(SL)	0	21.3	40	40	40	-	-	-	-	40	40	-	-	-	-	40	40	-	-	40	25	-	-	-	-	-	-	-	-

JSC Data for Wagons - GTL Division.																																									
	Section	From Km.	To Km.	Sec. speed	24		25		26		27		28		29		30		31		32		33		34		35		36		37		38		39	
					BLC (Single Stack)		BLC(A-Car & B-Car)(20.32t) BLCM(A-Car & B-Car)(22t)		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		BOSTHSM1(22.9 t)		BOSTHSM2		BOSTHSM3	
					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	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			100	75	100	75
	RB/CRS Sanctioned speed				100	100	65	65	65	65	100	100	**65**	**65**			**100**	**75**	100	75	75	80			80	75			100	75			100	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			100	75	100	75
1	Wadi (Excl.) - Guntakal (UP&DN)	669.5	443.06	130	100	100	-	-	65	60	100	100	65	60	100	60	100	60	100	60	75	75	85	60	80	75	80	50	100	75	80	60	100	60	100	60
2	Guntakal-Gooty (DN)	443.06	414.51	130	100	100	-	-	65	60	100	100	65	60	100	60	100	60	100	75	75	75	80	60	80	75	80	50	100	75	80	60	100	75	100	75
3	Guntakal-Gooty (UP)	443.06	414.51	130	100	100	-	-	65	60	100	100	65	65	100	75	100	75	100	60	75	75	85	75	80	75	80	50	100	75	-	-	100	60	100	60
4	Byepass at GY Junction (SL)	0	3.172	40	40	40	-	-	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
5	Gooty- Renigunta (UP&DN) (Incl. Bye pass line at Renigunta Jn.)	414.51	133.56	130	100	100	-	-	65	60	100	100	65	60	100	60	100	60	100	60	75	75	85	60	80	75	80	50	100	75	80	60	100	60	100	60
6	Dharmavaram-Gooty(UP & DN)	177	269.04	130	100	100	-	-	65	60	100	100	65	60	100	60	100	60	100	60	75	75	85	60	80	75	80	60	100	75	80	60	100	60	100	60
7	Nadyal-Bugganipalli Cement Nagar(SL)	256.98	290.31		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	85	60	-	-	-	-	-	-	-	-	-	-	-	-
8	Bugganipalle Cement Nagar-Dhone(UP&DN)	290.31	332.74																																	
9	Nandyal – Betamcherla (SL)	256.98	296.92	110	100	85	-	-	65	60	100	85	65	60	95$(100©)	60	90	60	100	60	75	75	85*	60	80	75	80	50	100	75	80	60	100	60	100	60
10	Betamcherla - Malkapuram (UP&DN)	296.92	319.9	110	100	100	-	-	65	60	100	100	65	60	100	60	100	60	100	60	75	75	85*	60	80	75	80	50	100	75	80	60	100	60	100	60
11	Malkapuram - Dhone (SL)	319.9	332.74	110	100	85	-	-	65	60	100	85	65	60	-	-	90	60	100	60	75	75	-	-	80	75	80	50	100	75	80	60	100	60	100	60
12	Malkapuram - Dhone(UP)	319.9	332.74	110	-	-	-	-	-	-	-	-	-	-	80	60	-	-	-	-	-	-	80	60	-	-	-	-	-	-	-	-	-	-	-	-
13	Malkapuram - Dhone(DN)	319.9	332.74	110	-	-	-	-	-	-	-	-	-	-	100	60	-	-	-	-	-	-	85	60	-	-	-	-	-	-	-	-	-	-	-	-
14	Dhone - Pendekallu (UP&DN)	297.12	323.01	110	100	100	-	-	65	60	100	100	65	60	100	60	100	60	100	60	75	75	85	60	80	75	80	50	100	75	80	60	100	60	100	60
15	Pendekallu - Maddikera (UP)	323.01	353.96	110	100	100	-	-	65	60	100	100	65	60	100	60	100	60	100	60	75	75	85	60	80	75	80	50	100	75	80	60	100	60	100	60
16	Pendekallu - Maddikera (DN)	323.01	353.96	110	100	100	-	-	65	60	100	100	65	60	100	60	100	60	100	60	75	75	85	60	80	75	80	50	100	75	80	60	100	60	100	60
17	Maddikera- Guntakal (UP)	353.96	365.66	110	100	100	-	-	65	60	100	100	65	60	100	60	100	60	100	60	75	75	85	60	80	75	80	50	100	75	80	60	100	60	100	60
18	Maddikera- Guntakal (DN)	353.96	365.66	100	80	80	-	-	65	60	80	80	65	60	100	60	80	60	80	60	75	75	85	60	80	75	80	50	80	75	80	60	80	60	80	60
19	Bellary (Excl.)- Guntakal (UP&DN) (Incl. Bye pass line at Guntakal Jn.)	212	258.2	110	100	85	-	-	65	60	100	85	65	60	100	60	90	60	100	60	75	75	85	60	80	75	80	50	100	75	80	60	100	60	100	60
20	Gudur-Renigunta(UP&DN)	0	83.17	110	100	90	-	-	65	60	100	90	65	60	100*	60*	100	60	100	60	75	75	85	60	80	75	80*	50*	100	75	80*	60*	100	60	100	60
21	*Renigunta(Incl RU Yard)-Tirupati (UP&DN)	83.17	92.96	100	100	90	-	-	65	60	100	90	65	60	100*	60*	100	60	100	60	75	75	85	60	80	75	80*	50*	100	75	80*	60*	100	60	100	60
22	Katpadi (Excl.) – Tirupati (SL)	0.85	104.39	110	100	85	-	-	65	60	100	85	65	60	95$(100©)	60	90	60	100	60	75	75	85	60	80	75	80	50	100	75	80	60	100	60	100	60
23	Gooty – Pendekallu (SL)	0	29.275	110	100	85	-	-	65	60	100	85	65	60	95$(100©)	60	95	60	100	60	75	75	85	60	80	75	80	50	100	75	80	60	100	60	100	60
24	Guntakal-Kalluru (UP&DN)	279.8	239.54	110	100	100	-	-	65	50	100	100	65	60	100	60	100	60	100	60	75	75	85	60	80	75	80	50	100	75	80	60	100	50	100	50
25	Dharmavaram- Pakala(SL)	0	227.42	110	100	85	-	-	65	60	100	85	-	-	-	-	-	-	100	60	75	75	-	-	80	75	-	-	100	75	-	-	100	60	100	60
26	Nandyal (Junction cabin) - Yerraguntla(SL)	2.324	123	100	100	85	-	-	65	60	100	85	-	-	-	-	-	-	100	60	75	75	-	-	80	75	-	-	100	75	-	-	100	60	100	60
27	Kadapa-Pendlimarri(SL)	0	21.3	40	40	40	-	-	40	40	40	40	-	-	-	-	-	-	40	40	40	40	-	-	40	40	-	-	40	40	-	-	40	40	40	40

| JSC Data for Wagons - GTL Division. | | |

JSC Data for Wagons - GTL Division.

	Section	From Km.	To Km.	Sec. speed	59		60		61		62		63		64		65		66		67		68		69		70		71		72		73		74		75	
					BRNAHS		BRNAM1		BRNM1		BRNM1(22.9t)		BRSTN		BTALNM1 (20.0 t)		BTAPM1 (21.92)		BTCS		BTFLN		BTFLNM1		BTPGLN(19.8t)		BTPNM1 (20.32 t)		BVCM(5.27 t)		BVZC(7t)		BVZI(5.88t)		BWTB		FLATCOIL3 (22.9 t)	
					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	E	L	E	L
	Speed certified by RDSO				100	100	100	100	100	100	90	75	75	80	100	90	65	60	65	65	65	65	100	85	90	90			100	100	100	100	100	100	**65**	**65**		
	RB/CRS Sanctioned speed				100	100	100	100	100	100	90	75	75	80	100	90	65	60	60	60	65	65	100	85	90	90			100	100	100	100	100	100	**65**	**65**		
	Sanctioned for max.speed in SCR				100	100	100	100	100	100	90	75	75	80	100	90	65	60	60	60	65	65	100	85	90	90			100	100	100	100	100	100	**65**	**65**		
1	Wadi (Excl.) - Guntakal (UP&DN)	669.5	443.06	130	100	100	100	100	100	100	90	60	75	80	100	90	65	60	60	60	65	65	100	85	90	90	100	80	100	100	100	100	100	100	65	60	100	60
2	Guntakal-Gooty (DN)	443.06	414.51	130	100	100	100	100	100	100	90	60	75	80	100	90	65	60	60	60	65	65	100	85	90	90	100	80	100	100	100	100	100	100	65	60	100	60
3	Guntakal-Gooty (UP)	443.06	414.51	130	100	100	100	100	100	100	90	75	75	80	100	90	65	60	60	60	65	65	100	85	90	90	100	80	100	100	100	100	100	100	65	65*	100	75
4	Byepass at GY Junction (SL)	0	3.172	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	50$	50$	40	40	40	40	40	40	40	40	40	40
5	Gooty- Renigunta (UP&DN) (Incl. Bye pass line at Renigunta Jn.)	414.51	133.56	130	100	100	100	75	100	75	90	60	75	80	100	90	65	60	60	60	65	65	100	75	90	90	100	80	100	100	100	100	100	100	65	60	100	60
6	Dharmavaram-Gooty(UP & DN)	177	269.04	130	100	100	100	100	100	100	90	60	75	80	100	90	65	60	60	60	65	65	100	85	90	90	100	80	100	100	100	100	100	100	65	60	100	60
7	Nadyal-Bugganipalli Cement Nagar(SL)	256.98	290.31		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	80	-	-	-	-	-	-	-	-	-	-
8	Bugganipalle Cement Nagar-Dhone(UP&DN)	290.31	332.74																								100*	80										
9	Nandyal – Betamcherla (SL)	256.98	296.92	110	100	75	100	75	100	75	90	60	75	75	100	85	65	60	60	60	65	60	95	65	90	75	-	-	100	100	100	100	100	100	65	60	100	60
10	Betamcherla - Malkapuram (UP&DN)	296.92	319.9	110	100	100	100	75	100	75	90	60	75	80	100	90	65	60	60	60	65	65	100	75	90	90	-	-	100	100	100	100	100	100	65	60	100	60
11	Malkapuram - Dhone (SL)	319.9	332.74	110	100	75	100	75	100	75	90	60	75	75	100	85	65	60	60	60	65	60	95	65	90	75	-	-	100	100	100	100	100	100	65	60	-	-
12	Malkapuram - Dhone(UP)	319.9	332.74	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80	60
13	Malkapuram - Dhone(DN)	319.9	332.74	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	60
14	Dhone - Pendekallu (UP&DN)	297.12	323.01	110	100	100	100	75	100	75	90	60	75	80	100	90	65	60	60	60	65	65	100	75	90	90	100*	80*	100	100	100	100	100	100	65	60	100	60
15	Pendekallu - Maddikera (UP)	323.01	353.96	110	100	100	100	75	100	75	90	60	75	80	100	90	65	60	60	60	65	65	100	75	90	90	100*	80*	100	100	100	100	100	100	65	60	100	60
16	Pendekallu - Maddikera (DN)	323.01	353.96	110	100	100	100	75	100	75	90	60	75	80	100	90	65	60	60	60	65	65	100	75	90	90	100*	80*	100	100	100	100	100	100	65	60	100	60
17	Maddikera- Guntakal (UP)	353.96	365.66	110	100	100	100	75	100	75	90	60	75	80	100	90	65	60	60	60	65	65	100	75	90	90	100*	80*	100	100	100	100	100	100	65	60	100	60
18	Maddikera- Guntakal (DN)	353.96	365.66	100	80	80	80	75	80	75	80	60	75	80	80	80	65	60	60	60	65	65	80	75	80	80	100*	80*	80	80	80	80	80	80	65	60	100	60
19	Bellary (Excl.)- Guntakal (UP&DN) (Incl. Bye pass line at Guntakal Jn.)	212	258.2	110	100	75	100	75	100	75	90	60	75	75	100	85	65	60	60	60	65	60	95	65	90	75	100	80	100	100	100	100	100	100	65	60	100	60
20	Gudur-Renigunta(UP&DN)	0	83.17	110	100	80	100	75	100	75	90	60	75	80	100	90	65	60	60	60	65	65	100	75	90	80	100	75	100	100	100	100	100	100	65	60	100*	60*
21	*Renigunta(Incl RU Yard)-Tirupati (UP&DN)	83.17	92.96	100	100	80	100	75	100	75	90	60	75	80	100	90	65	60	60	60	65	65	100	75	90	80	100	75	100	100	100	100	100	100	65	60	100*	60*
22	Katpadi (Excl.) – Tirupati (SL)	0.85	104.39	110	100	75	100	75	100	75	90	60	75	75	100	85	65	60	60	60	65	60	95	65	90	75	100	75	100	100	100	100	100	100	65	60	100	60
23	Gooty – Pendekallu (SL)	0	29.275	110	100	75	100	75	100	75	90	60	75	75	100	90	65	60	60	60	65	65	95	70	90	75	100	75	100	100	100	100	100	100	65	60	100	60
24	Guntakal-Kalluru (UP&DN)	279.8	239.54	110	100	100	100	75	100	75	90	50	75	80	100	90	65	60	60	60	65	65	100	75	90	90	100	75	100	100	100	100	100	100	65	60	100	60
25	Dharmavaram- Pakala(SL)	0	227.42	110	100	75	100	75	100	75	-	-	75	75	100	85	65	60	60	60	65	60	95	65	90	75	100	75	100	100	100	100	100	100	-	-	-	-
26	Nandyal (Junction cabin) - Yerraguntla(SL)	2.324	123	100	100	80	100	75	100	75	-	-	75	80	100	90	65	60	60	60	65	65	100	70	90	80	100	80*	100	100	100	100	100	100	-	-	-	-
27	Kadapa-Pendlimarri(SL)	0	21.3	40	40	40	40	40	40	40	-	-	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	-	-	-	-

SOUTH CENTRAL RAILWAY
JOINT SAFETY CERTIFICATE NO.W/509/BG

Joint Safety Certificate for regular operation of Autocar Taller Wagon type "ACT1" (Overall height-4875 mm, Overall width-2600mm), upto a maximum speed of 100kmph in empty condition and 95kmph in loaded condition or at the limits of sectional speeds whichever is lower over SKP-WD-GTL-GY-DMM, GY-RU, GTL-KLU routes of South Central Railway.

Certified that, it is safe for regular operation of ACT1 wagons of dimensions(Overall height=4875mm, Overall width=2600mm) to RDSO's drg No.WD-22029-S-01 Alt.02, upto a maximum speed of 100kmph in empty condition and 95kmph in loaded condition or at the limits of sectional speeds whichever is lower or local seed restrictions issued from time and time on track maintained as per standards specified under Para 522 of IRPWM June-2020 over SKP-WD-GTL-GY-DMM, GY-RU, GTL-KLU routes of SC Railway as per RDSO's Final speed certificate no.MW/PWDA/AUTOCAR/IVC dated 31.07.2023.

The following conditions shall apply:

Railway Board's Sanction:

1) Observance of all stipulations laid down in the sanction letter communicated by the Railway Board vide letter no. 2023/CEDO/SR/22/BCATIC/100-95-(DSDC-DSC)IR-DFCCIL dated 03.11.2023 and condonation of infringements vide Railway Board letter No. 2022-CEDO-SD-RS-18-BCATIC-4875x2600-DSDC dated 28.11.2022.

Track:

2) Track Certificate is issued by Headquarters Engineering Department vide letter no. W.506/CRS/TR/MISC/Vol-IX dated 21.05.2024. Compliance to the paras of track stipulations of RDSO's speed certificate and Railway Board's sanction is furnished vide letter no. W.506/CRS/TR/MISC/Vol-IX dated 21.05.2024 shall be strictly adhered to.

ACT1 type of wagons are permitted to operate over sections with maximum permissible speeds as mentioned below in SCR jurisdiction.

GUNTAKAL DIVISION

1	Wadi (Excl.) - Guntakal (UP&DN)	669.50	443.06	95	100
2	Guntakal – Gooty (UP & DN)	443.06	414.51	95	100
	Bye pass line at Gooty Jn. (SL)	0.0	3.172	40	40
3	Gooty- Renigunta (UP&DN)	414.51	133.56	95	100
4	Gooty-Dharmavaram (UP & DN)	177.00	269.04	95	100
5	Guntakal - Kalluru (UP&DN)	279.80	239.54	95	100

No overdue in track maintenance shall be permitted.

3) **Speed Restrictions:** The speed restrictions as printed in the current working time table in force, SRs as mentioned in **Annexure-I** due to less horizontal and vertical clearances and subsequent restrictions imposed from time to time due to track, bridges, curves, signaling and interlocking, etc., shall be observed.

4) a)**Running of ACT1 wagons in not permitted in the following section/lines:**

Section	Yard	Line No.	DSDC permitted or Not	Reason
GY-RU	RU Yard	Platform-1	Not permitted	Passenger lines
	RU Yard	Platform-2	Not permitted	
	RU Yard	Platform-3	Not permitted	
	RU Yard	Platform-4	Not permitted	
	RU Yard	Platform-5	Not permitted	

b) While movement of ACT1 wagons in YG Yard (Km.632/39-29 over UP line) & (Km./632/30-40 over DN line), Speed restriction of 15kmph is applicable and TRD staff to accompany between TGDE-YG(UP &DN lines) stations and ACT1 wagons not to be stopped under ROB 1216A. At the above mentioned ROB location, Rigid Red Barrier Board (RRBB) Insulation sheets under ROB is provided as per RDSO guidelines to get the contact wire height of 5097mm.

Bridge:

5) Bridge Certificate is issued by Headquarters Engineering Department vide letter no. W.438/Double Stacked Dwarf Container dated 24.05.2024. Compliance to the paras of Bridge stipulations of RDSO's speed certificate and Railway Board's sanction is furnished vide letter no. W.438/Double Stacked Dwarf Container dated 24.05.2024 shall be strictly adhered to.

Traction Installation:

6) OHE Certificate is issued by Headquarters Electrical Engineering Department vide letter no. 220/JSC/CW/Vol-IV dated 30.05.2024. Compliance to the paras of traction stipulations of RDSO's speed certificate is furnished vide letter no. E.220/JSC/CW/Vol.III dated 30.05.2024 shall be strictly adhered to.

7) Restrictions as per OHE certificate incorporated in **Annexure–I** are to be observed.

Signalling:

8) S&T Certificate is issued by Headquarters S&T Department vide letter no.SG.191/IX/SP/Vol.4 dated 24.05.2024 shall be strictly adhered to.
9) SKP-WD-GTL-GY-DMM, GY-RU, GTL-KLU sections are provided with second distant signal which caters for EBD > 1 km.

10) Estimated Emergency Braking Distance (EBD) values for a rake consisting of 1 Loco (WAG7) + 33 ACT1 Wagons + 1 Brake Van(BVZI)in Empty & Loaded condition have been calculated with 85% Brake Power by using 'STOP' software of Motive Power Directorate of RDSO and details are given below:

S.No.	Max Gradient	Max permissible speed as per EBD(Kmph)		EBD in metres	
		Empty	Loaded	Empty	Loaded
1	I in 80	100	85	913	975
2	1 in 100		85		920
3	1 in 105		85		911
4	1in 108		90		999
5	1 in 200		90		913
6	1 in 220		95		994

The above EBD calculations are derived based on certain theoretical assumptions. Hence, the EBD values may be taken as guidance only.

SOUTH CENTRAL RAILWAY
JOINT SAFETY CERTIFICATE NO.W/509/BG

Rolling stock:

11) Service Worthiness & Safety Certificate is issued by Headquarters Mechanical Department vide letter no. M.95/GM sanction/ACT1/11t dated 04.05.2024 shall be strictly adhered to.

12) Brakes of the rake of the wagons shall be in good working order during the operation.

13) No overdue in rolling stock maintenance shall be permitted.

14) Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.

General Conditions:

15) Feasibility study has been conducted over SKP-WD-GTL-GY-DMM, GY-RU, GTL-KLU routes. Structural clearances approved by DRM/SC & DRM/GTL and concerned divisional Branch officers for running of ACT1 wagons over SKP-WD-GTL-GY-DMM, SKP-WD-GTL-GY-RU & GTL-KLU-DMM routes.

16) It shall be ensured that the wagon doors are in locked condition during its movement both in empty & loaded condition since open doors are likely to hit Railway assets. Proper closing of gates in empty/loaded condition shall be ensured while movement of ACT1 wagon.

17) Hand Brakes of the wagons are to be in applied condition in the entire rake during loading operation. Hand brakes and other safety related equipment of the road vehicles should be checked before loading them on the wagons.

18) For placement/movement of wagon on any private or assisted siding for loading or unloading the consignments, the Chief Engineer shall be referred to.

19) All other conditions laid down in RDSO Speed Certificate No. RDSO's Final speed certificate No.MW/PWDA/AUTOCAR/IVC dated 31.07.2023 shall be strictly adhered to.

Encl: Annex-I

PCME PCSTE PCEE PCOM PCE

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.

(a) The following PSRs detailed below are to be observed on 52 Kg (72 UTS) Rail:

Sl. no.	Section	From Km	To Km	SR (Kmph)	
				Loaded	Empty
GUNTAKAL DIVISION					
1	Gudur - Renigunta-Tirupati (UP&DN)	91.580	92.96	45	60
		311.00	311.30	45	60
		318.916	318.98	45	60

(©) – 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-060

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

(b) Permanent Speed Restrictions as per OHE certificate issued by HQrs. Electrical Department:

S. no.	Station	From Loc.	To Loc.	Remarks
GUNTAKAL DIVISION				
1	Chittoor Stn. Rd-2 M/L	32/5	32/31	90 kmph due to Tramway OHE on account of ROB no. 561 A
2	Chittoor Stn. Rd-3	32/3	CTO/2019	
3	Chittoor Stn. Rd-4	32/7	33/12	

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.

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

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

GUNTAKAL DIVISION					
*PSRs on Bugganapalli cement Nagar-Betamcherla (UP lines)				SR (kmph)	
Sl. no.	Between stations	From km	To km	Loaded	Empty
1	Bugganapalli cement Nagar-Betamcherla (UP)	290/7	290/29	60	80

South Central Railway
Joint Safety Certificate no. M/W-058

Annexure showing the speed restrictions proposed for running of **'BOSTHSM1 (22.9t)' wagons** over BG sections of SC Railway.

The following PSRs detailed below are to be observed on 52 Kg (72 UTS) Rail:

Sl. no.	Section	From Km	To Km	SR (Kmph)	
				Loaded	Empty
GUNTAKAL DIVISION					
1	Gudur - Renigunta-Tirupati (UP&DN)	91.580	92.96	45	60
		311.00	311.30	45	60
		318.916	318.98	45	60

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.

(a) Speed Restrictions as per Bridge certificate issued by HQrs. Engineering Department: Nil.

(b) Speed Restrictions as per OHE certificate issued by HQrs. Electrical Department: Nil

South Central Railway
Joint Safety Certificate no. M/W-059

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

(a) The following PSRs detailed below are to be observed on 52 Kg (72 UTS) Rail:

Sl. no.	Section	From Km	To Km	SR (Kmph)	
				Loaded	Empty
GUNTAKAL DIVISION					
1	Gudur - Renigunta-Tirupati (UP&DN)	91.580	92.96	45	60
		311.00	311.30	45	60
		318.916	318.98	45	60

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.

(b) Speed restrictions as per Bridge certificate issued by HQrs. Engineering dept. : Nil.

(c) Speed restrictions as per OHE certificate issued by HQrs. Electrical Engineering dept. : Nil.

South Central Railway
Joint Safety Certificate no. M/W-055

Annexure showing the speed restrictions proposed for running of **'BRN22.9M1' wagons** over BG sections of SC Railway.

(a) The following PSRs detailed below are to be observed on 52 Kg (72 UTS) Rail:

Sl. no.	Section	From Km	To Km	SR (Kmph)	
				Loaded	Empty
GUNTAKAL DIVISION					
1	Gudur - Renigunta-Tirupati (UP&DN)	91.580	92.96	45	60
		311.000	320.377	45	60

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.

(b) Permanent Speed Restrictions as per OHE certificate issued by HQrs. Electrical Department:

S. no.	Station	From Loc.	To Loc.	Remarks
GUNTAKAL DIVISION				
1	Chittoor Stn. Rd-2 M/L	32/5	32/31	90 kmph due to Tramway OHE on account of ROB no. 561 A
2	Chittoor Stn. Rd-3	32/3	CTO/2019	
3	Chittoor Stn. Rd-4	32/7	33/12	

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.

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

(a) 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.					
GUNTAKAL DIVISION					
1	Bye pass line at Gooty Jn. (SL)	0.0	3.172	40	40

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.

(b) 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	
GUNTAKAL DIVISION						
***PSRs on Bugganapalli Cement Nagar - Dhone (UP lines)**						
1	BEY – BMH (UP)	290/7	290/29	85	-	P & Crossing taking off from curve
***PSRs on Dhone - GUNTAKAL (UP & DN)**						
1	RGM - MLK (DN)	316.70	318.10	-	75	52 Kg (90UTS Rails)
2	PDL – EDD (DN)	324.00	324.10	-	75	52 Kg (90UTS Rails)
3	EDD-TGL (UP)	334/13	335/9	90	80	Due to 3.3° curve
4	TGL – MKR - MLGT (UP)	353.50	354.60	-	75	52 Kg (90UTS Rails)
5	MKR-GTL (UP)	364/4	364/25	30	30	Due to 6.9° curve
***SRs on Nandyal (Junction cabin) - Yerraguntla (SL)**						
1	Nandyal (Junction cabin)-Yerraguntla (SL)	98.500	123.00	-	75	52 Kg (90UTS Rails)

2) Speed Restrictions as per Bridge certificate issued by HQrs. Engineering Department: Nil.

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

S. no.	Station	From Loc.	To Loc.	Remarks
GUNTAKAL DIVISION				
1	Chittoor Stn. Rd-2 M/L	32/5	32/31	90 kmph due to Tramway OHE on account of ROB no. 561 A
2	Chittoor Stn. Rd-3	32/3	CTO/2019	
3	Chittoor Stn. Rd-4	32/7	33/12	

Joint Safety Certificate no. M/W-063

South Central Railway

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

4) 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)
GTL	GTL	I	15 kmph
	DMM	I	50 kmph
	RU	I	15 kmph
	TPTY	I	15 kmph. However, for reception of train on Road2, from PAK end 30 kmph speed is permitted.
	AK(Terminal)	I	50 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.

The following PSRs detailed below are to be observed on 52 Kg (72 UTS) Rail:

Sl. no.	Section	From km	To Km	SR (kmph)	
				Loaded	Empty
GUNTAKAL DIVISION					
1	Gudur - Renigunta-Tirupati (UP&DN)	91.580	92.96	45	60
		311.00	311.30	45	60
		318.916	318.98	45	60

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-061

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

(a) Permanent Speed Restrictions as per OHE certificate issued by HQrs. Electrical Department:

S. no.	Station	From Loc.	To Loc.	Remarks
GUNTAKAL DIVISION				
1	Chittoor Stn. Rd-2 M/L	32/5	32/31	90 kmph due to Tramway OHE on account of ROB no. 561 A
2	Chittoor Stn. Rd-3	32/3	CTO/2019	
3	Chittoor Stn. Rd-4	32/7	33/12	

Annexure-I

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*
	GUNTAKAL DIVISION								
1	Wadi (Excl.) - Guntakal (UP&DN)	669.5	443.06	**130**	100	100/60*	100/55*	110/55*	110/60*
2	Guntakal-Gooty (UP&DN)	443.06	414.51	**130**	100	100/60*	100/55*	110/55*	110/60*
3	Byepass at GY Junction (SL)	0	3.172	**40**	40	40	40	40	40
4	Gooty- Renigunta (UP&DN) (Incl. Bye pass line at Renigunta Jn.)	414.51	133.56	**130**	100	100/60*	100/55*	110/55*	110/60*
5	Dharmavaram-Gooty(UP & DN)	177	269.04	**130**	100	100/60*	100/55*	110/55*	110/60*
6	Nandyal – Bugganipalle Cement Nagar (SL)	256.98	290.31	**110**	100	100/60*	100/55*	110/55*	110/60*
7	Bugganipalle Cement Nagar - Dhone (UP&DN)	290.31	332.74	**110**	100	100/60*	100/55*	110/55*	110/60*
8	Dhone - Maddikera (UP&DN)	297.12	353.96	**110**	100	100/60*	100/55*	110/55*	110/60*
9	Maddikera- Guntakal (UP)	353.96	365.66	**110**	100	100/60*	100/55*	110/55*	110/60*
10	Maddikera- Guntakal (DN)	353.96	365.66	**100**	100	100/60*	100/55*	100/55*	100/60*
11	Bellary (Excl.)- Guntakal (UP&DN) (Incl. Bye pass line at Guntakal Jn.)	212	258.2	**110**	100	100/60*	100/55*	110/55*	110/60*
12	Gudur-Renigunta(UP&DN)	0	83.17	**110**	100	100/60*	100/55*	110/55*	110/60*
13	*Renigunta(Incl RU Yard)-Tirupati (UP&DN)	83.17	92.96	**100**	100	100/60*	100*/55*	100*/55*	100*/60*
14	Katpadi (Excl.) – Tirupati (SL)	0.85	104.39	**110**	100	100/60*	100/55*	110/55*	110/60*
15	Gooty – Pendekallu (SL)	0	29.275	**110**	100	100/60*	100/55*	110/55*	110/60*
16	Guntakal-Kalluru (UP&DN)	279.8	239.54	**110**	100	100/60*	100/55*	110/55*	110/60*
17	Dharmavaram- Pakala(SL)	0	227.42	**110**	100	100/60*	100/55*	110/55*	110/60*
18	Nandyal (Junction cabin) - Yerraguntla(SL)	2.324	123	**100**	100	100/60*	100/55*	100/55*	100/60*

SOUTH CENTRAL RAILWAY

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

S.No	Between stations	Reason	Km from	Km to	SR (Kmph)
GUNTAKAL DIVISION					
***PSRs on Bugganapalli Cement Nagar - Dhone (UP lines)**					
1	Bugganapalli Cement Nagar-Betamcherla (UP)	--	290/7	290/29	80
***PSRs on Dhone - GUNTAKAL (UP)**					
1	MYL-PDL	--	312/23	313/15	100
2	EDD-TGL	--	334/13	335/9	90
3	MKR Yard	--	353/35	354/15	100
4	MKR-GTL	--	357/15	359/22	100
5	MKR-GTL	--	364/4	364/25	30
***PSRs on Dhone - GUNTAKAL (DN)**					
1	PDL-MYL	--	313/16	312/24	100

S.No	Between stations	Reason	Km from - to	SR (Kmph)
***PSRs on Dharmavaram- Pakala (SL)**				
1	DMM-CCI	Due to sharp 5.5 degree curve	DMM 315-0/4	30
2	DMM-CCI	Due to 2.73 Degree Sharper Curve	01/08-01/15	105
3	DMM-CCI	Due to 2.73 Degree Sharper Curve	06/4-06/21	105
4	DMM-CCI	Due to 2.73 Degree Sharper Curve	07/5-07/17	105
5	DMM-CCI	Due to 2.73 Degree Sharper Curve	10/01-11/10	105
6	CCI-MGB	Due to 2.73 Degree Sharper Curve	27/11-28/07	105
7	CCI-MGB	Due to 2.73 Degree Sharper Curve	30/11-31/01	105
8	MGB-KCM	Due to 2.73 Degree Sharper Curve	35/12-36/04	105
9	MGB-KCM	Due to 2.73 Degree Sharper Curve	38/05-38/14	105
10	MGB-KCM	Due to 2.73 Degree Sharper Curve	42/19-43/10	105
11	TKU Yard	Points and Crossing taking off from curve.	88/08-88/18	90
12	MCU-TAT	Due to 2.73 Degree Sharper Curve	112/05-112/17	105

SOUTH CENTRAL RAILWAY

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

S.No	Between stations	Reason	Km from - to	SR (Kmph)
***PSRs on Dharmavaram- Pakala (SL)**				
13	MCU-TAT	Due to 2.73 Degree Sharper Curve	113/21-114/07	105
14	MCU-TAT	Due to 2.73 Degree Sharper Curve	115/02-116/14	105
15	MCU-TAT	Due to 2.73 Degree Sharper Curve	118/12-119/17	105
16	TAT-KBA	Due to 2.73 Degree Sharper Curve	123/02-124/09	105
17	TAT-KBA	Sharper 4 Degree Curve	125/0-125/26	85
18	TAT-KBA	Due to 2.73 Degree Sharper Curve	128/02-128/16	105
19	TAT-KBA	Due to 2.73 Degree Sharper Curve	130/01-132/0	105
20	TAT-KBA	Due to Sharper 3 Degree Curve	132/01-11	100
21	TAT-KBA	Due to Sharper 3 Degree Curve	134/02-134/25	100
22	KBA-MPL	Due to 2.73 Degree Sharper Curve	140/05-140/18	105
23	MPL Yard	Points & Crossing taking off from 2° curve.	144/11-145/15	90
24	MPL-VLD	Due to Sharper 3 Degree Curve	150/12-151/03	100
25	VLD Yard	Points & Crossing taking off from 2° curve.	151/04-152/18	90
26	VLD - KCI	Due to 4 Degree Curve	152/18-153/1	85
27	VLD - KCI	Due to 2.85 Degree Curve	153/11-154/2	100
28	VLD - KCI	Due to 2.85 Degree Curve	155/05-20	100
29	VLD - KCI	Due to 4 Degree Curve	159/01-160/11	85
30	VLD - KCI	Due to 4 Degree Curve	162/05-163/10	85
31	VLD - KCI	Due to Sharper 3 Degree Curve	163/11-163/26	100
32	KCI Yard	Points and Crossing taking off from 2° curve.	172/3-172/6	90
33	KCI-PIL	Due to 2.73 Degree Sharper Curve	180/11-19	105
34	KCI-PIL	Due to 2.73 Degree Sharper Curve	181/04-15	105
35	KCI-PIL	Due to 2.73 Degree Sharper Curve	182/17-183/09	105
36	KCI-PIL	Due to Sharper 3 Degree Curve	184/08-23	100
37	KCI-PCL	Due to Sharper 4.6 Degree Curve	185/04-22	80
38	KCI-PIL	Sharper 2.75 Degree Curve	186/07-25	90
39	PIL-PCL	Points and Crossing taking off from curve.	186/26-187/22	75
40	PIL-PCL	Due to Sharper 2.73 Degree Curve	188/01-16	105
41	PIL-PCL	Due to Sharper 3 Degree Curve	190/18-191/15	100
42	PIL-PCL	Due to Sharper 3 Degree Curve	193/03-23	100
43	PCL-DCU	Due to Sharper 3.71 Degree Curve	203/11-24	90
44	PCL-DCU	Due to series of Sharp curves up to 2.75°	203/24-206/09	105
45	PCL-DCU	75 Kmph SR is Due to 5 Degree Curve	206/16-207/20	75
46	PCL-DCU	Due to Sharper 2.75 Degree Curve	212/09-214/07	100

1) **Speed Restrictions as per 'Bridge certificate' issued by HQrs. Engineering Department: NIL**
2) ***Speed Restrictions as per 'OHE certificate' issued by HQrs. Electrical Department:**

S. No.	Station	From Loc.	To Loc.	Remarks
	Guntakal Division			
1	Chittoor Stn. Rd-2 M/L	32/5	32/31	90 kmph due to Tramway OHEon account of ROB no.561A
2	Chittoor Stn. Rd-3	32/3	CTO/201 9	
3	Chittoor Stn. Rd-4	32/7	33/12	

JSC Data for Electric Locos - GTL Division																											
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
S.No	Section	From Km	To Km	Section Speed	WAP1(SH)	WAP-4(SH)	WAM-4(DH) for Freight train operation	WAP-5(SH)	2WAP 5(MU) SINGLE PANTOGRAPH	2 WAP-5(MU/DH) (Two Pantograph) for freight train operation only	WAP7 (SH)	WAP7(PUSH PULL)	WAP-7HS	WAP-7(DH) for freight train operation only	WAG5-A/B/C (SH/DH)	WAG6H/WAG5HA/WAG5 HB(SH/DH)	WAG7(SH/DH)	Twin WAGC3/WDG3A(SH/DH)	WCAM3	WAG9(SH/DH)	WAG9H(SH/DH)	WAG9HH(SH)	WAG9HC(SH/DH)	WAG11(SH)	WAG12B(SH)	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	WD(Excl.)-GTL(UP&DN)	669.5	443.06	130	120	130	105	110	130	100	130	110	120	105	105	80	105/100	80	105	100	100	100	100	95	120	110
2	GTL-GY(UP&DN)	443.06	414.51	130	120	130	105	110	130	100	130	110	120	105	105	80	105/100	80	105	100	100	100	100	95	120	110
3	Byepass at GY Jn.(SL)	0	3.172	40	40	40	40	40	40	40	40	-	40	40	40	40	40	40	40	40	40	40	40	40	40	40
4	GY-RU(UP&DN)(Incl. Byepass Line at RN Jn.)	414.51	133.56	130	120	130	105	110	130	100	130	-	120	105	105	80	105/100	80	105	100	100	100	100	95	120	110
5	DMM-GY(UP&DN)	117	269.04	130	120	130	105	110	130	100	130*	110	120	105	105	80	105/100	80	105	100	100	100	100	95	120	110
6	NDL-BMH(SL)	256.98	296.92	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
7	BMH-MLK(UP&DN)	296.92	319.9	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
8	Bugganipalle Cement Nagar-Dhone(UP & DN)	290.31	332.74	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
9	MLK-DHNE(SL)	319.9	332.74	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
10	DHNE-PDL(UP&DN)	297.12	323.01	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
11	PDL-MKR(UP)	323.01	353.96	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
12	PDL-MKR(DN)	323.01	353.96	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
13	MKR-GTL(UP)	353.96	365.66	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
14	MKR-GTL(DN)	353.96	365.66	100	100	100	100	100	100	100	100	-	100	100	100	80	100	80	100	100	90	90	90	95	90	100
15	BAY(Excl.)-GTL(UP&DN)(Incl. Byepass Line at GTL Jn.)	212	258.2	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
16	GDR-RU(UP&DN)	0	83.17	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
17	RU(Incl. RU Yard)-TPTY(UP&DN)	83.17	92.96	100	100	100	100	100	100	100	100	-	100	100	100	80	100	80	100	100	90	90	90	95	90	100
18	KPD(Excl.)-TPTY(SL)	0.85	104.39	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
19	GY-PDL(SL)	0	29.275	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
20	GTL-KLU(UP&DN)	279.8	239.54	110	110	110	105	110	110	100	110	110	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
21	DMM-PAK(SL)	0	227.42	110	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	90	95	90	110
22	NDL(Jn.Cabin)-YA(SL)	2.324	123	100	100	100	100	100	100	100	100	-	100	100	100	80	100	80	100	100	90	90	90	95	90	100
23	KPD-PDMI(SL)	0	21.3	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

JSC Data for Diesel Locos - GTL Division.																							
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
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 Equalizer)	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 UNIT)	Air Conditioned Self-Propelled Inspection CAR(SPICAC)
	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	WD-GTL(UP&DN)	669.5	443.06	130	110	120	105	110	110	110	105	100	100	100	90	110	110	110	95	100	105	95	105
2	GTL-Gooty(UP&DN)	443.06	414.51	130	110	120	105	110	110	110	105	100	100	100	90	110	110	110	95	100	105	95	105
3	Byepass at GY Junction (SL)	0	3.172	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
4	Gooty-RU(UP&DN)(Incl Byepass at RU)	414.51	133.56	130	110	120	105	110	110	110	105	100	100	100	90	110	110	110	95	100	105	95	105
5	DMM-Gooty(UP&DN)	177	269.04	130	110	120	105	110	110	110	105	100	100	100	90	110	110	110	95	100	105	95	105
6	NDL-BMH(SL)	256.98	296.92	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
7	BMH-MLK(UP&DN)	296.92	319.9	110	110	110	105	110	110	110	105	100	100	100	90	110	110	110	95	100	105	95	105
8	Bugganipalle Cement Nagar-Dhone(UP & DN)	290.31	332.74	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
9	MLK-DHNE(SL)	319.9	332.74	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
10	DHNE-PDL(UP&DN)	297.12	323.01	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
11	Pendekallu - Maddikera (UP)	323.01	353.96	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
12	Pendekallu - Maddikera (DN)	323.01	353.96	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
13	Maddikera- Guntakal (UP)	353.96	365.66	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
14	Maddikera- Guntakal (DN)	353.96	365.66	100	100	100	100	100	100	100	100	100	100	100	90	100	100	100	95	100	100	95	100
15	BAY(Excl)-GTL(UP&DN)(Incl Byepass Line at GTL)	212	258.2	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
16	Gudur-Renigunta(UP&DN)	0	83.17	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
17	RU(Incl Yard)-TPTY(UP&DN)	83.17	92.96	100	100	100	100	100	100	100	100	100	90	90	90	100	100	100	95	100	100	95	100
18	Katpadi (Excl.) – Tirupati (SL)	0.85	104.39	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
19	Gooty – Pendekallu (SL)	0	29.275	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
20	Guntakal-Kalluru (UP&DN)	279.8	239.54	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
21	Dharmavaram- Pakala(SL)	0	227.42	110	110	110	105	110	110	110	105	100	90	90	90	110	110	110	95	100	105	95	105
22	NDL(Jn Cabin)-YA(SL)	2.324	123	100	100	100	100	100	100	100	100	100	90	90	90	100	100	100	95	100	100	95	100
23	Kadapa-Pendlimarri(SL)	0	21.3	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40

B100GTL

JSC Data for Diesel Locos - GTL Division.

S.No	Section	From Km	To Km	Section Speed	20 WDP4-DD(DISC BRAKE 4500HP)	21 WDS-6	22 WDP-1(SH/DH 2300HP)	23 Air Conditioned CAR(Self-Generating) for BG 1400HP HHP DEMU	24 SPART(Mfg RCF-Kapurthala)	25 3-Coach BG SPART converted from 2 Coach SPARMV-SPART	26 3 Coach HS SPART(Voith Transmission)	27 SPARMV	28 140T BG Diesel Hydraulic Crane Mfd by JESSOP Co PVT Ltd	29 140 WDH GOTTWLAD A2	30 140 WDH GOTTWALD A1	31 140T BG (Upgraded) CRANE MATCH TRUCK OF COWANS SHELDON MAKE	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	WD-GTL(UP&DN)	669.5	443.06	130	110	55	105	100	90	105	110	105	60	100	100	100	95	105	100
2	GTL-Gooty(UP&DN)	443.06	414.51	130	110	55	105	100	90	105	110	105	60	100	100	100	95	105	100
3	Byepass at GY Junction (SL)	0	3.172	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
4	Gooty-RU(UP&DN)(Incl Byepass at RU)	414.51	133.56	130	110	55	105	100	90	105	110	105	60	100	100	100	95	105	100
5	DMM-Gooty(UP&DN)	177	269.04	130	110	55	105	100	90	105	110	105	60	100	100	100	95	105	100
6	NDL-BMH(SL)	256.98	296.92	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
7	BMH-MLK(UP&DN)	296.92	319.9	110	110	55	105	100	90	105	110	105	60	100	100	100	95	105	100
8	Bugganipalle Cement Nagar-Dhone(UP & DN)	290.31	332.74	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
9	MLK-DHNE(SL)	319.9	332.74	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
10	DHNE-PDL(UP&DN)	297.12	323.01	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
11	Pendekallu - Maddikera (UP)	323.01	353.96	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
12	Pendekallu - Maddikera (DN)	323.01	353.96	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
13	Maddikera- Guntakal (UP)	353.96	365.66	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
14	Maddikera- Guntakal (DN)	353.96	365.66	100	100	55	100	100	90	100	100	100	60	100	100	100	95	100	100
15	BAY(Excl)-GTL(UP&DN)(Incl Byepass Line at GTL)	212	258.2	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
16	Gudur-Renigunta(UP&DN)	0	83.17	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
17	RU(Incl Yard)-TPTY(UP&DN)	83.17	92.96	100	100	55	100	100	90	100	100	100	60	100	100	100	95	100	100
18	Katpadi (Excl.) – Tirupati (SL)	0.85	104.39	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
19	Gooty – Pendekallu (SL)	0	29.275	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
20	Guntakal-Kalluru (UP&DN)	279.8	239.54	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
21	Dharmavaram- Pakala(SL)	0	227.42	110	105	55	105	100	90	105	110	105	60	100	100	100	95	105	100
22	NDL(Jn Cabin)-YA(SL)	2.324	123	100	100	55	100	100	90	100	100	100	60	100	100	100	95	100	100
23	Kadapa-Pendlimarri(SL)	0	21.3	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40

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

B101GTL

Load Table -79 (2024-25) for Goods Trains - (DIESEL)

Section	Load	WDM 2/3 A		WDG 3A		WDG4		WDG-6G	Remarks
		SH	MU	SH	MU	SH	MU	MU	
WADI-GY Distance in KMs : 256.9 RulingGradient : 1 in 100, LL Capacity : 686 Mtrs	42 BCNL/42 BCNAL	NP	P	P*	P	P	P	P	* Run through to be given at YDLP, CK, YS & NRR. If stopped banker to be provided.Not to be stopped at Home signal of CGTA, EGU, KO, NRR & MGV.At KO station, run through on main line to be given.Banker to be provided in case of SR- 30 KMPH and below and during inclement weather between CT/WD- NW, YDLP-YS & NRR-ASP. Banker to be provided ex: GTLBP-GTLW.
	58 BCNHL/59 BOXN	NP	P*	NP	P	P*	P	P	
	45 BOST/43 BRN/ 43 CONCORD/45 BLC/ 50 BTPNL	NP	P	NP	P	P	P	P	
GY-WADI Distance in KMs : 256.9 Ruling Gradient : 1 in 100 LL Capacity : 686 Mtrs	42 BCNL/42 BCNAL	NP	P	P *%#	P	P*&	P	P	# Throug banker to be provided between NKDO-TIM-GTL. Banker to be given if SR- 30 KMPH or below exists between GTL-NLA, MALM-MTU, YS-CK & KSN-CGTA. * Not to be stopped at Home signal of TIM, GTL, MTU, CK, CGTA & WD. If stopped banker to be provided. Not to be stopped at TIM station & pass thrugh should be given on Main Line. If stopped banker to be provided. $ Banker to be provided between GY-NLA, MALM-MTU, YS-CGTA & YG-WD. % Banker to be provided at bye-pass lines for trains coming from GTLW and starting from GTL and not to be stopped at HLKT station.
	58 BCNHL/59 BOXN	NP	P$	NP	P*	P *%#	P	P	
	45 BOST/43 BRN/ 43 CONCORD/ 43 CONCORD/ 45 BLC/59 BTPNL	NP	P	NP	P	P *&	P	P	
GY-RU Distance in KMs : 298 Ruling Gradient : 1 in 100 LL Capacity 686 Mtrs	42 BCNL/42 BCNAL	NP	P	P *	P	P	P	P	* Banker to be provided between HX-KNLP and not stop at Home signal of MMPL. Banker to br provided in case of SR- 30 KMPH or below exists between VNM-MMPL-NRE. # Banker to be provided between HX-NRE during inclement weather or SR- 30 KMPH or below. $ Run through to be given via main line of MMPL.
	58 BCNHL/59 BOXN	NP	P *$	NP	P #	P *$	P	P	
	45 BOST/43 BRN/ 43 CONCORD/ 43 CONCORD/ 45 BLC/59 BTPNL	NP	P	NP	P	P	P	P	
RU-GY Distance in KMs : 298 Ruling Gradient 1 in 100 LL Capacity : 686 Mtrs	42 BCNL/42 BCNAL	NP	P	P *	P	P $	P	P	* Banker to be provided between RU-BLPE & NRE-HX. Banker to be provided in case of inclement weather or SR- 30 KMPH or less between RLO-GY. Not to stop at Home signal of JKO & GYJn. Cabin. # Banker to provided in case of inclement weather or SR- 30 KMPH or below between RU-BLPE & NRE-HX. Not to stop at Home signal of GYJn. Cabin $ Not to stop at Home signal of BKPT, KNLP & GYJn. Cabin..
	58 BCNHL/59 BOXN	NP	P *$	NP	P #	P *$	P	P	
	45 BOST/43 BRN/ 43 CONCORD/ 43 CONCORD/ 45 BLC/59 BTPNL	NP	P $	NP	P	P *$	P	P	
RU-KPD Distance in KMs : 132.9 Ruling Gradient : 1/100 LL Capacity : 686 Mts	42 BCNL/42 BCNAL	NP	%	%	%	%	%	%	% Trails to be conducted
	58 BCNHL/59 BOXNL	NP	%	%	%	%	%	%	
	45 BOST/43 CONCORD/ 43 BRN/50 BTPNL/ 45 BLC	NP	%	%	%	%	%	%	
KPD-RU Distance in KMs : 132.9 Ruling Gradient : 1/100 LL Capacity : 686 Mts	42 BCNL/42 BCNAL	NP	%	%	%	%	%	%	% Trails to be conducted
	58 BCNHL/59 BOXNL	NP	%	%	%	%	%	%	
	45 BOST/43 CONCORD/ 43 BRN/50 BTPNL/ 45 BLC	NP	%	%	%	%	%	%	

Load Table -79 (2024-25) for Goods Trains - (DIESEL)									
Section	Load	WDM 2/3 A		WDG 3A		WDG4		WDG-6G	Remarks
		SH	MU	SH	MU	SH	MU	MU	
PAK-DMM Distance in KMs : 228 Ruling Gradient : 1/100 LL Capacity : 686 Mts	42 BCNL/42 BCNAL	NP	NP	NP	#	#	#	#	# Section newly opened for freight traffic.Trials to be conducted, till such time banker to be provided
	58 BCNHL/59 BOXNL	NP	NP	NP	#	**NP**	#	#	
	45 BOST/43 CONCORD/ 43 BRN/50 BTPNL/ 45 BLC	NP	NP	NP	#	#	#	#	
DMM-PAK Distance in KMs : 228 Ruling Gradient : 1/100, LL Capacity : 686 Mts	42 BCNL/42 BCNAL	NP	NP	NP	#	#	#	#	# Section newly opened for freight traffic.Trials to be conducted, till such time banker to be provided
	58 BCNHL/59 BOXNL	NP	NP	NP	#	**NP**	#	#	
	45 BOST/43 CONCORD/ 43 BRN/50 BTPNL/ 45 BLC	NP	NP	NP	#	#	#	#	
GTL-KLU Distance in KMs : 41 Ruling Gradient : 1/100 LL Capacity : 686 Mts	42 BCNL/42 BCNAL	NP	NP	NP	#	NP	#	#	# Trials to be conducted
	58 BCNHL/59 BOXNL	NP	NP	NP	#	NP	#	#	
	45 BOST/43 CONCORD/ 43 BRN/50 BTPNL/ 45 BLC	NP	NP	NP	#	NP	#	#	
KLU-GTL Distance in KMs : 41 Ruling Gradient : 1/100 LL Capacity : 686 Mts	42 BCNL/42 BCNAL	NP	NP	NP	#	NP	#	#	# Trials to be conducted
	58 BCNHL/59 BOXNL	NP	NP	NP	#	NP	#	#	
	45 BOST/43 CONCORD/ 43 BRN/50 BTPNL/ 45 BLC	NP	NP	NP	#	NP	#	#	
GTL-BAY Distance in KMs : 49 Ruling Gradient : 1/100 LL Capacity : 686 Mts	42 BCNL/42 BCNAL	NP	P	P *	P	P	P	P	* Not to be stopped at Home signal of BAY if stopped banker to be provided other than timber waste(commodity).
	58 BCNHL/59 BOXNL	NP	P *	NP	P	P *	P	P	
	45 BOST/43 CONCORD/ 43 BRN/50 BTPNL/ 45 BLC	NP	P	P *	P	P	P	P	
BAY-GTL Distance in KMs : 49 Ruling Gradient : 1/100 LL Capacity : 686 Mts	42 BCNL/42 BCNAL	NP	P #	P *	P	P	P	P	* Not to be stopped at H/S of VP& BLL if stopped banker to be provided. # During inclement weather, banker to be provided between HGI-GTL.
	58 BCNHL/59 BOXNL	NP	P #	NP	P	P *#	P	P	
	45 BOST/43 CONCORD/ 43 BRN/50 BTPNL/ 45 BLC	NP	P #	NP	P	P	P	P	

Load Table -79 (2024-25) for Goods Trains - (DIESEL)

Section	Load	WDM 2/3 A		WDG 3A		WDG4		WDG-6G	Remarks
		SH	MU	SH	MU	SH	MU	MU	
GY-DMM Distance in KMs : 90.5 Ruling Gradient : 1/100 LL Capacity : 686 Mts	42 BCNL/42 BCNAL	NP	P	P *$	P	P	P	P	* Not to be stopped at Home signal of KLU, TAC, ZPL & DMM if stopped, banker to be provided. $ Not to be stopped at KLU, ATP, PSPY & ZPL station and pass through to be given on main line if stopped, banker to be provided. # Through banker to be given between GY-DMM since trials failed. While starting from Rd.4 ex: KLU towards DMM, banker to be provided ex: KLU-ATP.
	58 BCNHL/59 BOXNL	NP	P #	NP	P $	P #	P	P	
	45 BOST/43 CONCORD/ 43 BRN/50 BTPNL/ 45 BLC	NP	P	NP	P	P	P	P	
DMM-GY Distance in KMs : 90.5 Ruling Gradient : 1/100 LL Capacity : 686 Mts	42 BCNL/42 BCNAL	NP	P	P	P	P	P	P	Trials to be conducted with all types of locos till such time banker to be provided wherever required.
	58 BCNHL/59 BOXNL	NP	NP	NP	P	NP	P	P	
	45 BOST/43 CONCORD/ 43 BRN/50 BTPNL/ 45 BLC	NP	P	NP	P	P	P	P	
PDL-GY Distance in KMs : 29.3 Ruling Gradient : 1/110 LL Capacity : 686 Mts	42 BCNL/42 BCNAL	NP	P	P #	P	P	P	P	# Banker to be provided between PDL-PGRI. $ At PDL, train to pass through via Rd.1. Banker to begiven if started from other than Rd.1 and in inclement weather.
	58 BCNHL/59 BOXNL	NP	P #	NP	P $	P #	P	P	
	45 BOST/43 CONCORD/ 43 BRN/50 BTPNL/ 45 BLC	NP	P	NP	P	P #	P	P	
GY-PDL Distance in KMs : 29.3 Ruling Gradient : 1/110 LL Capacity : 686 Mts	42 BCNL/42 BCNAL	NP	P	P *	P	P #	P	P	* Banker to be provided between GY-PDL. # During inclement weather or SR 30 kmph or less, banker to be provided.
	58 BCNHL/59 BOXNL	NP	P *	NP	P	P *	P	P	
	45 BOST/43 CONCORD/ 43 BRN/50 BTPNL/ 45 BLC	NP	P	NP	P	P *	P	P	
GTL-NDL Distance in KMs : 145.37 Ruling Gradient : 1/83 LL Capacity : 686 Mts	42 BCNL/42 BCNAL	NP	P	P #	P	P *	P	P	* Banker to be provided bewteen GTL-MKR & DHNE-MLK if inclement weather prevails. Not to be stopped at Home signal of TGL & DHNE. # Through banker to be provided bewteen GTL-BMH
	58 BCNHL/59 BOXNL	NP	P #	NP	P *	P #	P	P	
	45 BOST/43 CONCORD/ 43 BRN/50 BTPNL/ 45 BLC	NP	P	NP	P	P *	P	P	
NDL-DHNE Distance in KMs : 75.83 Ruling Gradient : 1/83 LL Capacity : 686 Mts	42 BCNL/42 BCNAL	NP	P $	P *	P	P $	P	P	$ Banker to be provided between PNM-BMH. Not to stop at H/S of MLK. During inclement weather banker to be provided between PNM-DHNE. * Through banker(WDG 3A/WDM 3D) to be provided between PNM-DHNE.
	58 BCNHL/59 BOXNL	NP	P *	NP	P $	NP	P	P	
	45 BOST/43 CONCORD/ 43 BRN/50 BTPNL/ 45 BLC	NP	P *	NP	P	P *	P	P	
DHNE-GTL Distance in KMs : 68.5 Ruling Gradient : 1/100 LL Capacity : 686 Mts	42 BCNL/42 BCNAL	NP	P #	P *	P	P #	P	P	# Run through to be given at MYL & PDL via main line. Not to be stopped at Home signal of MYL, TGL & MKR. * Banker to be provided ex: DHNE-GTL if inclement weather preavils or SR- 30 KMPH or less.
	58 BCNHL/59 BOXNL	NP	P *	NP	P #	P *	P	P	
	45 BOST/43 CONCORD/ 43 BRN/50 BTPNL/ 45 BLC	NP	P *	NP	P #	P *	P	P	

Load Table -79 (2024-25) for Goods Trains - (DIESEL)

Section	Load	WDM 2/3 A		WDG 3A		WDG4		WDG-6G	Remarks
		SH	MU	SH	MU	SH	MU	MU	
PCIL-JUR	42 BCNL/42 BCNAL	NP	P	NP	P	P	P	P	* Banker to be provided
	58 BCNHL/59 BOXNL	NP	P *	NP	P	P*	P	P	
	45 BOST/43 CONCORD/ 43 BRN/50 BTPNL/ 45 BLC	NP	P	P*	P	P	P	P	
MBCY-YA	42 BCNL/42 BCNAL	NP	P	NP	P	P	P	P	* Banker to be provided
	58 BCNHL/59 BOXNL	NP	P *	NP	P	P*	P	P	
	45 BOST/43 CONCORD/ 43 BRN/50 BTPNL/ 45 BLC	NP	P	P	P	P	P	P	
YA-NDL (Distance in Kms 123 Ruling Gradient 1/150, LL capacity 686 Mtrs)	42 BCNL/42 BCNAL	NP	P	P	P	P	P	P	
	58 BCNHL/59 BOXNL	NP	P	NP	P	P	P	P	
	45 BOST/43 CONCORD/ 43 BRN/50 BTPNL/ 45 BLC	NP	P	NP	P	P	P	P	
NDL-YA (Distance in Kms 123, Ruling Gradient 1/150, LL capacity 686 Mtrs)	42 BCNL/42 BCNAL	NP	P	P	P	P	P	P	
	58 BCNHL/59 BOXNL	NP	NP	NP	P	NP	P	P	
	45 BOST/43 CONCORD/ 43 BRN/50 BTPNL/ 45 BLC	NP	P	NP	P	P	P	P	

Note: P-permitted, NP- not permitted NA: Not applicable

1. Equivalent trailing load will be permissible for other types of wagons.
2. In addition to the trailing loads mentioned dupport vehicles and BV and dummy wagons within standard CSR are also permitted.
3. During monsoon condition or speed restriction 30 kmph or less at the foot/peak of the gradient, banker to be provided where freqently stallings are taken place.
4. In case of stalling the LP should not indefinitely try to pull the load thus causing wheel slipping and damage to rails, instead ask for assisting engine.
5. Loop length 686 mts indicate CSR of 59 BOXN+BV+MU or any other full length train.
6. Single head of any class of loco can take full length empty train of stock.
7. The load indicated in the load table is CC+8 tonnes. However +2T tolerence is permitted vide Rly.Board Lr.No.TCR/1394/2004/2 Dt.10.05.2006.

LOAD TABLE-79 (2024-25) FOR GOODS TRAIN (ELECTRIC)

SECTIONS	WAGON TYPE	Traction							Remarks
		WAG - 5		WAG - 7		WAG - 9		WAG-12B	
		SH	MU	SH	MU	SH	MU	SH	
GY-DMM (Distance in KMs 90.5, Ruling Gradient 1/100, LL Capacity 686 Mtrs)	42BCNL/42BCNAL	NP	P	P	P	P	P	P	**$** Run through to be given on mainline at KLU, ATP, PSPY & ZPL Station and pass through to be given on main line 1 stopped.Banker to be provided . **#** Through Banker to be given between GY- DMM.
	58 BCNHL/59 BOXNL	NP	P$	P#	P	P#	P	P	
	45 BOST/43 CONCORD/ 43 BRN/59 BTPNL/45 BLC	NP	P	P	P	P	P	P	
DMM -GY (Distance in KMs 90.5, Ruling Gradient 1/100, LL Capacity 686 Mtrs)	42BCNL/42BCNAL	NP	P	P*	P	P*	P	P	* Not to be kept at GY BYPASS home signal
	58 BCNHL/59 BOXNL	NP	P	NP	P	NP	P	P	
	45 BOST/43 CONCORD/ 43 BRN/59 BTPNL/45 BLC	NP	P	P*	P	P*	P	P	
PDL-GY (Distance in KMs 29.3 , Ruling Gradient 1/110, LL Capacity 686 Mtrs)	42BCNL/42BCNAL	NP	P	P	P	P	P	P	**#** Banker to be provided PDL-PGDI *****In case inclement weather banker to be provided between PDL-PGDI.
	58 BCNHL/59 BOXNL	NP	P*	P#	P	P#	P	P	
	45 BOST/43 CONCORD/ 43 BRN/59 BTPNL/45 BLC	NP	P	P#	P	P#	P	P	
GY-PDL (Distance in KMs29.3 , Ruling Gradient 1/110, LL Capacity 686 Mtrs)	42BCNL/42BCNAL	NP	P	P#	P	P#	P	P	***** Banker to be provided GY- PDL. **#** During inclement weather banker to be provided.
	58 BCNHL/59 BOXNL	NP	P#	P*	P	P*	P	P	
	45 BOST/43 CONCORD/ 43 BRN/59 BTPNL/45 BLC	NP	P	P*	P	P*	P	P	
GDR-RU (Distance in KMs 83, Ruling Gradient 1/200, LL Capacity 686 Mtrs)	42BCNL/42BCNAL	NP	P	P*	P	P*	P	P	***** Run through to be given at KQA not to stop at H/S of NDZ, VKI. #Banker to be given during inclement weather bet. GDR-NDZ . $ Banker to be provided between GDR-NDZ.
	58 BCNHL/59 BOXNL	NP	P#*	NP	P	P$#	P	P	
	45 BOST/43 CONCORD/ 43 BRN/59 BTPNL/45 BLC	NP	P	P#*	P	P#*	P	P	
RU-GDR (Distance in KMs 83, Ruling Gradient 1/200, LL Capacity 686 Mtrs)	42BCNL/42BCNAL	NP	P	P	P	P	P	P	* Run through to be given at VDD and not to stop at H/S of VDD, IB between VDD- KQA.
	58 BCNHL/59 BOXNL	NP	P*	P*	P	P*	P	P	
	45 BOST/43 CONCORD/ 43 BRN/59 BTPNL/45 BLC	NP	P*	P*	P	P*	P	P	
RU-GY (Distance in KMs 298, Ruling Gradient 1/100, LL Capacity 686 Mtrs)	42BCNL/42BCNAL	NP	P	P#	P	P#	P	P	# Banker bet. RU-BLPE, YPD-BLPE (by pass)& NRE-HX, RLO-GY. * Run through to be given at MRM,BKPT, KNLP and not to stop at H/S of BLPE & KNLP, GY Jn Home. & not to be taken on loop line of MRM, KNLP & BLPE. $ Banker between RU-BLPE,YPD-BLPE (by pass) & NRE-HX
	58 BCNHL/59 BOXNL	NP	P#	NP	P	NP	P	P*$	
	45 BOST/43 CONCORD/ 43 BRN/59 BTPNL/45 BLC	NP	P*	P#*	P	P#*	P	P	

LOAD TABLE-79 (2024-25) FOR GOODS TRAIN (ELECTRIC)

SECTIONS	WAGON TYPE	Traction							Remarks
		WAG - 5		WAG - 7		WAG - 9		WAG-12B	
		SH	MU	SH	MU	SH	MU	SH	
GY-RU (Distance in KMs 298, Ruling Gradient 1/100, LL Capacity 686 Mtrs)	42BCNL/42BCNAL	NP	P	P @*	P	P @*	P	P	$ Banker to be given during inclement weather bet. GY-JKO, HX-NRE # Banker bet.HX-NRE,GY-JKO. * Run through to be given at MMPL, PMT, KOU, SF. Not to stop at H/S MMPL,RJP,BLPE. @ Banker bet.HX-NRE. % Run through at HX
	58 BCNHL/59 BOXNL	NP	P @*	NP	P	P#*	P	P%	
	45 BOST/43 CONCORD/ 43 BRN/59 BTPNL/45 BLC	NP	P	P#*	P	P#*	P	P	
RU-KPD (Distance in KMs 132.9 , Ruling Gradient 1/100, LL Capacity 686 Mtrs)	42BCNL/42BCNAL	NP	%	%	%	%	%	%	% Trials to be conducted.
	58 BCNHL/59 BOXNL	NP	%	%	%	%	%	%	
	45 BOST/43 CONCORD/ 43 BRN/59 BTPNL/45 BLC	NP	%	%	%	%	%	%	
KPD-RU (Distance in KMs 132.9, Ruling Gradient 1/100, LL Capacity 686 Mtrs)	42BCNL/42BCNAL	NP	%	%	%	%	%	%	% Trials to be conducted.
	58 BCNHL/59 BOXNL	NP	%	%	%	%	%	%	
	45 BOST/43 CONCORD/ 43 BRN/59 BTPNL/45 BLC	NP	%	%	%	%	%	%	
WD- GY (Distance in KMs256.9, Ruling Gradient 1/100 LL Capacity 686 Mtrs)	42BCNL/42BCNAL	NP	P	P	P	P	P	P	* Run through to be given at YDLP, YS & NRR not to be stopped at home signal of CGTA, EGU, KO,NRR and MGV . Run through on main line to be given at KO station. Banker to be provided in case of SR 30 kmph or below and during inclement weather between CT-WD - NW, YDLP- YS & NRR-ASP.
	58 BCNHL/59 BOXNL	NP	P*	P*	P	P*	P	P	
	45 BOST/43 CONCORD/ 43 BRN/59 BTPNL/45 BLC	NP	P	P	P	P	P	P	
GY -WD (Distance in KMs 256.9 Ruling Gradient 1/100, LL Capacity 686 Mtrs)	42BCNL/42BCNAL	NP	P	P*&	P	P*&	P	P	# Through banker to be provided bet NKDO , TIM, GTL banker to be given SR 30 kmph or below exist bet NKDO - NLA. MALM-MTU, YS- CK, KSN-CGTA. * Not to be stopped at home signal of TIM- GTL, CK, CGTA and WD if stopped banker to be provided. Not to be stopped at TIM station. % Banker to be provided at By- pass line at GTLWest and GTL. & Not to be stopped at home signal of WD.
	58 BCNHL/59 BOXNL	NP	P*	P*% #	P	P*% #	P	P*	
	45 BOST/43 CONCORD/ 43 BRN/59 BTPNL/45 BLC	NP	P	P*&	P	P*&	P	P	
GTL- NDL (Distance in KMs 144.37, Ruling Gradient 1/83, LL Capacity 686 Mtrs)	42BCNL/ 42BCNAL	NP	P	P*	P	P*	P	P	*Banker to be provided between GTL-MKR and DHNE-MLK in case of inclement weather prevails not to be stopped at home signal of TGL- DHNE & GTL(W)-MKR.. # Through banker to be provided bet GTL- BMH.
	58 BCNHL/ 59 BOXNL	NP	P*	P#	P	P#	P	P	
	45 BOST/43 CONCORD/ 43 BRN/59 BTPNL/45 BLC	NP	P	P*	P	P*	P	P	

LOAD TABLE-79 (2024-25) FOR GOODS TRAIN (ELECTRIC)

SECTIONS	WAGON TYPE	Traction							Remarks
		WAG - 5		WAG - 7		WAG - 9		WAG-12B	
		SH	MU	SH	MU	SH	MU	SH	
NDL -DHNE (Distance in KMs 75.83, Ruling Gradient 1/83, LL Capacity 686 Mtrs)	42BCNL/42BCNAL	NP	P$	P*	P	P*	P	P	$ Banker to be provided between PNM-BMH. Not to stop at H/S of MLK. During inclement weather, banker to be provided between PNM-DHHE #Banker to be provided between PNM-BEY due to 1 in 100 continues composite gradient between PNM-BEY * Through banker to be provided between PNM-DHNE
	58 BCNHL/59 BOXNL	NP	P#	P*	P	P*	P	P#	
	45 BOST/43 CONCORD/ 43 BRN/59 BTPNL/45 BLC	NP	P	P*	P	P*	P	P	
DHNE -GTL (Distance in KMs , 68.5 Ruling Gradient 1/100, LL Capacity 686 Mtrs)	42BCNL/42BCNAL	NP	P	P#	P	P#	P	P	* Run through to be given at MYL -PDL not to be stopped at home signal of MYL, TGL and MKR . Banker to be provided between ex DHNE, GTL if inclement weather prevails #Through banker to be provided at DHNE- MKR/GTL.
	58 BCNHL/59 BOXNL	NP	P*	P#	P	P#	P	P	
	45 BOST/43 CONCORD/ 43 BRN/59 BTPNL/45 BLC	NP	P*	P#	P	P#	P	P	
GTL-BAY (Distance in KMs 49 Ruling Gradient 1/100, LL Capacity 686 Mtrs)	42BCNL/42BCNAL	NP	P	P&	P	P&	P	P	& Should not stop at GTL BY- PASS, BLL and BAY Home signals. *Banker to be provided between GTL/ GTL (W)-BAY. @ Should not stop at BLL and BAY Home signals.
	58 BCNHL/59 BOXNL	NP	P	P*	P	P*	P	P @	
	45 BOST/43 CONCORD/ 43 BRN/59 BTPNL/45 BLC	NP	P	P&	P	P&	P	P	
BAY-GTL (Distance in KMs 49 Ruling Gradient 1/100, LL Capacity 686 Mtrs)	42BCNL/42BCNAL	NP	P	P*	P	P*	P	P	*Banker to be provided at GTL BY- PASS Home signals to NLA during inclement weather or SR 30 kmph or below SR 30kmph.. & Banker to be provided between BAY-GTL/GTL (W) -NLA.
	58 BCNHL/59 BOXNL	NP	P	P&	P	P&	P	P	
	45 BOST/43 CONCORD/ 43 BRN/59 BTPNL/45 BLC	NP	P	P*	P	P*	P	P	
GTL-KLU (Distance in KMs 41, Ruling Gradient 1/100, LL Capacity 686 Mtrs)	42BCNL/42BCNAL	NP	P	P*	P	P*	P	P	*Banker to be provided at GTL -GPU during inclement weather or SR 30 kmph or below SR 30kmph..
	58 BCNHL/59 BOXNL	NP	P	NP	P	NP	P	P	
	45 BOST/43 CONCORD/ 43 BRN/59 BTPNL/45 BLC	NP	P	P*	P	P*	P	P	

LOAD TABLE-79 (2024-25) FOR GOODS TRAIN (ELECTRIC)

SECTIONS	WAGON TYPE	Traction							Remarks
		WAG - 5		WAG - 7		WAG - 9		WAG-12B	
		SH	MU	SH	MU	SH	MU	SH	
KLU-GTL (Distance in KMs 41, Ruling Gradient 1/100, LL Capacity 686 Mtrs)	42BCNL/42BCNAL	NP	P	P*	P	P*	P	P	*Banker to be provided at KLU -GPU. & In case inclement weather or SR 30 kmph or below SR 30kmph banker to be provided KLU-GPU.
	58 BCNHL/59 BOXNL	NP	P&	P*	P	P*	P	P	
	45 BOST/43 CONCORD/ 43 BRN/59 BTPNL/45 BLC	NP	P	P*	P	P*	P	P	
YA-NDL (Distance in KMs 123, Ruling Gradient 1/150, LL Capacity 686 Mtrs)	42BCNL/42BCNAL	NP	P	P	P	P	P	P	
	58 BCNHL/59 BOXNL	NP	P	NP	P	P	P	P	
	45 BOST/43CONCORD/ 43 BRN/50 BTPNL/45 BLC	NP	P	NP	P	P	P	P	
NDL-YA (Distance in KMs 123, Ruling Gradient 1/150, LL Capacity 686 Mtrs)	42BCNL/42BCNAL	NP	P	P	P	P	P	P	
	58 BCNHL/59 BOXNL	NP	NP	NP	P	NP	P	P	
	45 BOST/43CONCORD/ 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 loco pilot should not indefinitely try to pull the load thus causing wheel slip and damage to rail. Instead ask for relief/banker engine

3) If stalling takes place on account of not following the above conditions failure/ detention / punctuality loss to coaching trains shall not be shown on loco account.

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

5) In case of inclement weather and CD of SR 30 kmph and below is imposed at the foot/peak of gradient, banker to be provided where frequent stalling occurs.

6) Load table is prepared for standard composition rakes with CC+8+2. I) for BCN/BCNA-42, BCNHL-58, BOXN/BOXNHL-59, BOST/CONCORD-45, BRN-43, BTPN-50

7) While working loaded rake Ex.YPD-BLPE via RU chord line through signals to be given at RU bypass.

8) Hybrid Locos (i.e., WAG-5 and WAG-7) invariably banker to be provided in inclement weather.

NOTE: 1. In case of any stalling/loss of time etc., RDSO load table issued Vide Lr. No.EL/3.1.39/1, dated.23.07.2013 should prevail and any stalling/punctuality loss/loss on run cases should be booked on miscellaneous/bad weather/others.

B109GTL

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)

B110GTL

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

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	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

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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

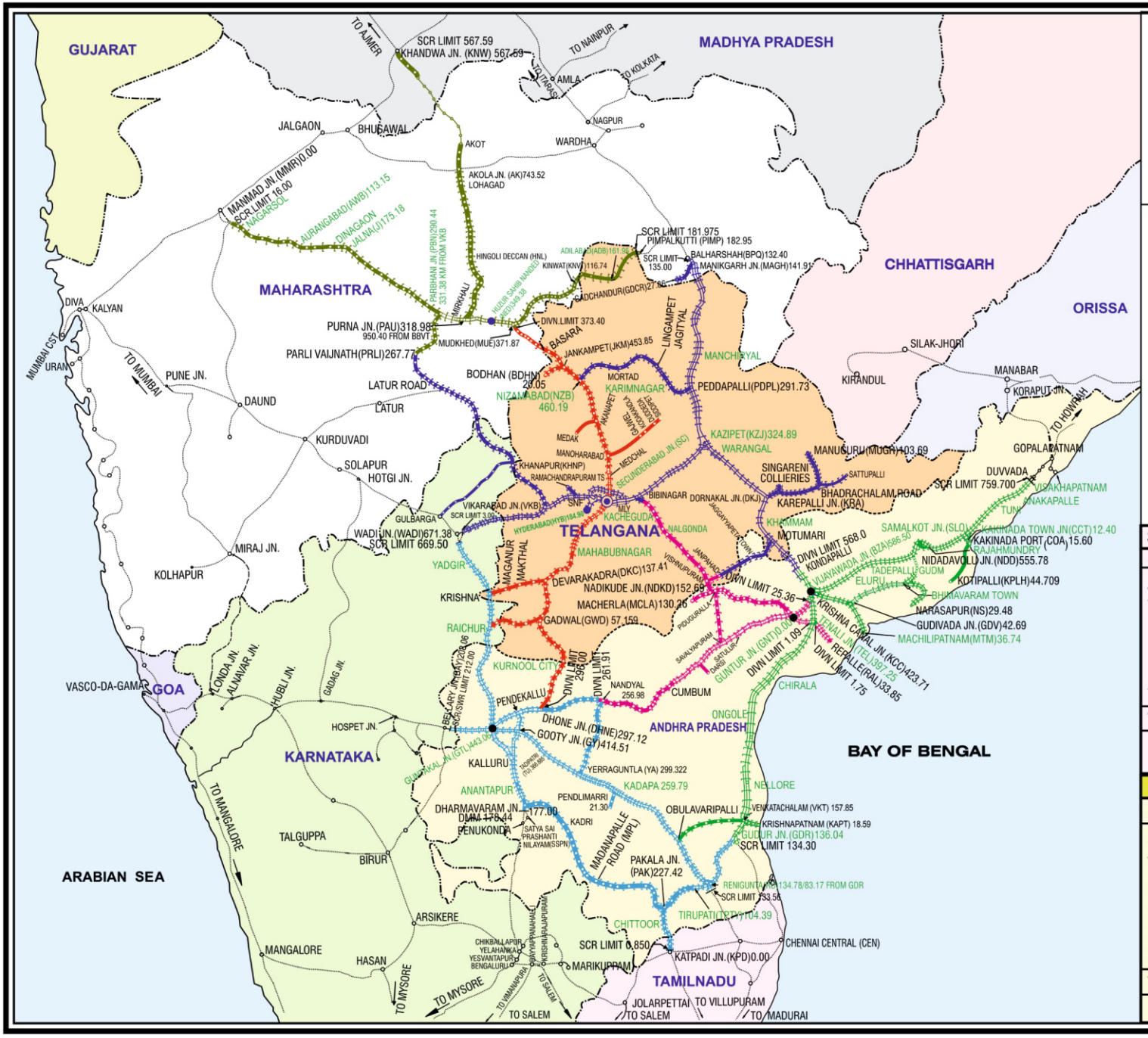
Stabling of loco in stations/yards. (para no. 30614 of ACTM Vol III)

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**

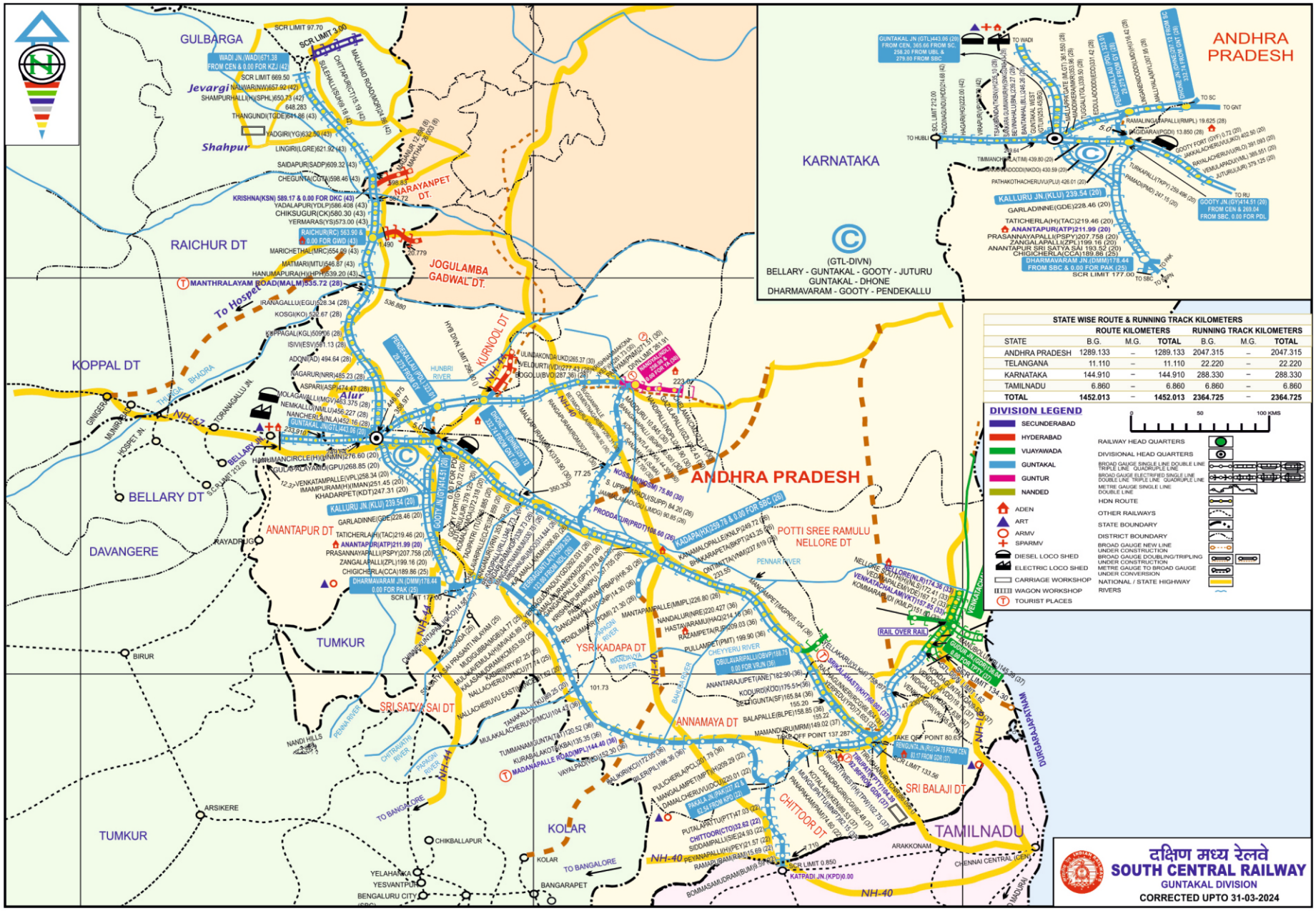
@ - INCLUDES 59.94 KM (M.G.)

- 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.)


GULBARGA
RAICHUR DT
KOPPAL DT
BELLARY DT
DAVANGERE
ANANTAPUR DT
TUMKUR
SRI SATYA SAI DT
YSR KADAPA DT
ANNAMAYA DT
KOLAR
CHITTOOR DT
SRI BALAJI DT
TAMILNADU
POTTI SREE RAMULU NELLORE DT
ANDHRA PRADESH
KARNATAKA
JOGULAMBA GADWAL DT.
NARAYANPET DT.
KURNOOL DT
Alur
Shahpur
Jevargi
To Hospet
NH-44
NH-40
NH-67
KALLURU JN.(KLU) 239.54 (20)
DHARMAVARAM JN.(DMM)178.44
0.00 FOR PAK (25)
SCR LIMIT 177.00
ANANTAPUR(ATP)211.99 (20)
GARLADINNE(GDE)228.46 (20)
TATICHERLA(H)(TAC)219.46 (20)
PRASANNAYAPALLI(PSPY)207.758 (20)
ZANGALAPALLI(ZPL)199.16 (20)
CHIGICHERLA(CCA)189.86 (25)
(GTL-DIVN)
BELLARY - GUNTAKAL - GOOTY - JUTURU
GUNTAKAL - DHONE
DHARMAVARAM - GOOTY - PENDEKALLU
STATE WISE ROUTE & RUNNING TRACK KILOMETERS
ROUTE KILOMETERS
RUNNING TRACK KILOMETERS
STATE B.G. M.G. TOTAL B.G. M.G. TOTAL
ANDHRA PRADESH 1289.133 – 1289.133 2047.315 – 2047.315
TELANGANA 11.110 – 11.110 22.220 – 22.220
KARNATAKA 144.910 – 144.910 288.330 – 288.330
TAMILNADU 6.860 – 6.860 6.860 – 6.860
TOTAL 1452.013 – 1452.013 2364.725 – 2364.725
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
OTHER RAILWAYS
STATE BOUNDARY
DISTRICT BOUNDARY
RIVERS
0 50 100 KMS
दक्षिण मध्य रेलवे
SOUTH CENTRAL RAILWAY
GUNTAKAL DIVISION
CORRECTED UPTO 31-03-2024