

**हैदराबाद मंडल**

**Hyderabad 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 01<sup>st</sup> JANUARY 2025

**के. पदमजा**

प्रधान मुख्य परिचालन प्रबंधक

**K. Padmaja**

Principal Chief Operations Manager

**एस. रमेश बाबू**

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

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
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
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

## HYDERABAD DIVISION

### WORKING TIME TABLE No. 79

In force on and from 1<sup>st</sup> January, 2025 till further notice

This Working Timetable is redesigned for easy access of the information.

1. This working Time Table is divided into 03 parts - A,B,C

**Part A** includes HYB Division Jurisdiction, Days of service of Non-Daily Trains, MMTS timings, Sectional Information of all the sections, Inter-sectional running time, Detailed timings of the trains, a denotes ARRIVAL, d denotes DEPARTURE, s denotes SKIP/PUBLIC DEPARTURE

**Part B** includes the non -timings aspects of all the sections i.e, Corridor Blocks, Level Crossing gates, Standard of Inter locking, Right hand signals, Station platform lengths, Station CSR, Telephone No.s of Wayside Stations, Control Office and TI's, Telephone Nos of Civil Authorities, Disaster Management data, Medical facilities, Location of Railway hospitals & Health Units in twin cities & way side stations, List of Trains escorting by RPF, Details of fire Brigade Centers, PSRs, Emergency Sockets, Load Table for Freight trains (Diesel/Traction), etc.

**Part C** includes various JPOs - Zonal level, Zonal Level Instructions, Railway Board/RDSO Letters etc.

2. Standard Time is kept at all stations. The timings of trains are shown in this book from 00 to 24 Hours from midnight i.e. 12:25 AM is shown as 00:25 and 06:30 PM as 18:30 and so on.
3. The abstract timing showing the departure of all passenger carrying trains at new block stations or halt stations opened after publication of the Time Table, should be notified to all concerned by the **Divisional Railway Manager** irrespective of whether the station is opened for passenger booking or not.

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

*All Railway Officials are invited to point out errors and make suggestions. All previous Working Time Tables are CANCELLED.*

K. PADMAJA  
Principal Chief Operations Manager

S. RAMESH BABU  
Chief Passenger Transportation Manager

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## JURISDICTION OF HYDERABAD DIVISION

S. No	FROM	TO	TOTAL RKM <sup>s</sup>
1	SECUNDERABAD Jn. (SC)	DHONE Jn. (DHNE)	297.12 KMs
2	DEVARKADRA Jn. (DKC)	KRISHNA Jn (KSN)	65.83 KMs
3	GADWAL Jn (GWD)	RAICHUR Jn (RC)	57.16 KMs
4	SECUNDERABAD Jn (SC)	MUDKHED Jn (MUE)	248.78 KMs
5	JANKAMPET Jn (JKM)	BODHAN (BDHN)	20.05 KMs
6	MANOHARABAD Jn (MOB)	SIDDIPET (SIPT)	71.55 KMs
7	AKANAPET Jn (AKE)	MEDAK (MDAK)	16.40 KMs

### SECTION WISE SPEEDS

S.No	Section	Length (Kms)	Track	Traction	MPS (in kmph)
1	SC-FM	14.54	DL	Electric	80
2	FM-MBNR	98.44	DL	Electric	110
3	MBNR-DHNE	183.95	SL	Electric	110
4	SC-BMO	13.85	DL	Electric	90
5	BMO-MED	13.87	DL	Electric	110
6	MED-MUE	221.10	SL	Electric	110
7	GWD-PASR	27.77	SL	Electric	100
8	PASR-RC	29.89	SL	Electric	75
9	DKC-KSN	65.83	SL	Electric	100
10	MOB-SIPT	75.20	SL	Diesel	60
11	AKE-MDAK	16.63	SL	Diesel	70
12	JKM-BDHN	20.05	SL	Electric	75

### RULING GRADIENT

Section	Length in Kms.	Single/ Double line	Ruling Gradient			
			Up gradient (Raising)	Length in Kms.	Down gradient (Falling)	Length in Kms.
MLYG-MJF	4.930	Single	1 in 100	0.745	NIL	NIL
SC - FM	13.540	Double	1 in 105	0.355	NIL	NIL
FM - MBNR	98.440	Double	1 in 100	2.450	1 in 100	3.310
MBNR-DHNE	182.820	Single	1 in 100	5.434	1 in 100	0.685

**LIST OF NON DAILY EXPRESS TRAINS WITH DAYS OF SERVICE**

S. No	T.No.	Freq (Days)	Originating		Taking Over		Handing Over		Destination	
			Stn	Day	Stn	Day	Stn	Day	Stn	Day
1	12193	1	YPR	Su	DHNE	Su	MLYG	M	JBP	M
2	12194	1	JBP	Sa	MLYG	Su	DHNE	Su	YPR	Su
3	12251	2	YPR	Tu, Fri	DHNE	W, Sa	MLYG	W,Sa	KRBA	Th,Su
4	12252	2	KRBA	Th, Su	MLYG	F, M	DHNE	F,M	YPR	F,M
5	12647	1	CBE	Su	DHNE	M	MLYG	M	NZM	Tu
6	12648	1	NZM	W	MLYG	Th	DHNE	Th	CBE	F
7	12649	5	YPR	M, W,F, Sa,Su	DHNE	Tu,Th,Sa, Su,M	MLYG	Tu,Th,Sa, Su, M	NZM	W,F, Su, M,Tu
8	12650	5	NZM	M,Tu,Th, Sa,Su	MLYG	Tu,W,F, Su,M	DHNE	Tu,W,F, Su, M	YPR	W,Th,Sa, M, Tu
9	12707	3	TPTY	M,W, F	DHNE	M,W,F	MLYG	M,W,F	NZM	Tu,Th,Sa
10	12708	3	NZM	W, F, Su	MLYG	Th, Sa,M	DHNE	Th,Sa,M	TPTY	Th,Sa, M
11	12719	2	JP	W,F	MUE	Th,Sa	SC	F,Su	HYB	F,Su
12	12720	2	HYB	M,W	SC	M, W	MUE	Tu,Th	JP	W,F
13	12765	2	TPTY	Tu,Sa	DHNE	Tu, Sa	MUE	W,Su,	AMI	W,Su
14	12766	2	AMI	M,Th	MUE	M,Th	DHNE	M, Th	TPTY	Tu,F
15	12769	2	TPTY	M,F	DHNE	M, F	-	Tu, Sa	SC	Tu, Sa
16	12770	2	SC	Tu, F	SC	Tu, F	DHNE	Tu, F	TPTY	W,Sa
17	12975	2	MYS	Th, Sa	DHNE	Th, Sa	MLYG	F, Su	JP	Sa, M
18	12976	2	JP	M, W	MLYG	Tu, Th	DHNE	W,F	MYS	W,F
19	15023	1	GKP	Tu	MLYG	W	DHNE	Th	YPR	Th
20	15024	1	YPR	Th	DHNE	F	MLYG	F	GKP	Sa
21	16003	1	MAS	Su	DHNE	Su	MUE	M	NSL	M
22	16004	1	NSL	M	MUE	M	DHNE	Tu	MAS	Tu
23	16353	1	KCG	Su	-	-	DHNE	Su	NCJ	M
24	16354	1	NCJ	Sa	DHNE	Su	-	-	KCG	Su
25	16733	1	RMM	F	DHNE	Sa	MUE	Su	OKHA	M
26	16734	1	OKHA	Tu	MUE	W	DHNE	Th	RMM	Th
27	17019	1	HSR	Tu	MUE	Th	SC	Th	HYB	Th
28	17020	1	HYB	Sa	SC	Sa	MUE	Sa	HSR	M
29	17021	1	HYB	Th	SC	Th	DHNE	Th	GTL	F
30	17022	1	GTL	F	DHNE	Sa	SC	Sa	HYB	Sa
31	17039	2	SC	W, F	-	-	DHNE	W, F	VSG	Th,Sa
32	17040	2	VSG	Th,Sa	DHNE	Th,Sa	-	-	SC	F,Su
33	12787	5	NS	M,Tu,W, Th,Sa	SC	M,Tu,W, Th,Sa	MUE	Tu,W,Th, F,Su	NSL	Tu,W,Th, F,Su
34	12788	5	NSL	Tu,W,Th, F,Sun	MUE	Tu,W,Th, F,Sun	SC	Tu,W,Th, F,Sun	NS	W,Th,F, Sa,M

S. No	T.No.	Freq (Days)	Originating		Taking Over		Handing Over		Destination	
35	17231	2	NS	F, Su	SC	F, Su	MUE	Sa, M	NSL	Sa, M
36	17232	2	NSL	M, Sa	MUE	M, Sa	SC	M, Sa	NS	Tu, Su
37	17417	1	TPTY	Tu	SC	Tu	MUE	W	SNSI	W
38	17418	1	SNSI	W	MUE	Th	SC	Th	TPTY	Th
39	12789	2	KCG	W, Sa	DHNE	Th, Su	-	-	MRDW	Th,Su
40	12790	2	MRDW	Tu, F	-	-	DHNE	Tu, F	KCG	W, Sa
41	22715	1	KCG	Sa	-	-	DHNE	Sa	MDU	Su
42	22716	1	MDU	Su	DHNE	M	-	-	KCG	M
43	17639	1	KCG	M	--	--	MUE	M	AK	M
44	17640	1	AK	Tu	MUE	Tu	--	--	KCG	Tu
45	17641	6	KCG	Tu,W,Th, F,Sa,Su	--	--	MUE	Tu,W,Th, F,Sa,Su	NRKR	Tu,W,Th, F,Sa,Su
46	17642	6	NRKR	M,W,Th, F,Sa,Su	MUE	M,W,Th, F,Sa,Su	--	--	KCG	M,W,Th, F,Sa,Su
47	17652	4	KCG	M,Tu,F,Sat	--	--	DHNE	M,Tu,F,Sat	CGL	Tu,W,Sa,Su
48	17651	4	CGL	Tu,W,Sa,Su	DHNE	W,Th,Su,M	-	-	KCG	W,Th,Su,M
49	17653	3	KCG	Su,W,Th	--	--	DHNE	Su,W, Th	PDY	M,Th,F
50	17654	3	PDY	M,Th,F	DHNE	Tu,F,Sa	--	--	KCG	Tu,F,Sa
51	18503	1	VSKP	Th	SC	Th	MUE	F	SNSI	F
52	18504	1	SNSI	F	MUE	Sa	SC	Sa	VSKP	Sa
53	19301	1	DADN	Su	MUE	M	DHNE	Tu	YPR	Tu
54	19302	1	YPR	Tu	DHNE	Tu	MUE	W	DADN	Th
55	19713	1	JP	Sa	MUE	M	SC	M	KRNT	M
56	19714	1	KRNT	M	-	-	MUE	Tu	JP	W
57	20809	3	SBP	Su, M, F,	SC	M,Tu, Sa	SC	M, Tu,Sa	NED	M,Tu,Sa
58	20810	3	NED	M, Tu, Sa	SC	M,Tu,Sa	SC	M,Tu,Sa	SBP	Tu,W,Su
59	20811	3	VSKP	Tu,W,Sa	SC	W,Th, Su	MUE	W,Th,Su	NED	W,Th,Su
60	20812	3	NED	W,Th,Su	MUE	W,Th, Su	SC	W,Th,Su	VSKP	Th,F M
61	22684	1	LKO	Th	MLYG	Sa	DHNE	Sa	YPR	Sa
62	22683	1	YPR	M	DHNE	Tu	MLYG	Tu	LKO	W
63	20703	6	KCG	M,Tu,Th, F,Sa,Su	-	-	DHNE	M,Tu,Th, F,Sa,Su	YPR	M,Tu,Th, F,Sa,Su
64	20704	6	YPR	M,Tu,Th, F,Sa,Su	DHNE	M,Tu,Th, F,Sa,Su	-	-	KCG	M,Tu,Th, F,Sa,Su
65	07020	1	HYB	Fri	--	--	MUE	Sat	JP	Sun
66	07019	1	JP	Sun	MUE	Mon	SC	Tue	HYB	Tue
67	07053	1	KCG	Sat	--	--	MUE	Sun	BKN	Mon
68	07054	1	BKN	Tue	MUE	Thu	--	--	KCG	Thu

**MMTS TIMINGS**

UMDANAGAR-FALAKNUMA-SECUNDERABAD- LINGAMPALLI-TELLAPUR-RAMACHANDRAPURAM												
STATIONS		47151	47150 #@	47153	47154	47211 MB-1	47155	47165	47157 #@	47252	47246	47248
Umdanagar	d	04:15		05:50	06:40	07:30		08:50		11:20		15:00
Budvel	d	04:26		06:01	06:51	07:41		09:01		11:31		15:11
NPA Shivarampalli	d	04:30		06:05	06:55	07:45		09:05		11:35		15:15
Falaknuma	d	04:37		06:12	07:02	07:52	08:40	09:12	09:25	11:42	12:15	15:22
Huppuguda	d	04:40		06:15	07:05	07:55	08:43	09:15	09:28	11:45	12:18	15:25
Yakutpura	d	04:43		06:18	07:08	07:58	08:46	09:18	09:31	11:48	12:21	15:28
Dabirpura	d	04:45		06:20	07:10	08:00	08:48	09:20	09:33	11:50	12:23	15:30
Malakpet	d	04:47		06:22	07:12	08:02	08:50	09:22	09:35	11:52	12:25	15:32
Kacheguda	a	04:53		06:26	07:16	08:06	08:54	09:26	09:39	11:56	12:29	15:36
	d	04:54		06:27	07:17	08:07	08:55	09:27	09:40	11:57	12:30	15:37
Vidyanagar	d	04:57		06:30	07:20	08:10	08:58	09:30	09:43	12:00	12:33	15:40
Jamai Osmania	d	04:59		06:32	07:22	08:12	09:00	09:32	09:45	12:02	12:35	15:42
Arts college	d	05:01		06:34	07:24	08:14	09:02	09:34	09:47	12:04	12:37	15:44
Sitafalmandi	d	05:05		06:37	07:27	08:16	09:05	09:37	09:50	12:07	12:40	15:47
Secunderabad Jn.	a	05:30		07:00	07:50	08:35	09:15	09:50	10:00	12:20	13:00	16:00
	d	05:32	06:05	07:02	07:52	08:37	09:17	09:52	10:02			
James street	d	05:36	06:09	07:06	07:56	08:41	09:21	09:56	10:06			
Sanjevaiah park	d	05:40	06:13	07:10	08:00	08:45	09:25	10:00	10:10			
Begumpet	d	05:45	06:18	07:15	08:05	08:50	09:30	10:05	10:15			
N.C. Hospital	d	05:48	06:21	07:18	08:08	08:53	09:33	10:08	10:18			
Fatehnagar	d	05:51	06:24	07:21	08:11	08:56	09:36	10:11	10:21			
Bharatnagar	d	05:53	06:26	07:23	08:13	08:58	09:38	10:13	10:23			
Borabanda	d	05:57	06:30	07:27	08:17	09:02	09:42	10:17	10:27			
Hitech city	d	06:01	06:34	07:31	08:21	09:06	09:46	10:21	10:31			
Hafizpeta	d	06:05	06:38	07:35	08:25	09:10	09:50	10:25	10:35			
Chandanagar	d	06:09	06:42	07:39	08:29	09:14	09:54	10:29	10:39			
Lingampalli	a	06:30	07:05	08:00	08:55	09:35	10:06	10:50	11:00			
Tellapur Jn	d				09:10	10:00	10:10	11:20				
BHEL Halt	d						10:15					
Ramachandrapuram	d						10:45					

( @ ) No Service on Saturday and (#) No Service on Sunday

**MMTS TIMINGS**

UMDANAGAR-FALAKNUMA-SECUNDERABAD- LINGAMPALLI-TELLAPUR-RAMACHANDRAPURAM											
47160	47163	47164 #@	47207	47166 #@	47167	47203 #@	47218	47170 #@	47220		Stn. Code
	16:30	17:45				20:10				d	UR
	16:41	17:56				20:21				d	BDVL
	16:45	18:00				20:25				d	NSVP
15:50	16:52	18:07	19:00	19:30	20:00	20:32	21:05	22:10	23:15	d	FM
15:53	16:55	18:10	19:03	19:33	20:03	20:35	21:08	22:13	23:18	d	HPG
15:56	16:58	18:13	19:06	19:36	20:06	20:38	21:11	22:16	23:21	d	YKA
15:58	17:00	18:15	19:08	19:38	20:08	20:40	21:13	22:18	23:24	d	DQR
16:00	17:02	18:17	19:10	19:40	20:10	20:42	21:15	22:20	23:26	d	MXT
16:04	17:06	18:21	19:14	19:44	20:14	20:46	21:22	22:24	23:30	a	KCG
16:05	17:07	18:22	19:15	19:45	20:15	20:47	21:23	22:25	23:31	d	
16:08	17:10	18:25	19:18	19:48	20:18	20:50	21:26	22:28	23:34	d	VAR
16:10	17:12	18:27	19:20	19:50	20:20	20:52	21:28	22:30	23:36	d	JOO
16:12	17:14	18:29	19:22	19:52	20:22	20:54	21:30	22:32	23:38	d	ATC
16:15	17:17	18:32	19:25	19:55	20:25	20:57	21:33	22:35	23:41	d	STPD
16:30	17:30	18:52	19:40	20:15	20:35	21:15	21:45	22:50	23:50	a	SC
16:32	17:32	18:54	19:45	20:17	20:37	21:17	21:47	22:52	23:52	d	
16:36	17:36	18:58	19:49	20:21	20:41	21:21	21:51	22:56	23:56	d	JET
16:40	17:40	19:02	19:53	20:25	20:45	21:25	21:55	23:00	00:00	d	SJVP
16:45	17:45	19:07	19:58	20:30	20:50	21:30	22:00	23:05	00:05	d	BMT
16:48	17:48	19:10	20:01	20:33	20:53	21:33	22:03	23:08	00:08	d	NCHS
16:51	17:51	19:13	20:04	20:36	20:56	21:36	22:06	23:11	00:11	d	FNB
16:53	17:53	19:15	20:06	20:38	20:58	21:38	22:08	23:13	00:13	d	BTNR
16:57	17:57	19:19	20:10	20:42	21:02	21:42	22:12	23:17	00:17	d	BRBD
17:01	18:01	19:23	20:14	20:46	21:06	21:46	22:16	23:21	00:21	d	HTCY
17:05	18:05	19:27	20:18	20:50	21:10	21:50	22:20	23:25	00:25	d	HFZ
17:09	18:09	19:31	20:22	20:54	21:14	21:54	22:24	23:29	00:29	d	CDNR
17:40	18:35	19:45	20:50	21:10	21:30	22:10	22:35	23:45	00:45	a/d	LPI
			21:00				22:39			d	TLPR
							22:44			d	BHEL
							23:15			a	RCPT
( @ ) No Service on Saturday and (#) No Service on Sunday											

**MMTS TIMINGS**

RAMACHANDRAPURAM - TELLAPUR-LINGAMPALLI - SECUNDERABAD - FALAKNUMA - UMDANAGAR											
STATIONS		47213	47173	47175	47179 #@	47176	47177	47178	47212	47247	47249
Ramachandra puram	d	-					08:30				
BHEL Jn	d						08:35				
Tellapur	d						08:40	09:20	10:15		
Lingampalli	d	03:55	05:50	06:40	07:20	08:25	08:54	09:30	10:20		
Chandanagar	d	04:00	05:55	06:45	07:25	08:30	08:59	09:35	10:25		
Hafizpeta	d	04:07	06:07	06:52	07:32	08:37	09:06	09:42	10:32		
Hitech city	d	04:12	06:12	06:57	07:37	08:42	09:11	09:47	10:37		
Borabanda	d	04:16	06:16	07:01	07:41	08:46	09:15	09:51	10:41		
Bharatnagar	d	04:20	06:20	07:05	07:45	08:50	09:19	09:55	10:45		
Fatehnagar	d	04:23	06:23	07:08	07:48	08:53	09:22	09:58	10:48		
Nature Cure Hospital	d	04:26	06:26	07:11	07:51	08:56	09:25	10:01	10:51		
Begumpet	d	04:29	06:29	07:14	07:54	08:59	09:28	10:04	10:54		
Sanjeevaiah park	d	04:34	06:34	07:19	07:59	09:04	09:33	10:09	10:59		
James street	d	04:38	06:38	07:23	08:03	09:08	09:37	10:13	11:03		
Secunderabad Jn.	a	04:40	06:50	07:50	08:10	09:15	09:50	10:30	11:20		
	d	04:42	06:52	07:52	08:15	09:17	09:52	10:32	11:22	13:10	16:10
Sitafalmandi	d	04:47	06:57	07:57	08:20	09:22	09:57	10:37	11:27	13:15	16:15
Arts college	d	04:49	06:59	07:59	08:22	09:24	09:59	10:39	11:29	13:17	16:17
Jamai Osmania	d	04:51	07:01	08:01	08:24	09:26	10:01	10:41	11:31	13:19	16:19
Vidyanagar	d	04:53	07:03	08:03	08:26	09:28	10:03	10:43	11:33	13:21	16:21
Kacheguda	a	04:57	07:07	08:07	08:32	09:32	10:07	10:47	11:37	13:25	16:25
	d	04:58	07:08	08:08	08:33	09:33	10:08	10:48	11:38	13:26	16:26
Malakpet	d	05:01	07:11	08:11	08:36	09:36	10:12	10:51	11:41	13:29	16:29
Dabirpura	d	05:03	07:13	08:13	08:38	09:38	10:14	10:53	11:43	13:31	16:31
Yakutpura	d	05:05	07:15	08:15	08:40	09:40	10:16	10:55	11:45	13:33	16:33
Huppuguda	d	05:09	07:19	08:19	08:44	09:44	10:20	10:59	11:49	13:37	16:37
Falaknuma	d	05:14	07:24	08:30	08:50	09:49	10:25	11:04	12:00	13:42	16:42
NPA Shivarampalli	d	05:20	07:30			09:55		11:10		13:48	16:48
Budvel	d	05:25	07:35			10:00		11:15		13:53	16:53
Umdanagar	a	05:55	07:50			10:10		11:30		14:15	17:11

( @ ) No Service on Saturday and (#) No Service on Sunday

**A 9 (HYB)**

**MMTS TIMINGS**

RAMACHANDRAPURAM - LINGAMPALLI - SECUNDERABAD - FALAKNUMA - UMDANAGAR														
STATIONS	47210 #@	47184	47187 #@	47188 MB-2	47190	47250	47217	47191 #@	47192	47159	47194	47195# @	47193	Stn. Code
Ramachandra puram														
BHEL Jn														BHEL
Tellapur			16.45							21.15				TLPR
Lingampalli	d	16.10	17.00	17.35	17.55	18.35		19.15	19.55	21.20	21.31	22.00	22.50	23.25 LPI
Chandanagar	d	16.15	17.05	17.40	18.00	18.40		19.20	20.00	21.25	21.35	22.05	22.54	23.29 CDNR
Hafizpeta	d	16.22	17.12	17.47	18.07	18.47		19.27	20.07	21.32	21.42	22.12	23.00	23.35 HFZ
Hitech city	d	16.27	17.17	17.52	18.12	18.52		19.32	20.12	21.37	21.47	22.17	23.05	23.40 HTCY
Borabanda	d	16.31	17.21	17.56	18.16	18.56		19.36	20.16	21.41	21.51	22.21	23.09	23.44 BRBD
Bharatnagar	d	16.35	17.25	18.00	18.20	19.00		19.40	20.20	21.45	21.55	22.25	23.12	23.47 BTNR
Fatehnagar	d	16.38	17.28	18.03	18.23	19.03		19.43	20.23	21.48	21.58	22.28	23.16	23.51 FNB
Nature Cure Hospital	d	16.41	17.31	18.06	18.26	19.06		19.46	20.26	21.51	22.01	22.31	23.18	23.53 NCHS
Begumpet	d	16.44	17.34	18.09	18.29	19.09		19.49	20.29	21.54	22.04	22.34	23.20	23:55 BMT
Sanjeevaiah park	d	16.49	17.39	18.14	18.34	19.14		19.54	20.34	21.59	22.09	22.39	23.23	23:58 SJVP
James street	d	16.53	17.43	18.18	18.38	19.18		19.58	20.38	22.03	22.13	22.43	23.26	0.01 JET
Secunderabad Jn.	a	17.10	17.55	18.35	18.50	19.25		20.05	21.00	22.10	22.33	22.55	23.40	00:20
	d	17.12	18.00	18.37	18.55	19.27		20.07	21.02	22.12	22.35	22.57		SC
Sitafalmandi	d	17.17	18.05	18.42	19.00	19.32		20.12	21.10	22.17	22.40	23.02		STPD
Arts college	d	17.19	18.07	18.44	19.02	19.34		20.14	21.12	22.19	22.42	23.04		ATC
Jamai Osmania	d	17.21	18.09	18.46	19.04	19.36		20.16	21.14	22.21	22.44	23.06		JOO
Vidyanagar	d	17.23	18.11	18.48	19.06	19.38		20.18	21.16	22.23	22.46	23.08		VAR
Kacheguda	a	17.27	18.15	18.52	19.10	19.42		20.22	21.22	22.27	22.50	23.12		KCG
	d	17.28	18.16	18.53	19.11	19.43		20.23	21.23	22.28	22.51	23.13		
Malakpet	d	17.31	18.19	18.56	19.14	19.46		20.26	21.26	22.31	22.54	23.16		MXT
Dabirpura	d	17.33	18.21	18.58	19.16	19.48		20.28	21.28	22.33	22.56	23.18		DQR
Yakutpura	d	17.35	18.23	19.00	19.18	19.50		20.30	21.30	22.35	22.58	23.20		YKA
Huppuguda	d	17.39	18.27	19.04	19.22	19.54		20.34	21.34	22.39	23.02	23.24		HPG
Falaknuma	d	17.44	18.40	19.10	19.40	20.00	20.30	20.45	21.45	22.45	23.07	23.29		FM
NPA Shivarampalli	d	17.50					20.36				23.13	23.35		NSVP
Budvel	d	17.55					20.41				23.18	23.40		BDVL
Umdanagar	a	18.15					21.15				23.35	23.55		UR

( @ ) No Service on Saturday and (#) No Service on Sunday

MMTS TIMINGS

<b>RAMACHANDRAPURAM-LINGAMPALLI- HYDERABAD</b>										
<b>STATIONS</b>		<b>47126</b>	<b>47128</b>	<b>47130</b>	<b>47140 #@</b>	<b>47142</b>	<b>47143</b>	<b>47145</b>	<b>47146</b>	<i>Station Code</i>
<b>RAMACHANDRA PURAM</b>						<b>16:40</b>				<b>RCPT</b>
<b>BHEL</b>						<b>16:45</b>				<b>BHEL</b>
<b>TELLAPUR</b>						<b>16:50</b>				<b>TLPR</b>
<b>LINGAMPALLI</b>	<i>d</i>	<b>07:00</b>	<b>07:55</b>	<b>09:45</b>	<b>16:00</b>	<b>17:10</b>	<b>18:50</b>	<b>20:10</b>	<b>21:05</b>	<b>LPI</b>
<b>CHANDANAGAR</b>	<i>d</i>	<b>07:05</b>	<b>08:00</b>	<b>09:50</b>	<b>16:05</b>	<b>17:15</b>	<b>18:55</b>	<b>20:15</b>	<b>21:10</b>	<b>CDNR</b>
<b>HAFEEZPET</b>	<i>d</i>	<b>07:12</b>	<b>08:07</b>	<b>09:57</b>	<b>16:12</b>	<b>17:22</b>	<b>19:02</b>	<b>20:22</b>	<b>21:17</b>	<b>HFZ</b>
<b>HITECH CITY</b>	<i>d</i>	<b>07:16</b>	<b>08:11</b>	<b>10:01</b>	<b>16:16</b>	<b>17:26</b>	<b>19:06</b>	<b>20:26</b>	<b>21:21</b>	<b>HTCY</b>
<b>BORABANDA</b>	<i>d</i>	<b>07:20</b>	<b>08:15</b>	<b>10:05</b>	<b>16:20</b>	<b>17:30</b>	<b>19:10</b>	<b>20:30</b>	<b>21:25</b>	<b>BRBD</b>
<b>BHARATNAGAR</b>	<i>d</i>	<b>07:23</b>	<b>08:18</b>	<b>10:08</b>	<b>16:23</b>	<b>17:33</b>	<b>19:13</b>	<b>20:33</b>	<b>21:28</b>	<b>BTNR</b>
<b>FATEH NAGAR</b>	<i>d</i>	<b>07:26</b>	<b>08:21</b>	<b>10:11</b>	<b>16:26</b>	<b>17:36</b>	<b>19:16</b>	<b>20:36</b>	<b>21:31</b>	<b>FNB</b>
<b>N. C. HOSPITAL</b>	<i>d</i>	<b>07:29</b>	<b>08:24</b>	<b>10:14</b>	<b>16:29</b>	<b>17:39</b>	<b>19:19</b>	<b>20:39</b>	<b>21:34</b>	<b>NCHS</b>
<b>BEGUMPET</b>	<i>d</i>	<b>07:32</b>	<b>08:27</b>	<b>10:17</b>	<b>16:32</b>	<b>17:42</b>	<b>19:22</b>	<b>20:42</b>	<b>21:37</b>	<b>BMT</b>
<b>NECKLACE ROAD</b>	<i>d</i>	<b>07:36</b>	<b>08:31</b>	<b>10:21</b>	<b>16:36</b>	<b>17:46</b>	<b>19:26</b>	<b>20:46</b>	<b>21:41</b>	<b>NLRD</b>
<b>KHAIRATABAD</b>	<i>d</i>	<b>07:39</b>	<b>08:34</b>	<b>10:24</b>	<b>16:39</b>	<b>17:49</b>	<b>19:29</b>	<b>20:49</b>	<b>21:44</b>	<b>KQD</b>
<b>LAKDI KA PUL</b>	<i>d</i>	<b>07:42</b>	<b>08:37</b>	<b>10:27</b>	<b>16:42</b>	<b>17:52</b>	<b>19:32</b>	<b>20:52</b>	<b>21:47</b>	<b>LKPL</b>
<b>HYDERABAD</b>	<i>a</i>	<b>07:55</b>	<b>08:55</b>	<b>10:40</b>	<b>16:55</b>	<b>18:15</b>	<b>19:50</b>	<b>21:10</b>	<b>22:00</b>	<b>HYB</b>

( @ ) No Service on Saturday and (#) No Service on Sunday

HYDERABAD - LINGAMPALLI													
STATIONS			47101	47102	47103	47104	47111	47120 #@	47119	47121	47122	47125	
HYDERABAD	<i>d</i>	05:50	06:40	08:10	09:20	10:50	17:20	18:05	19:00	20:00	22:15	HYB	
LAKDI KA PUL	<i>d</i>	05:53	06:43	08:13	09:23	10:53	17:23	18:08	19:03	20:03	22:18	LKPL	
KHAIRATABAD	<i>d</i>	05:57	06:47	08:17	09:27	10:57	17:27	18:12	19:07	20:07	22:22	KQD	
NECKLACE ROAD	<i>d</i>	06:00	06:50	08:20	09:30	11:00	17:30	18:15	19:10	20:10	22:25	NLRD	
BEGUMPET	<i>d</i>	06:02	06:52	08:22	09:32	11:02	17:32	18:17	19:12	20:12	22:27	BMT	
N. C. HOSPITAL	<i>d</i>	06:04	06:54	08:24	09:34	11:04	17:34	18:19	19:14	20:14	22:29	NCHS	
FATEH NAGAR	<i>d</i>	06:07	06:57	08:27	09:37	11:07	17:37	18:22	19:17	20:17	22:32	FNB	
BHARATNAGAR	<i>d</i>	06:10	07:00	08:30	09:40	11:10	17:40	18:25	19:20	20:20	22:35	BTNR	
BORABANDA	<i>d</i>	06:12	07:02	08:32	09:42	11:12	17:42	18:27	19:22	20:22	22:37	BRBD	
HITECH CITY	<i>d</i>	06:16	07:06	08:36	09:46	11:16	17:46	18:31	19:26	20:26	22:41	HCTY	
HAFEEZPET	<i>d</i>	06:19	07:09	08:39	09:49	11:19	17:49	18:34	19:29	20:29	22:44	HFZ	
CHANDANAGAR	<i>d</i>	06:22	07:12	08:42	09:52	11:22	17:52	18:37	19:32	20:32	22:47	CDNR	
LINGAM PALLI	<i>a</i>	06:50	07:32	09:05	10:20	11:45	18:20	19:00	20:00	20:50	23:05	LPI	

( @ ) No Service on Saturday and (#) No Service on Sunday

**MMTS TIMINGS**

<b>RAMACHANDRAPURAM- LINGAMPALLI- SECUNDERABAD-MEDCHAL</b>									
<b>STATIONS</b>		<b>47232 #</b>	<b>47225</b>	<b>47243</b>	<b>47238 #</b>	<b>47227</b>	<b>47245 #</b>	<b>47229</b>	<b>Stn. Code</b>
Ramachandra puram	<i>d</i>								<i>RCPT</i>
Tellapur	<i>d</i>					<b>18.20</b>			<i>TLPR</i>
Lingampalli	<i>d</i>		<b>10.05</b>			<b>18.25</b>			<i>LPI</i>
Chandanagar	<i>d</i>		10.10			18.30			<i>CDNR</i>
Hafizpeta	<i>d</i>		10.17			18.37			<i>HFZ</i>
Hitech city	<i>d</i>		10.22			18.42			<i>HTCY</i>
Borabanda	<i>d</i>		10.26			18.46			<i>BRBD</i>
Bharatnagar	<i>d</i>		10.30			18.50			<i>BTNR</i>
Fatehnagar	<i>d</i>		10.33			18.53			<i>FNB</i>
Nature Cure Hospital	<i>d</i>		10.36			18.56			<i>NCHS</i>
Begumpet	<i>d</i>		10.39			18.59			<i>BMT</i>
Sanjeevaiah park	<i>d</i>		10.44			19.04			<i>SJVP</i>
James street	<i>d</i>		10.48			19.08			<i>JET</i>
Secunderabad Jn.	<i>a</i>		<b>11.00</b>			<b>19.15</b>			<i>SC</i>
	<i>d</i>	<b>07.20</b>	<b>11.02</b>	<b>12.30</b>	<b>18.20</b>	<b>19.17</b>	<b>20.50</b>	<b>22.00</b>	
Lallaguda Gate	<i>d</i>	07.26	11.08	12.36	18.26	19.23	20.56	22.06	<i>LGDH</i>
Malkajgiri	<i>d</i>	07.35	11.12	12.40	18.30	19.27	21.00	22.10	<i>MJF</i>
Dayanand nagar	<i>d</i>	07.37	11.14	12.42	18.32	19.29	21.02	22.12	<i>DYE</i>
Safilguda	<i>d</i>	07.39	11.16	12.44	18.34	19.31	21.04	22.14	<i>SFX</i>
Ramakistapuram Gate	<i>d</i>	07.42	11.19	12.47	18.37	19.34	21.07	22.17	<i>RKO</i>
Ammuguda	<i>d</i>	07.44	11.21	12.49	18.39	19.36	21.09	22.19	<i>AMQ</i>
Cavalry Barracks	<i>d</i>	07.49	11.26	12.54	18.44	19.41	21.14	22.24	<i>CVB</i>
Alwal	<i>d</i>	07.53	11.30	12.58	18.48	19.45	21.18	22.28	<i>ALW</i>
Bolaurm Bazar	<i>d</i>	07.55	11.32	13.00	18.50	19.47	21.20	22.30	<i>BOZ</i>
Bolarum	<i>d</i>	07.59	11.36	13.04	18.54	19.51	21.24	22.34	<i>BMO</i>
Gundla Pochampalli	<i>d</i>	08.05	11.42	13.10	19.00	19.57	21.30	22.40	<i>GDPL</i>
Gowdavalli	<i>d</i>	08.10	11.47	13.15	19.05	20.02	21.35	22.45	<i>GWV</i>
Medchal	<i>a</i>	<b>08.30</b>	<b>12.00</b>	<b>13.30</b>	<b>19.20</b>	<b>20.20</b>	<b>21.50</b>	<b>23.00</b>	<i>MED</i>
( @ ) No Service on Saturday and (#) No Service on Sunday									

**MMTS TIMINGS**

MEDCHAL- SECUNDERABAD - LINGAMPALLI -RAMACHANDRAPURAM								
STATIONS		47231 #	47222	47226	47237 #	47242 #	47228	Stn. Code
Medchal	d	06:05	07:40	15:30	17:10	19:40	20:40	MED
Gowdavalli	d	06:11	07:46	15:36	17:16	19:46	20:46	GWV
Gundla pochampalli	d	06:18	07:53	15:43	17:23	19:53	20:53	GDPL
Bolarum	d	06:27	08:02	15:52	17:32	20:02	21:02	BMO
Bolarum Bazar	d	06:31	08:06	15:56	17:36	20:06	21:06	BOZ
Alwal	d	06:34	08:09	15:59	17:39	20:09	21:09	ALW
Cavalry Barracks	d	06:37	08:12	16:02	17:42	20:12	21:12	CVB
Ammuguda	d	06:39	08:14	16:04	17:44	20:14	21:14	AMQ
Ramakistaapuram Gate	d	06:41	08:16	16:06	17:46	20:16	21:16	RKO
Safilguda	d	06:44	08:19	16:09	17:49	20:19	21:19	SFX
Dayanandnagar	d	06:46	08:21	16:11	17:51	20:21	21:21	DYE
Malkajgiri	d	06:48	08:23	16:13	17:53	20:23	21:23	MJF
Lallaguda Gate	d	06:50	08:25	16:15	17:55	20:25	21:25	LGDH
Secunderabad Jn.	a	07:10	08:55	16:35	18:10	20:40	21:45	SC
	d		08:57	16:37				
James street	d		09:01	16:41				JET
Sanjeevaiah park	d		09:05	16:44				SJVP
Begumpet	d		09:10	16:50				BMT
N.C. Hospital	d		09:13	16:53				NCHS
Fatehnagar	d		09:16	16:56				FNB
Bharatnagar	d		09:18	16:58				BTNR
Borabanda	d		09:22	17:02				BRBD
Hitech city	d		09:26	17:06				HTCY
Hafizpeta	d		09:30	17:10				HFZ
Chandanagar	d		09:34	17:14				CDNR
Lingampalli	d		09:55	17:40				LPI
Tellapur	a			18:10				TLPR
BHEL	d							BHEL
Ramachandrapuram	a							RCPT
( @ ) No Service on Saturday and (#) No Service on Sunday								

**MMTS TIMINGS**

FALAKNUMA-SECUNDERABAD HYDERABAD			GHATKESAR-LINGAMPALLI-GHATKESAR						
STATIONS		47201	47206		47253	47235		47236	47254
							<b>RCPT</b>	-	<b>17:15</b>
							<b>BHEL</b>	-	<b>17.20</b>
Falaknuma	<i>d</i>	<b>16:10</b>		Ghatkesar	<b>07.30</b>	<b>19:45</b>	<b>Tellapur</b>	-	<b>17:25</b>
Huppuguda	<i>d</i>	<b>16:13</b>		Charlapalli	<b>07.43</b>	<b>19.58</b>	<b>Lingampalli</b>	-	<b>17.45</b>
Yakutpura	<i>d</i>	<b>16:16</b>		Neredmet Halt	<b>08.03</b>	<b>20.18</b>	<b>Chandanagar</b>	-	<b>17.48</b>
Dabirpura	<i>d</i>	<b>16:18</b>		Ammuguda	<b>08.11</b>	<b>20.26</b>	<b>Hafeezpet</b>	-	<b>17.56</b>
Malakpet	<i>d</i>	<b>16:20</b>		Bhudevinagar H	<b>08.18</b>	<b>20.33</b>	<b>High Tech City</b>	-	<b>18.03</b>
<b>Kacheguda</b>	<i>a</i>	<b>16:24</b>		Suchitra Centre H	<b>08.27</b>	<b>20.42</b>	<b>Borabanda</b>	-	<b>18.08</b>
	<i>d</i>	<b>16:25</b>		Ferozguda H	<b>08.36</b>	<b>20.51</b>	<b>Bharatnagar</b>	-	<b>18.12</b>
Vidyanagar	<i>d</i>	<b>16:28</b>		Sanathnagar		<b>21:00</b>	<b>Sanathnagar</b>	<b>21:15</b>	-
Jamai Osmania	<i>d</i>	<b>16:30</b>		Bharatnagar	<b>08.45</b>	-	<b>Ferozguda H</b>	<b>21:24</b>	<b>18.21</b>
Arts college	<i>d</i>	<b>16:32</b>		Borabanda	<b>08.49</b>	-	<b>Suchitra Centre H</b>	<b>21:33</b>	<b>18.30</b>
Sita falmandi	<i>d</i>	<b>16:35</b>		High Tech City	<b>08.54</b>	-	<b>Bhudevinagar H</b>	<b>21:43</b>	<b>18.40</b>
				Hafeezpet	<b>09.00</b>	-	<b>Ammuguda</b>	<b>21:49</b>	<b>18.46</b>
<b>Secunderabad Jn.</b>	<i>d</i>	<b>16.50</b>		Chandanagar	<b>09.05</b>	-	<b>Neredmet Halt</b>	<b>21:57</b>	<b>18.54</b>
	<i>a</i>	<b>16.52</b>	<b>05:00</b>	Lingampalli	<b>09.15</b>	-	<b>Charlapalli</b>	<b>22:10</b>	<b>19.15</b>
James street	<i>d</i>	<b>16.56</b>	<b>05:04</b>	Tellapur	<b>09:26</b>	-	<b>Ghatkesar</b>	<b>22:30</b>	<b>19.30</b>
Sanjeevaiah park	<i>d</i>	<b>17.00</b>	<b>05:08</b>	BHEL	<b>09:31</b>	-			
Necklace Road	<i>d</i>	<b>17.05</b>	<b>05:13</b>	RCPT	<b>09:50</b>	-			
Khairatabad	<i>d</i>	<b>17.08</b>	<b>05:16</b>						
Lakdikapul	<i>d</i>	<b>17.12</b>	<b>05:20</b>						
Hyderabad	<i>a</i>	<b>17.50</b>	<b>05:50</b>						
( @ ) No Service on Saturday and (#) No Service on Sunday									

**MMTS TIMINGS**

MEDCHAL - HYDERABAD			HYDERABAD - MEDCHAL		
STATIONS		47233 #	STATIONS		47234 #
Medchal	<i>d</i>	08:40	Hyderabad	<i>d</i>	11:00
Gowdavalli	<i>d</i>	08:46	Lakdikapul	<i>d</i>	11:04
Gundla pochampalli	<i>d</i>	08:53	Khairatabad	<i>d</i>	11:08
Bolarum	<i>d</i>	09:02	Necklace Road	<i>d</i>	11:11
Bolarum Bazar	<i>d</i>	09:06	Sanjeervaiah park	<i>d</i>	11:16
Alwal	<i>d</i>	09:09	James street	<i>d</i>	11:20
Cavalry Barracks	<i>d</i>	09:12	Secunderabad Jn.	<i>a</i>	11:35
Ammuguda	<i>d</i>	09:14		<i>d</i>	11:37
Ramakistaapuram Gate	<i>d</i>	09:16	Lallaguda Gate	<i>d</i>	11:43
Safilguda	<i>d</i>	09:19	Malkajgiri	<i>d</i>	11:47
Dayanandnagar	<i>d</i>	09:21	Dayanandnagar	<i>d</i>	11:49
Malkajgiri	<i>d</i>	09:23	Safilguda	<i>d</i>	11:51
Lallaguda Gate	<i>d</i>	09:25	Ramakistaapuram Gate	<i>d</i>	11:54
Secunderabad Jn.	<i>a</i>	09:40	Ammuguda	<i>d</i>	11:56
	<i>d</i>	09:42	Cavalry Barracks	<i>d</i>	12:01
James street	<i>d</i>	09:46	Alwal	<i>d</i>	12:05
Sanjeervaiah park	<i>d</i>	09:50	Bolarum Bazar	<i>d</i>	12:08
Necklace Road	<i>d</i>	09:55	Bolarum	<i>d</i>	12:11
Khairatabad	<i>d</i>	09:58	Gundla pochampalli	<i>d</i>	12:17
Lakdi ka pul	<i>d</i>	10:02	Gowdavalli	<i>d</i>	12:23
Hyderabad	<i>a</i>	10:20	Medchal	<i>a</i>	12:40
( # ) No Service on Sunday					

**MMTS TIMINGS**

FALAKNUMA-MEDCHAL						MEDCHAL-FALAKNUMA				
STATIONS		47156	47244 #	Stn. Code		STATIONS	47251#	47241	47185	Stn. Code
Falaknuma	d	12.30	15.15	FM		Medchal	13.20	13.40	14.15	MED
Huppuguda	d	12.33	15.18	HPG		Gowdavalli	13.26	13.46	14.21	GWV
Yakutpura	d	12.36	15.21	YKA		Gundla Pochampalli	13.33	13.53	14.28	GDPL
Dabirpura	d	12.38	15.23	DQR		Bolarum	13.42	14.02	14.37	BMO
Malakpet	d	12.40	15.25	MXT		Bolaurm Bazar	13.46	14.06	14.41	BOZ
<b>Kacheguda</b>	a	12.44	15.29	KCG		Alwal	13.49	14.09	14.44	ALW
	d	12.45	15.30			Cavalry Barracks	13.52	14.12	14.47	CVB
Vidyanagar	d	12.48	15.33	VAR		Ammuguda	13.54	14.14	14.49	AMQ
Jamai Osmania	d	12.50	15.35	JOO		Ramakistapuram Gate	13.56	14.16	14.51	RKO
Arts college	d	12.52	15.37	ATC		Safilguda	13.59	14.19	14.54	SFX
Sitafalmandi	d	12.55	15.40	STPD		Dayanand nagar	14.01	14.21	14.56	DYE
Lallaguda Gate	d	13.02	15.47	LGDH		Malkajgiri	14.03	14.23	14.58	MJF
Malkajgiri	d	13.05	15.49	MJF		Lallaguda Gate	14.05	14.25	15.00	LGDH
Dayanand nagar	d	13.07	15.51	DYE		Sitafalmandi	14.13	14.33	15.08	STPD
Safilguda	d	13.09	15.53	SFX		Arts college	14.15	14.35	15.10	ATC
Ramakistapuram Gate	d	13.12	15.56	RKO		Jamai Osmania	14.17	14.37	15.12	JOO
Ammuguda	d	13.14	15.58	AMQ		Vidyanagar	14.19	14.39	15.14	VAR
Cavalry Barracks	d	13.19	16.03	CVB	<b>Kacheguda</b>	14.23	14.43	15.18	KCG	
Alwal	d	13.23	16.07	ALW		14.24	14.44	15.19		
Bolaurm Bazar	d	13.25	16.09	BOZ		Malakpet	14.27	14.47	15.22	MXT
Bolarum	d	13.29	16.13	BMO		Dabirpura	14.29	14.49	15.24	DQR
Gundla Pochampalli	a	13.35	16.19	GDPL		Yakutpura	14.31	14.51	15.26	YKA
Gowdavalli	d	13.40	16.24	GWV		Huppuguda	14.35	14.55	15.30	HPG
Medchal	d	13.55	16.45	MED		Falaknuma	14.50	15.15	15.45	FM
( @ ) No Service on Saturday and (#) No Service on Sunday						( @ ) No Service on Saturday and (#) No Service on Sunday				

## SECTIONAL INFORMATION

Total Kilometers	TRACTION	AXLE LOAD					
297.12 Kms	Electric	22.40 T					
SYSTEM OF WORKING	Critical Block Section	Details of Line Capacity					
SC-UR: Double line Automatic Block System  UR-MBNR: Double line Absolute Block System  MBNR-DHNE: Single line Absolute Block System  STPD - STDB CABIN : Single line Absolute Block System	<b>MOA-ALPR</b>	Section	Charted Capacity	Effective Capacity	Utilisation	% of Utilisation With MB	
		STPD -STDB Chord line	36	32.4	72.4	223	
		SC-KCG	68	61.2	94	154	
		KCG-FM	96	86.4	89	103	
		FM-UR	96	86.4	62	72	
		UR-MBNR	48	43.2	58	134	
		MBNR-DKC	24	21.6	45	208	
		DKC-KRNT	24	21.6	37	171	
		KRNT-DHNE	24	21.6	24.9	115	
Number of stations	<b>Engg Allowance</b>  <b>18 Minutes</b>	<u>List of Notice Stations</u>					
Block Stations (Excluding (SC & DHNE)		SC,KCG,FM,UR,MBNR,GWD & KRNT					
Halts stations							

## SECTIONAL SPEEDS

Section	MPS
SC-FM-SC	80 KMPH
FM-DHNE-FM	110 KMPH
STPD - STDB Chord line	20 KMPH

A 18 (HYB)

# INTER SECTIONAL RUNNING TIME

## SECUNDEERABAD- DHONE SECTION

MPS			STATIONS	MPS		
Loaded Freight trains	80 Kmph	110 Kmph		110 Kmph	80 Kmph	Loaded Freight trains
	--	--	SECUNDERABAD	--	11	20
20	11	--	KACHEGUDA	--	10	15
15	10	--	FALAKNUMA	7		15
15		7	BUDVEL	6		15
10		6	UMDANAGAR	8		10
15		8	JUKAL	3		25
10		3	TIMMAPUR	12		25
25		12	SHADNAGAR	10		15
15		10	BALANAGAR	11		15
15		10	GOLLAPALLI	6		10
10		6	JADCHERLA	7		12
12		7	DIVITIPALLI	7		13
13		7	MAHABUBNAGAR	11		25
25		10	MANYAMKONDA	6		10
10		6	DEVARKADRA	7		15
15		7	KAUKUNTZA	6		10
15		6	PERUR	7		15
10		7	WANAPARTI ROAD	9		10
15		9	SRIRAMNAGAR	11		15
15		11	GADWAL	6		25
10		7	POODOOR	7		15
15		6	ITIKYALA	13		25
25		13	MANOPAD	17		30
30		17	ALAMPUR ROAD	8		15
15		8	KURNOOL CITY	11		30
30		11	DUPADU	7		15
15		7	ULINDAKONDA	9		15
15		9	VELDURTI	8		20
20		8	BOGOLU	9		25
25		9	DHONE	..		..
475 Min	248 Min		TOTAL	250 Min		475 Min

**SECUNDERABAD - DHONE**

DN

Kms From SC	Inter Distance	Train Numbers		12252	12194	16004	22684	17693	20703	77204
		FROM	TO	KRBA YPR	NSL MAS	LKO YPR	KCG RC	KCG YPR	KRNT GTL	
		TRAIN TYPE		Wainaganga SF Exp	SF Exp	Exp	SF Exp	Exp	VB EXP	Pass
		Days of service from the originating station		Su,Th	Sa	M	Th	Except Sat	Except Wed	Daily
0		Day of entry into section.		M, F	Su	Tu	Sa			
		Hyderabad	a							
		Secunderabad Jn	d							
3.76	3.76	ROB Km.1/2-1	s							
		Moula-ali ( Gate Cabin)	d	00:55	00:55	...	00:55			
		Malkajgiri	a			E.9 T:5				
2.37	2.37	Lallaguda Gate (H)	d							
		Sitafalmandi (B Cabin)	s							
		Sitafalmandi (A Cabin)	a					..		
3.36	0.99	ROB at Km2/5-6	d					..		
		Arts College H	s							
4.12	0.76	Jamai Osmania H	d					..		
		ROB Km.4/14-15	s					..		
5.48	1.36	Vidyanagar H	d					..		
		RUB Km.5/11-12Lingampalli Bridge	s					..		
7.36	1.88	Km.6/6-9 RUB7/20-21	a	01:25	01:25	T:40				
		Kacheguda	Watering	Watering	Watering	01:25	01:25			
		Musi River RUB 8/1-2	d	01:40	01:40	01:40	01:40	05:25	05:45	
8.87	1.51	Km.8/7-148/19-20,9/4-5.	s	01:10	01:10	00:50	01:10			
		Malakpet H	d					..		
10.04	1.17	Dabirpura H	s					..		

\$ Experimental stoppage

**A 20 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

17254	12789	22715	19713	12861	17023	12650	12648	12708	67776	77647	Station Code
AWB	KCG	KCG	JP	VSKP	SC	NZM	NZM	NZM	MRGA	KCG	
GMT	MRDW	MDU	KRNT	MBNR	KRNT	YPR	CBE	TPTY	KCG	RC	
Exp	SF Exp	SF Exp	Exp	SF Exp	Tungabhadra Exp	Samparkranthi SF Exp	Kongu SF Exp	AP Samparkranthi SF Exp	Pass	Pass (Via DKC, KSN)	
Daily	Tu, Fri	Sa	Sa	Daily	Daily	M,Tu,Th, Sa,Su	Wed	W,F,Su	Daily	Daily	
			Mon			Tu,W,F, Su,M	Th	Th,Sa,M			
05:00											SC
05:15					07:40						
05:15											
				06:50		08:10	08:10	08:25	09:20		MLYG
				07:00					09:30		MJF
			05:50	07:02		08:20	08:20	08:35	09:31		
				06:20					08:45		
									..		LGDH
									..		
			05:55	07:10		08:25	08:25	08:40	09:37		STDB
..			06:05	07:15	..				09:42		STPD
05:20			07:15	07:45	08:30	08:30	08:45	09:43			
									09:05		
									09:46		ATC
									09:07		
									09:48		JOO
									09:10		
									09:50		VAR
									09:12		
05:50			06:15	07:25	07:55	08:40	08:40	T:5	E:1 T:1		KCG
05:52	06:05	06:05	Watering	Watering		Watering	Watering	09:05	10:00		
05:30			06:30	07:35	07:57	08:55	08:55	09:20		09:40	
					..						MXT
					08:00						
					08:00						DQR
									09:46		
									09:46		

\$ Experimental stoppage

**A 21 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

Kms From SC	Inter Distance	Train Numbers		12252	12194	16004	22684	17693	20703	77204	
		FROM	TO	KRBA	JBP	NSL	LKO	KCG	KCG	KRNT	
		TRAIN TYPE	Wainaganga SF Exp	SF Exp	Exp	SF Exp	Exp	VB EXP	Pass		
		Days of service from the originating station		Su,Th	Sa	M	Th	Except Sat	Except Wed	Daily	
		Day of entry into section.		M, F	Su	Tu	Sa				
10.93	0.89	Yakutpura H	d					..			
			s					..			
13.28	2.35	Huppuguda H	d					..			
			s					..			
14.54	1.26	<b>Falaknuma</b> <i>ROB Km.15/2-3</i>	a					05:39			
			d	01:52	01:52	01:52	01:52	05:40	05:55		
			s					05:37			
19.2	4.66	NPA Shivarampalli H	d								
			s								
21.25	2.05	<b>Budvel</b>	a	..	..	..	..	05:50			
			d	01:59	01:59	01:59	01:59	06:07	06:00		
			s					05:45			
27.74	6.49	<b>Umdanagar</b> <i>RUB Km 28/1-2</i> <i>ROB KM.32/1-3</i>	a					T:5			
			d	02:05	02:05	02:05	02:05	06:21			
			s					P/12789/ 17254	06:05		
39.51	11.77	<b>Jukal</b>	a								
			d	02:13	02:13	02:13	02:13	05:55			
44.3	4.73	<b>Timmapur</b> <i>ROB Km.47/2-3</i> <i>ROB Km.51/5-6</i>	a					07:10			
			d	02:16	02:16	02:16	02:16	07:32	06:14		
			s					06:10			

\$ Experimental stoppage

**A 22 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

17254	12789	22715	19713	12861	17023	12650	12648	12708	67776	77647	Station Code
AWB Exp	KCG MRDW SF Exp	KCG MDU SF Exp	JP KRNT Exp	VSKP MBNR SF Exp	SC KRNT Tungabhadra Exp	NZM YPR Samparkranthi SF Exp	NZM CBE Kongu SF Exp	NZM TPTY AP Samparkranthi SF Exp	MRGA KCG Pass (Via DKC, KSN)	KCG RC Pass (Via DKC, KSN)	
Daily	Tu, Fri	Sa	Sa	Daily	Daily	M,Tu,Th, Sa,Su	Wed	W,F,Su	Daily	Daily	
			Mon			Tu,W,F, Su,M	Th	Th,Sa,M			
										09:48	
										09:48	YKA
										09:52	HPG
										09:52	
										09:55	FM
06:10 P/12789 G				T:3		08:12				09:55	
06:25	06:16	06:16	06:52	07:47	08:13	09:07	09:07	09:32		09:56	
05:45					08:10					09:55	
										10:02	NSVP
										10:02	
06:35					08:22			..		10:06	BDVL
06:36	06:23	06:23	07:00	07:54	08:23	09:14	09:14	09:39		10:07	
05:52					08:18					10:07	
06:45				08:02	08:32					E:3 10:18	UR
06:46	06:29	06:29	07:06	08:03	08:33	09:20	09:20	09:45		10:19	
06:00				07:30	08:25					10:16	
06:55	06:38	06:38	07:14	08:12	8.42	09:28	09:28	09:53		10:27	JKTP
07:00					08:47					10:33	
07:01	06:41	06:41	07:17	08:15	08:48	09:31	09:31	09:56		10:34	TMX
06:15					08:40					10:33	

\$ Experimental stoppage

**A 23 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

Kms From SC	Inter Distance	Train Numbers		12252	12194	16004	22684	17693	20703	77204
		FROM	TO	KRBA YPR	JBP YPR	NSL MAS	LKO YPR	KCG RC	KCG YPR	KRNT GTL
		TRAIN TYPE		Wainaganga SF Exp	SF Exp	Exp	SF Exp	Exp	VB EXP	Pass
		Days of service from the originating station		Su,Th	Sa	M	Th	Except Sat	Except Wed	Daily
		Day of entry into section.		M, F	Su	Tu	Sa			
		Kottur H		d						
				s						
		HBL Nagar H		d						
				s						
	59.06	Shadnagar		a					T:6 07:53	
				d	02:28	02:28	02:28	02:28	07:54	06:24
				s					06:25	
	69.18	Burgula H		d						
				s						
	72.59	Balanagar		a					08:07	
				d	02:38	02:38	02:38	02:38	08:08	06:32
				s					06:35	
	77.87	Rangareddi Guda H.		d						
				s						
	83.17	Rajapur H.		d						
				s						
	87.82	Gollapalli <i>ROB Km.94/2-3</i> <i>Old BRIDGE</i>		a					08:21	
				d	02:48	02:48	02:48	02:48	08:22	06:41
				s					06:45	

\$ Experimental stoppage

**A 24 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

17254	12789	22715	19713	12861	17023	12650	12648	12708	67776	77647	Station Code
AWB	KCG	KCG	JP	VSKP	SC	NZM	NZM	NZM	MRGA	KCG	
GNT	MRDW	MDU	KRNT	MBNR	KRNT	YPR	CBE	TPTY	KCG	RC	
Exp	SF Exp	SF Exp	Exp	SF Exp	Tungabhadra Exp	Samparkranthi SF Exp	Kongu SF Exp	AP Samparkranthi SF Exp	Pass	Pass (Via DKC,KSN)	
Daily	Tu, Fri	Sa	Sa	Daily	Daily	M,Tu,Th, Sa,Su	Wed	W,F,Su	Daily	Daily	
			Mon			Tu,W,F, Su,M	Th	Th,Sa,M			
						..	..			10:37	KOTT
										10:36	
					08:55	..	..			10:40	HBLN
					08:50					10:39	
07:13			07:30	08:28	09:07	T:2	T:2			10:49	SHNR
07:14	06:53	06:53	07:31	08:29	09:08	09:45	09:45	10:08		10:50	
06:30			07:20	07:50	09:00					10.50	
										11:01	BRGL
								..		11:00	
07:26										11:04	BABR
07:27	07:03	07:03	07:43	08:40	09:20	9.55	09:55	10:18		11:05	
06:45										11:05	
07:33										11:11	RRGA
06:50										11:10	
07:38										11:17	RJAP
06:55										11:15	
07:45						..				T:1 11:24 P/17021	GLY
07:46	07:13	07:13	07:53	08:50	09:31	10.05	10.05	10:28		11:45	
07:10										11.22	

\$ Experimental stoppage

**A 25 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

Kms From SC	Inter Distance	Train Numbers		12252	12194	16004	22684	17693	20703	77204
		FROM TO TRAIN TYPE		KRBA YPR Wainaganga SF Exp	JBP YPR MAS	NSL SF Exp	LKO YPR Exp	KCG RC SF Exp	KCG YPR VB EXP	KRNT GTL Pass
		Days of service from the originating station		Su,Th	Sa	M	Th	Except Sat	Except Wed	Daily
		Day of entry into section.		M, F	Su	Tu	Sa			
95.33	7.51	Jadcherla <i>ROB Km.Br. No. 214A, 215</i> <i>ROB Km.100-200</i>	a					08:29		
			d	02:54	02:54	02:54	02:54	08:30	06:47	
			s					07:00		
103.75	7.79	Divitipalli	a					<b>T:1</b> 08:40		
			d	03:01	03:01	03:01	03:01	08:41	06:54	
			s					07:15		
108.9	5.82	Yenugonda H	a							
			d							
			s							
112.98	4.08	Mahbubnagar	a	<b>E:3</b> 03:13	<b>E:6</b>	<b>E:3</b> 03:13	<b>E:3</b> 03:13	<b>E:6 T:9</b> 09:05 P/12251 G	07:01	
			d	03:15	03:15	03:15	03:15	09:10	07:02	
			s	02:40		\$ 02:40	02:40	07:45	06:55	
115.53	2.55	Mahbubnagar Town H	d					09:14		
			s					07:55		
126.93	11.4	Manyamkonda	a	03:28	03:28	03:28	03:28	09:23		
			d	<b>12786</b> 03:32	<b>12786</b> 03:32	<b>12786</b> 03:32	<b>12786</b> 03:32	09:24	07:13	
			s					08:05		
131.28	4.35	Kotakadra H	d							
			s							

\$ Experimental stoppage

**A 26 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

17254	12789	22715	19713	12861	17023	12650	12648	12708	67776	77647	Station Code
AWB Exp	KCG MRDW SF Exp	KCG MDU SF Exp	JP KRNT Exp	VSKP MBNR SF Exp	SC KRNT Tungabhadra Exp	NZM YPR Samparkranthi SF Exp	NZM CBE Kongu SF Exp	NZM TPTY AP Samparkranthi SF Exp	MRGA KCG Pass (Via DKC, KSN)	KCG RC Pass (Via DKC, KSN)	
Daily	Tu, Fri	Sa	Sa	Daily	Daily	M,Tu,Th, Sa,Su	Wed	W,F,Su	Daily	Daily	
		Mon				Tu,W,F, Su,M	Th	Th,Sa,M			
T:3 07:58 P/19713	07:20			08:57	E:2 09:40			..		12:03	
08:15	07:21	07:20	07:59	08:58	09:41	10.11	10.11	10:34		12:04	JCL
07:20	07:15			08:20	09:30					11:30	
08:24					E:1			T:8		T:1 12:13	DTP
08:25	07:29	07:28	08:06	09:06	09:50	10.18	10.18	10:50		12:14	
07:30										11:38	YNG
08:32										12:20	
07:40										11:44	
08:38	E:5 07:43	E:6 07:43	E:6 08:21	E:6 10:05 17436	E:3 T:2 22715 G	E:6 T:2 10:35	E:6 T:5 10:40	E:6 T:1 11:08		E:7 T:1 12:35 57411	MBNR
08:40	07:45	07:45	08:23	09:20 10:10		10.42	10.42	11:10		12:40	
07:50	07:30	07:30	08:00		09:50	\$ 10:30	10:30	10.50		11.52	MHBT
08:44											
07:53											
08:53 12647 G	E:1 07:58	T:1 07:58			10:23 22716	..	T:3 10.57	T:3 10:57	.. 11:22	12:51 12:52	MQN
08:56	07:58	07:58	08:34		10:27					12:04	
08:00											KTKA
09:01											
08:05											

\$ Experimental stoppage

**A 27 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

Kms From SC	Inter Distance	Train Numbers		12252	12194	16004	22684	17693	20703	77204
		FROM TO TRAIN TYPE		KRBA YPR Wainaganga SF Exp	JBP YPR MAS	NSL SF Exp	LKO YPR SF Exp	KCG RC Exp	KCG YPR VB EXP	KRNT GTL Pass
		Days of service from the originating station		Su,Th	Sa	M	Th	Except Sat	Except Wed	Daily
		Day of entry into section.		M, F	Su	Tu	Sa			
137.41	6.13	<b>Devarkadra Jn.</b>						<b>T:3</b>		
			a					09:38		
			d	03:39	03:39	03:39	03:39	<b>17436</b> 09:42	07:19	
147.98	5.47	<b>Kaukuntla</b>	s					08:15		
			a	03:47	03:47	03:47	03:47	<b>E:6 T:10</b> 10:06		
			d	<b>12798</b> 03:53	<b>12798</b> 03:53	<b>12798</b> 03:53	<b>12798</b> 03:53	<b>22716</b> 10:11	07:25	
153.1	5.12	Kurumurti H.	s					08:25		
			d							
156.0	2.90	<b>Perur</b>	s							
			a							
161.33	5.30	Konnur H. <i>Maradpalli Bridge Km.165/100-300</i>	d	04:00	04:00	04:00	04:00	10:20	07:31	
			d							
			s							
166.25	4.92	<b>Wanaparti Road</b> <i>Okkuseddy Bridge</i> <i>Km.173/100-300</i>	a					10:29		
			d	04:07	04:07	04:07	04:07	10:30	07:37	
			s					08:45		
172.32	6.07	Ajakollu H	a							
			d							
175.64	3.32	<b>Sriramnagar</b>	s							
			a							
			d	04:16	04:16	04:16	04:16	10:40 <b>57411</b> 10:46	07:45	
180	4.36	Arepalli H. <i>Krishna Bridge</i> <i>Km.181/300 - 182/300</i>	s					09:00		
			d	..	..	..	..	..		
			s	..	..	..	..	..		

\$ Experimental stoppage

**A 28 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

17254	12789	22715	19713	12861	17023	12650	12648	12708	67776	77647	Station Code
AWB	KCG	KCG	JP	VSKP	SC	NZM	NZM	NZM	MRGA	KCG	
GNT	MRDW	MDU	KRNT	MBNR	KRNT	YPR	CBE	TPTY	KCG	RC	
Exp	SF Exp	SF Exp	Exp	SF Exp	Tungabhadra Exp	Samparkranthi SF Exp	Kongu SF Exp	AP Samparkranthi SF Exp	Pass	Pass (Via DKC, KSN)	
Daily	Tu, Fri	Sa	Sa	Daily	Daily	M,Tu,Th, Sa,Su	Wed	W,F,Su	Daily	Daily	
			Mon			Tu,W,F, Su,M	Th	Th,Sa,M			
09:10										12:59	DKC
09:11	08:05	8.05	08:40		10:34	11.03	11:03	11:28		13:00	
08:15										12:15	
E:5 T:2	E:6 T:5	E:6 T:5			..	..				To Raichur (Arr 15:00)	KQQ
09:28	08:25	08:25			10:41	11.10	11:10	11:37			
17436	15024/ 22684	12251	08:47								
09:32	08:32	08:32	08:47								KXI
08:25											
09:38											
08:30											
09:42	08:39	08:39	08:53		10:47	11:16	11:16	11:45			PERR
09:47											KONN
08:40									..		
09:54			09:05		T:1	T:6	T:6				WPR
22716 G			17436		10:56						
09:58	08:46	08:46	09:10		57411						
08:50					11:01	11.30	11:30	11:52			AJK
10:05					10:35						
09:00											
10:10	..	..			11:12	..		T:2			SRNR
10:11	08:55	08:55	09:20		11:13	11.40	11:40	12:05			
09:15					10:45						
10:17	..	..			..	..		E:2			ARPL
09:20								..			

\$ Experimental stoppage

**A 29 (HYB)**

**SECUNDERABAD - DHONE**

DN

Kms From SC	Inter Distance	Train Numbers		12252	12194	16004	22684	17693	20703	77204
		FROM TO TRAIN TYPE		KRBA YPR Wainaganga SF Exp	JBP YPR MAS	NSL Exp	LKO YPR SF Exp	KCG RC Exp	KCG YPR VB EXP	KRNT GTL Pass
		Days of service from the originating station		Su,Th	Sa	M	Th	Except Sat	Except Wed	Daily
		Day of entry into section.		M, F	Su	Tu	Sa			
187.95	7.95	<b>Gadwal Jn.</b>		a	T:3 04:32 <b>17654</b>	T:3 04:32 <b>17651</b>	T:3 04:32 <b>17654</b>	T:3 04:32 <b>17654</b>	11:00	
				d	04:37 04:37	04:37 04:37	04:37 04:37	04:37 04:37	11:02	07:54
				s		03:50 03:50	03:50 03:50	03:50 03:50	09:45	
196.22	8.27	<b>Poodoor</b>		a	E:6 T:1 ..	E:3 T:4 ..	E:6 T:1 ..	E:6 T:1 ..	To Raichur (Arr 12:10)	
				d	04:52	04:52	04:52	04:52		08:00
				s						
202.65	6.43	<b>Peddadinne H.</b>		d	.. ..	.. ..	.. ..	.. ..		
				s						
206.21	3.56	<b>Itikyala</b>		a	E:3 T:10 05:13 <b>12649</b>	E:3 T:10 05:13 <b>12649</b>	E:3 T:10 05:13 <b>12649</b>	E:3 T:10 05:13 <b>12649</b>	08:05	
				d	05:19 05:19	05:19 05:19	05:19 05:19	05:19 05:19		
				s						
219.79	13.58	<b>Manopad</b> <i>ROB Km.230/600-700, Br. No. 436A</i> <i>National High Way No.7, Br. No. 436A</i>		a					E:3	
				d	05:33	05:33	05:33	05:33		08:18
				s						
233.6	13.81	<b>Sri Balabramareshwara</b> <b>Jogulamba (H)</b>		d	.. ..	.. ..	.. ..	.. ..		
				s						

\$ Experimental stoppage

**A 30 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

17254	12789	22715	19713	12861	17023	12650	12648	12708	67776	77647	Station Code
AWB	KCG	KCG	JP	VSKP	SC	NZM	NZM	NZM	MRGA	KCG	
GMT	MRDW	MDU	KRNT	MBNR	KRNT	YPR	CBE	TPTY	KCG	RC	
Exp	SF Exp	SF Exp	Exp	SF Exp	Tungabhadra Exp	Samparkranthi SF Exp	Kongu SF Exp	AP Samparkranthi SF Exp	Pass	Pass (Via DKC, KSN)	
Daily	Tu, Fri	Sa	Sa	Daily	Daily	M,Tu,Th, Sa,Su	Wed	W,F,Su	Daily	Daily	
			Mon			Tu,W,F, Su,M	Th	Th,Sa,M			
10:27	T:1 09:09	T:1 09:09	09:33		11:26	..	..	12:19			GWD
10:29	09:10	09:10	09:34		11:27	11.51	11:51	12:20			
09:30	08:30	08:30	09:10		10:55			12:00			
10:40	T:1	T:1			..			T:1			PDO
10:41	09:20	09:20	09:45		11.35	11:58	11:58	12:30			
09:40											
10:49	.. ..	.. ..			.. ..	.. ..	.. ..	..			PDNA
09:45								..			
10:54			T:8			E:6	E:6	E:3			IKI
10:55	09:26	09:26	10:00		11.41	12.10	12:10	12:40			
09:55											
T:2 11:12			E:7 T:4			..		T:5 13:00 <b>12707</b>			MOA
11:13	09:39	09:39	10:25		11.54	12.23	12.23	13:05			
10:10											
11:26					12.11	..		..			SBBJ
10:20					11.45			..			

\$ Experimental stoppage

**A 31 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

Kms From SC	Inter Distance	Train Numbers		12252	12194	16004	22684	17693	20703	77204
		FROM TO		KRBA	JBP	NSL	LKO	KCG	KCG	KRNT
		TRAIN TYPE		Wainaganga SF Exp	SF Exp	Exp	SF Exp	Exp	VB EXP	Pass
		Days of service from the originating station			Su,Th	Sa	M	Th	Except Sat	Except Wed
		Day of entry into section.			M, F	Su	Tu	Sa		Daily
235.89	2.29	<b>Alampur Road</b> <i>Tungabhadra Bridge</i> Km.240/800-241/700 RUBs Km.240/5-6,242/300-400	a	..	..	..	..		E:3	
			d	05:50	05:50	05:50	05:50		08:35	
			s							
243.42	7.53	<b>Kurnool City</b> <b>Hundri Bridge No. 450</b> <i>Km.244/300-600</i>	a	06:00	06:00	06:00	06:00		08:45	
			d	06:02	06:02	06:02	06:02		08:47	<b>09:40</b>
			s	05:40	05:40	05:40	05:40		08:30	
245.59	2.17	<i>Kotla (H)</i>	d	..	..	..	..			09:44
			..	..	..	..	..			09:44
			s							
254.21	8.62	<b>Dupadu</b>	a	<b>E:3 T:4</b> 06:22	<b>E:3 T:12</b> <b>12647</b>	<b>E:6 T:1</b> 06:22	<b>E:3 T:4</b> 06:22			09:54
			d	06:30	06:30	06:30	06:30		08:57	09:55
			s							09:50
265.37	11.16	<b>Ulinda Konda</b>	a	<b>T:4</b>	<b>T:4</b>	<b>T:4</b>	<b>T:4</b>			10:05
			d	06:43	06:43	06:43	06:43		09:03	10:06
			s							10:00
277.43	12.06	<b>Veldurti</b>	a	..	..	..	..			10:15
			d	06:53	06:53	06:53	06:53		09:11	10:16
			s							10:10
287.36	9.93	<b>Bogolu</b> <i>Dhone Bridge No. 523</i> Km.295/600-700	a	<b>T:2</b>	<b>T:2</b>	<b>T:2</b>	<b>T:2</b>			10:25
			d	07:03	07:03	07:03	07:03		09:18	10:26
			s							10:20
297.12	9.76	<b>Dhone Jn.</b>	a	<b>E:3 T:2</b> <b>07:20</b>	<b>E:3 T:2</b> <b>07:20</b>		<b>E:3 T:2</b> <b>07:20</b>			<b>E:3 T:12</b> <b>10:55</b>
			d	<b>07:25</b>	<b>07:25</b>	<b>07:20</b>	<b>07:25</b>		<b>09:35</b>	<b>11:00</b>
			s	<b>07:00</b>	<b>07:00</b>	<b>07:00</b>	<b>07:00</b>			<b>10:40</b>

\$ Experimental stoppage

**A 32 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

17254	12789	22715	19713	12861	17023	12650	12648	12708	67776	77647	Station Code
AWB	KCG	KCG	JP	VSKP	SC	NZM	NZM	MRGA	KCG		
GMT	MRDW	MDU	KRNT	MBNR	KRNT	YPR	CBE	TPTY	KCG	RC	
Exp	SF Exp	SF Exp	Exp	SF Exp	Tungabhadra Exp	Samparkranthi SF Exp	Kongu SF Exp	AP Samparkranthi SF Exp	Pass	Pass (Via DKC,KSN)	
Daily	Tu, Fri	Sa	Sa	Daily	Daily	M,Tu,Th, Sa,Su	Wed	W,F,Su	Daily	Daily	
			Mon			Tu,W,F, Su,M	Th	Th,Sa,M			
11:30	09:56	09:56	10:45	T:2		E:3	12.42 12707 12.48	T:7			ALPR
					12.15		12.48	13:23			
11:40	T:10 10:15	T:10 10:15	E:2 T:18 11:20			E:6 12.30	T:9 13.08 13.10	T:9 13.08 13.10	T:2 13:35 13:37		KRNT
11:42	10:17	10:17									
10:50	09:50	9.50					12.50	12.50	13:25		KOLA
11:46							..				
11:00							..		..		DUU
11:55	..	..					T:4 ..	T:4			
11:56	10:30	10:30					13.27	13.27	.. 13:50		UKD
11:10											
E:5 12:12 12707 12:16	T:2 10:40	T:2 10:40					13.34	13:34	.. 14:00		VDI
11:25											
E:8 T:7 12:45											BVO
12:46	10:50	10:50					13:45	13:45	14:15		
11:45											DHNE
12:56	T:1 ..	T:1 ..					T:6	T:6	E:3 T:8		
12:57	11:00	11.00					14.00	14.00	14:35		
12:10							E:6 T:9	E:6 T:9			
13:10	E:6 11:20	E:6 11.20					14.25	14:25	T:7 14:55		
13:40	11:25	11.25					14.30	14:30	15:00		
13:20	11.10	11.10						14:20	14:45		

\$ Experimental stoppage

**A 33 (HYB)**

## **SECUNDERABAD - PHONE**

DN

Kms. from SC	Inter Distance	Train Numbers		17021	17039	57414	57412	77641
		FROM TO TRAIN TYPE		HYB	SC GTL Exp	BDHN KCG Exp	KCG GTL	KCG MBNR Pass
		Days of service from the originating station		Th	W,F	Daily	Daily	Daily
		Day of entry into section.		Th	W,F			
		<b>Hyderabad</b>		d	09:15			
0		<b>Secunderabad Jn</b> <i>FOB, ROB Km.1/2-1</i>		a	09:55			
				d	10:05	10:05	--	
				s	10:05			
		<b>Moula-ali ( Gate Cabin)</b>		d	..		..	..
3.76		<b>Malkajgiri</b>		a			10:25	
				d			10:27	
				s			10:00	
		Lallaguda Gate (H)		d			10:30	
				s			10:05	
		<b>Sitafalmandi (B Cabin)</b>		d			10:35	
2.37	2.37	<b>Sitafalmandi (A Cabin)</b>		a			E:1 10:40	
				d	10:10	10:10	10:41	
				s			10:15	
3.36	0.99	ROB at Km2/5-6 Arts College H		d			10:43	..
				s			10:22	
4.12	0.76	Jamai Osmania H ROB Km.4/14-15		d			10:46	..
				s			10:24	
5.48	1.36	Vidyanagar H RUB Km.5/11-12Lingampalli Bridge		d			10:48	..
				s			10:26	
7.36	1.88	Km.6/6-9 RUB7/20-21 <b>Kacheguda</b> Musi River RUB 8/1-2 Km.8/7-148/19-20,9/4-5.		a	10:23	10:23	10:50	--
				d	10:25	10:25		
				s	10:20	10:20		
8.87	1.51	Malakpet H		d			..	
							11:03	13:23
				s			11:03	13:23
10.04	1.17	Dabirpura H		d			..	13:26
				s			11:06	13:26

§ Experimental stoppage

A 34 (HYB)

**SECUNDERABAD - DHONE**

**DN**

57606	77209	16353	17652	17653	17027	17435	Station Code
VKB	KRNT	KCG	KCG	KCG	HYB	KCG	
KCG	NDL	NCJ	CGL	PDY	KRNT	KRNT	
Pass	Pass	Exp	Exp	Exp	Hundry Exp	Exp	
Daily	Daily	Su	M,Tu,F,Sa	W,Th,Su	Daily	Daily	
					16:20		HYB
13:10					16:45		
13:30					16:50		SC
12:45					16:50		
					..		MLY'G
					..		
					..		MJF
					..		
					..		
					..		LGDH
					..		
					..		STDB
13:35		..	..		..	..	
13:36		..	..		16:55	..	STPD
13:00		..	..		..	..	
		..	..		..	..	
		..	..		..	..	ATC
		..	..		..	..	
		..	..		..	..	
		..	..		..	..	JOO
		..	..		..	..	
		..	..		..	..	
		..	..		..	..	VAR
		..	..		..	..	
		..	..		..	..	
E:1							
13:45			-		17:15		
							KCG
		15:45	17:00	17:00	17:17	18:10	
					17:15		
			..	..			
			..	..			MXT
		..	..	..		..	
		..	..	..			DQR

\$ Experimental stoppage

**A 35 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

Kms. from SC	Inter Distance	Train Numbers		17021	17039	57414	57412	77641
		FROM		HYB	SC	BDHN	KCG	KCG
		TO		GTL	VSG	KCG	GTL	MBNR
		TRAIN TYPE		Exp	Exp	Pass	Pass	Pass
		Days of service from the originating station		Th	W,F	Daily	Daily	Daily
		Day of entry into section.		Th	W,F			
10.93	0.89	Yakutpura H	d				..	..
				s			11:08	13:28
13.28	2.35	Huppuguda H	d				..	..
				s			11:12	13:31
14.54	1.26	Falaknuma ROB Km.15/2-3	a				11:19	13:35
				d	10:36	10:36	11:20	13:36
				s			11:18	13:35
19.2	4.66	NPA Shivarampalli H	d					13:41
				s				13:40
21.25	2.05	Budvel	a				11:29	13:48
				d	10:43	10:43	11:30	13:49
				s			11:25	13:48
27.74	6.49	Umdanagar RUB Km 28/1-2 ROB KM.32/1-3	a				11:39	13:58
				d	10:49	10:49	11:40	13:59
				s			11:35	13:54
39.51	11.77	Jukal	a					
				d	10:57	10:57	11:49	14:08
44.3	4.73	Timmapur ROB Km.47/2-3 ROB Km.51/5-6	a				11:54	14:12
				d	11:00	11:00	11:55	14:13
				s			11:48	14:00

\$ Experimental stoppage

**A 36 (HYB)**

**SECUNDERABAD - DHONE**
**DN**

57606	77209	16353	17652	17653	17027	17435	Station Code
VKB	KRNT	KCG	KCG	KCG	HYB	KCG	
KCG	NDL	NCJ	CGL	PDY	KRNT	KRNT	
Pass	Pass	Exp	Exp	Exp	Hundry Exp	Exp	
Daily	Daily	Su	M,Tu,F,Sa	W,Th,Su	Daily	Daily	
		..	..	..		..	YKA
		..	..	..			
		..	..	..		..	HPG
		..	..	..			
		15:57	17:12	17:12	17:29	18:23	FM
					17:30	18:24	
					17:25	18:22	
		..	..			18:29	NSVP
						18:26	
		..	..			18:34	BDVL
		16:04	17:19	17:19	17:38	18:35	
						18:32	
		..	..		17:45	18:43	UR
		16:10	17:25	17:25	17:46	18:44	
					17:40	18:40	
		..	..				JKTP
		16:18	17:33	17:33	17:55	18:53	
	T:2	..	..		18:00	18:57	
	16:23	17:36	17:36		18:01	18:58	
					17:50	18:52	

\$ Experimental stoppage

**A 37 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

Kms. from SC	Inter Distance	Train Numbers		17021	17039	57414	57412	77641
		FROM		HYB	SC	BDHN	KCG	KCG
		TO		GTL	VSG	KCG	GTL	MBNR
		TRAIN TYPE		Exp	Exp	Pass	Pass	Pass
		Days of service from the originating station		Th	W,F	Daily	Daily	Daily
		Day of entry into section.		Th	W,F			
46.38	1.87	Kottur H	d				11:59	..
			s				11:54	..
48.25	1.81	HBL Nagar H	d				12:03	..
			s				11:57	..
59.06	10.1	Shadnagar	a	11:13	11:13		12:13	14:27
			d	11:14	11:14		12:14	14:28
			s	11:05	11:05		12:10	14:15
69.18	10.8	Burgula H	d					..
			s					..
72.59	3.41	Balanagar	a	T:1	T:1		12:25	14:39
			d	11:26	11:26		12:26	14:40
			s				12:22	14:25
77.87	5.28	Rangareddi Guda H.	d					..
			s					..
83.17	05.30	Rajapur H.	d					..
			s					..
87.82	4.65	Gollapalli ROB Km.94/2-3 Old BR	a				12:39	14:51
			d	11:36	11:36		12:40	14:52
			s				12:33	14:35

\$ Experimental stoppage

**A 38 (HYB)**

**SECUNDERABAD - DHONE**
**DN**

57606	77209	16353	17652	17653	17027	17435	Station Code
VKB	KRNT	KCG	KCG	KCG	HYB	KCG	
KCG	NDL	NCJ	CGL	PDY	KRNT	KRNT	
Pass	Pass	Exp	Exp	Exp	Hundry Exp	Exp	
Daily	Daily	Su	M,Tu,F,Sa	W,Th,Su	Daily	Daily	
		..	..				KOTT
		..	..				
							HBLN
		..	..				SHNR
		..	..				
		T:1					SHNR
		17:49	17:49	18:15	19:11		
		16:36	17:50	17:50	18:16	19:12	
			17:45	17:45	18:10	19:05	
			..	..		19:23	BRGL
						19:12	
		T:2				19:27	BABR
		..	..			19:28	
		16:48	18:01	18:01	18:27	19:28	
						19:15	
		..	..			19:34	RRGA
		..	..			19:20	
		..	..			19:39	RJAP
		..	..			19:25	
			..			19:43	GLY
			..			19:44	
		16:58	18:11	18:11	18:37	19:35	

\$ Experimental stoppage

**A 39 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

Kms. from SC	Inter Distance	Train Numbers		17021	17039	57414	57412	77641
		FROM	TO	HYB	SC	BDHN	KCG	KCG
		TRAIN TYPE		GTL	VSG	KCG	GTL	MBNR
		Days of service from the originating station		Exp	Exp	Pass	Pass	Pass
		Day of entry into section.		Th	W,F	Daily	Daily	Daily
95.33	7.51	Jadcherla	a		11:42		12:50	T:10 15:20
		ROB Km.Br. No. 214A, 215	d	11:42	11:43		12:51	15:21
		ROB Km.100-200	s		11.30		12:43	14:45
103.8	7.79	Divitipalli	a	T:3	T:1		13:00	15:28
			d	11:52	11:52		13:01	15:29
			s				12:50	14:52
108.9	5.82	Yenugonda H	d				13:08	.. ..
			s				12:55	
113	4.08	Mahbubnagar (B)	a	E:6 T:1 12:08	E:6 T:1 12:08		13.15	E:6 T:4
			d	12:10	12:10		13.17	15:50
			s	11.40	11.40		13.05	--
115.5	2.55	Mahbubnagar Town H	d	.. ..	.. ..		13.20	
			s				13:10	
126.9	11.40	Manyamkonda	a				13.30	
			d	12:22	12:22		13.31	
			s				13:20	
131.3	4.35	Kotakadra H.	d	.. ..	.. ..		13:35	
			s				13:25	

\$ Experimental stoppage

**A 40 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

57606	77209	16353	17652	17653	17027	17435	Station Code
VKB	KRNT	KCG	KCG	KCG	HYB	KCG	
KCG	NDL	NCJ	CGL	PDY	KRNT	KRNT	
Pass	Pass	Exp	Exp	Exp	Hundry Exp	Exp	
Daily	Daily	Su	M,Tu,F,Sa	W,Th,Su	Daily	Daily	
		T:2	T:1 18:19	T:1 18:19	18:44	19:54	JCL
		17:06	18:20	18:20	18:45	19:55	
			\$ 18:10	\$ 18:10	18:40	19:45	
		T:1	..	..		20:04	DTP
		17:14	18:28	18:28	18:53	20:05	
						19:50	
			..	..			YNG
			..	..			
		E:6 17:30	E:2 18:38	E:2 18:38	T:1 19:02	E:6 20:20	MBNR
		17:32	18:40	18:40	19:04	20:22	
		17.15	18:25	18:25	18:55	20:00	
		..	..	..	..	20:26	MHBT
		..	..	..	..	20:05	
						..	MQN
		..	..	..	..	..	
		17:43	18:51	18:51	19:15	20:35	
							KTKA
		..	..	..	..	..	

\$ Experimental stoppage

**A 41 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

Kms. from SC Inter Distance		Train Numbers	17021	17039	57414	57412	77641	
		FROM	HYB	SC	BDHN	KCG	KCG	
		TO	GTL	VSG	KCG	GTL	MBNR	
		TRAIN TYPE	Exp	Exp	Pass	Pass	Pass	
Days of service from the originating station			Th	W,F	Daily	Daily	Daily	
Day of entry into section.			Th	W,F				
137.4	6.13	<b>Devarkadra Jn.</b>	a	..	..		13.39	
			d	12:28	12:28		13:40	
			s				13:30	
148	5.47	<b>Kaukuntla</b>	a				13.49	
			d	12:35	12:35		13.50	
			s				13:40	
153.1	5.12	Kurumurti H.	a	..	..			
			d	..	..		13.54	
			s				13:50	
156.0	2.90	<b>Perur</b>	a				14.01	
			d	12:41	12:41		12707	
							14.05	
161.3	5.3	Konnur H. <i>Maradpalli Bridge Km.165/100-300</i>	d				14:10	
			s				14:00	
166.3	4.92	<b>Wanaparti Road</b> <i>Okkusetty Bridge</i> <i>Km.173/100-300</i>	a				14:16	
			d	12:48	12:48		14:17	
			s				14:10	
172.3	6.07	<b>Ajakollu H</b>	d	..	..		14:24	
			s				14:20	
175.6	3.32	<b>Sriramnagar</b>	a	..	..		14.29	
			d	12:57	12:57		14.30	
			s				14:25	
180	4.36	Arepalli H. <i>Krishna Bridge</i> <i>Km.181/300 - 182/300</i>	d	..	..		14.36	
			s				14:30	

\$ Experimental stoppage

**A 42 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

57606	77209	16353	17652	17653	17027	17435	Station Code
VKB	KRNT	KCG	KCG	KCG	HYB	KCG	
KCG	NDL	NCJ	CGL	PDY	KRNT	KRNT	
Pass	Pass	Exp	Exp	Exp	Hundry Exp	Exp	
Daily	Daily	Su	M,Tu,F,Sa	W,Th,Su	Daily	Daily	
						T:2 20:45 P/12785 XING 16733	DKC
		17:49	18:57	18:57	19:21	21:06	
			..	..	E:1	E:3 T:5 21:23 20704	KQQ
		17:56	19:04	19:04	19:30	21:27	
			..	..		..	KXI
			..	..		..	
							PERR
					E:6 19:43 16004		
		18:02	19:10	19:10	19:46	21:35	
		..	..	..	..	..	KONN
		..	..	..	..	..	
							WPR
		..			19:55	21:43	
		18:09	19:17	19:17	19:56	21:44	
			..	..	19:40	21:00	
			..	..		..	AJK
		T:2	E:4	..	20:07		SRNR
		18:20	19:31	19:27 16003	20:08	21:55	
		..	..	..	19:50		ARPL
		..	..	..	..	..	

\$ Experimental stoppage

**A 43 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

Kms. from SC Inter Distance		Train Numbers		17021	17039	57414	57412	77641
		FROM		HYB	SC	BDHN	KCG	KCG
		TO		GTL	VSG	KCG	GTL	MBNR
		TRAIN TYPE		Exp	Exp	Pass	Pass	Pass
		Days of service from the originating station		Th	W,F	Daily	Daily	Daily
188	7.95	Gadwal Jn.	a	13:09	13:09		14.46	
			d	13:10	13:10		14.48	
			s	12:50	12:50		14:40	
196.2	8.27	Poodoor	a	E:5 T:1				
			d	13:18	12707		14:57	
			s	13:25	13:25		14.58	
202.7	6.43	Peddadinne H.	d	..			15:06	
			s	..			15:00	
206.2	3.56	Itikyala	a				15:10	
			d	13:32	13:32		15:11	
			s	..			15:10	
219.8	13.58	Manopad <small>ROB Km.230/600-700, Br. No. 436A National High Way No.7, Br. No. 436A</small>	a				15.27	
			d	13:45	13:45		17027	
			s				15.31	
233.6	13.8	Sri Balabramareshwara Jogulamba (H)	d				15:20	
			s				15:46	
\$ Experimental stoppage								

**SECUNDERABAD - DHONE**

**DN**

57606	77209	16353	17652	17653	17027	17435	Station Code
VKB	KRNT	KCG	KCG	KCG	HYB	KCG	
KCG	NDL	NCJ	CGL	PDY	KRNT	KRNT	
Pass	Pass	Exp	Exp	Exp	Hundry Exp	Exp	
Daily	Daily	Su	M,Tu,F,Sa	W,Th,Su	Daily	Daily	
		T:2 18:34	T:4 19:47 12790/16733	T:4 19:47 <b>12790</b>	T:2 20:24	22:08	GWD
		18:35	19:52	19:52	20:25	22:10	
		18:15	19:30	19:30	20:00	21:30	
		..	T:2 ..	T:2 ..	..	..	PDO
		18:43	20:02	20:02	20:32	22:18	
		..	..	..	..	..	PDNA
		..	..	..	..	..	
		T:4 18:55 <b>16003</b>	..	..	20:39 <b>20704</b>	T:3 22:28 <b>12975</b>	IKI
		19:01	20:08	20:08	20:43	22:33	
					\$ 20:20		
		19:16	E:2 T:1 20:25	E:2 T:1 20:25			MOA
		<b>12790</b>	<b>20704</b>	<b>20704</b>			
		19:21	20:29	20:29	20:57	22:50	
			..	..			SBBJ
			..	..	21:12		
					20:40		

\$ Experimental stoppage

**A 45 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

Kms. from SC	Inter Distance	Train Numbers		17021	17039	57414	57412	77641	
		FROM		HYB	SC	BDHN	KCG	KCG	
		TO		GTL	VSG	KCG	GTL	MBNR	
		TRAIN TYPE		Exp	Exp	Pass	Pass	Pass	
Days of service from the originating station			Th	W,F	Daily	Daily	Daily		
Day of entry into section.			Th	W,F					
235.9	2.29	<b>Alampur Road</b> Tungabhadra Bridge Km.240/800-241/700 RUBs Km.240/5-6,242/300-400	a				E:8 16.00 19714/ 17253		
			d	14:02	14:02		16.32		
			s				15:45		
243.4	7.53	<b>Kurnool City</b> Hundri Bridge No. 450 Km.244/300-600	a	E:5 T:2 14:18	E:6 T:1 14:18		E:5 T:12 17.00 77207		
			d	14:20	14:20		17:07		
			s	14:00	14:00		16:20		
245.6	2.17	<b>Kotla (H)</b>	d	..			17.11		
			s				16:25		
254.2	8.62	<b>Dupadu</b>	a	T:3 ..	T:3		17.21		
			d	14:35	14:35		17.22		
			s				16:35		
265.4	11.2	<b>Ulinda Konda</b>	a	E:2 T:1 ..	E:2 T:1 ..		17.33		
			d	14:45	14:45		17.34		
			s				16:45		
277.4	12.1	<b>Veldurti</b>	a	T:1 ..	T:1 ..		17.48 16003		
			d	14:55	14:55		17.54		
			s				17:00		
287.4	9.93	<b>Bogolu</b> Dhone Bridge No. 523 Km.295/600-700	a	T:8 15:13 17253	E:4 T:2 15:13 17253		T:3 18.08 12790		
			d	15:17	15:17		18.14		
			s				17:25		
297.1	9.76	<b>Dhone Jn.</b>	a	T:5 15:35	T:5 15:35		E:5 T:8 18.40		
			d	15:40	15:40		18.45		
			s	15:25	15:25		18:00		

\$ Experimental stoppage

**A 46 (HYB)**

# SECUNDERABAD - DHONE

DN

57606	77209	16353	17652	17653	17027	17435	Station Code
VKB	KRNT	KCG	KCG	KCG	HYB	KCG	
KCG	NDL	NCJ	CGL	PDY	KRNT	KRNT	
Pass	Pass	Exp	Exp	Exp	Hundry Exp	Exp	
Daily	Daily	Su	M,Tu,F,Sa	W,Th,Su	Daily	Daily	
		19:39	20:47	20:47	21:17	23:07	ALPR
		19:50 <b>20704</b>	E:6 T:2 21:05	E:6 T:2 21:05	E:8 T:1 21:35	E:6 T:15 23:40	KRNT
	17:30	19:57	21:07	21:07		..	
		19:40	21:00	21:00			
	17:34						KOLA
	17:34						
	17:45						DUU
	<b>17:46</b>	20:10	21:20	21:20			
	17:43						
	17:58 16003 18:03	E:3 20:20	E:3 21:30	E:3 21:30			UKD
	17:38						
	E:3 18:17 <b>16733</b> 18:22	20:30	21:40	21:40			
	17:48						VDI
	T:8 18:42 18:43	E:2 T:10 20:50	T:3 21:55 19302/ 17040 22:00	T:3 21:55 12193/ 17040 22:00			
	18.00						BVO
	E:7 T:1 18:55 19:00	E:1 T:11 21:10 21:15	E:5 T:7 22:25 22:30				DHNE
	18:40	20.45	22:10	22:10			

\$ Experimental stoppage

**A 47 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

Kms. From SC	Inter Distance	Train Numbers		16734	12766	12770	12785	57602
		FROM TO TRAIN TYPE		OKHA	AMI	SC	KCG	WADI
				RMM	TPTY	TPTY	MYs	KCG
				Exp	SF Exp	Sevenhills SF Exp	SF Exp	Pass
		Days of service from the originating station		Tu	M,Th	Tu,F	Daily	Daily
		Day of entry into section.		W	M,Th	Tu,F		
0		Secunderabad Jn ROB Km.1/2-1	a	..	..	..	..	19:00
			d	..	..	17:40	..	19:05
			s					19:00
3.76		Moula-ali (Gate Cabin) Malkajgiri	d	..	..	..	..	
			a	E:5 T:3	E:5 T:3	..	..	
			d	17:20	17:20	..	..	
			s			..	..	
		Lallaguda Gate (H)	d	..	..	..	..	
			s	..	..	..	..	
		Sitafalmandi (B Cabin)	d	17:25	17:25			
2.37	2.37	Sitafalmandi (A Cabin)	a	..	..	..	..	19:10
			d	17:30	17:30	17:45	..	19:11
			s	..	..	..	..	19:10
3.36	0.99	ROB at Km2/5-6 Arts College H	d	..	..	..	..	..
			s	..	..	..	..	19:13
4.12	0.76	Jamai Osmania H ROB Km.4/14-15	d	..	..	..	..	..
			s	..	..	..	..	19:15
5.48	1.36	Vidyanagar H RUB Km.5/11-12Lingampalli Bridge	d	..	..	..	..	..
			s	..	..	..	..	19:17
7.36	1.88	Km.6/6-9 RUB7/20-21 Kacheguda Musi River RUB 8/1-2 Km.8/7-148/19-20,9/4-5.	a	17:40	17:40	17:58	--	E:1 T:10
				Watering	Watering			19:35
			d	17:55	17:55	18:00	19:05	
			s	17:30	17:30	17:55		
8.87	1.51	Malakpet H	a	..			..	
			d	..			..	
			s					
10.04	1.17	Dabirpura H	a	..			..	
			d	..			..	
			s					

\$ Experimental stoppage

**A 48 (HYB)**

**SECUNDERABAD - DHONE**

DN

12797	15023	17603	67780	17252	67781	19301	12976	STN CODE
KCG	GKP	KCG	NDKD	KCG	KCG	DADN	JP	
CTO	YPR	YNK	KCG	GNT	MBNR	YPR	MYS	
Venkatadri SF Exp	Exp	Exp	Pass	Exp	Pass	Exp	SF Exp	
Daily	Tu	Daily	Exc Sa	Daily	Daily	Su	M,W	
	W					M	Tu,Th	
							..	SC
19:30			20:35				23:40	MLYG
			20:45					
19:40			20:46			21:50	23:50	MJF
			20:45					
			20:49					
			20:47					LGDH
19:45			20:52			21:56	23:55	STDB
	T:8		20:57					
	20:00		20:58			22:03	23:59	STPD
			20:53					
			..				..	ATC
			21:01				..	
			20:55					
			..				..	JOO
			21:03				..	
			20:57					
			..				..	VAR
			21:05				..	
			21:00					
--	20:15 Watering	21:15		21:20	21:45	22:15 Watering	00:15 Watering	KCG
20:05			20:30					
20:15			21:05					
						22:30	00:30	
			20:15			22:10	00:05	
..			..		..		..	
..			..	21:23	21:47		..	MXT
				21:23	21:47			
..			..		..		..	
..			..		21:50		..	DQR
					21:50			

\$ Experimental stoppage

**A 49 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

Kms. From SC	Inter Distance	Train Numbers		16734	12766	12770	12785	57602	
		FROM TO TRAIN TYPE		OKHA	AMI	SC	KCG	WADI	
				RMM	TPTY	TPTY	MYS	KCG	
Days of service from the originating station				Sevenhills Exp	SF Exp	SF Exp	Pass		
Day of entry into section.				W	M,Th	Tu,F	Daily	Daily	
10.93	0.89	Yakutpura H		a ..			..		
				d ..			..		
				s					
13.28	2.35	Huppuguda H		a ..			..		
				d ..			..		
				s					
14.54	1.26	Falaknuma ROB Km.15/2-3		a T:4 ..	T:4		..		
				d 18:12	18:12	18:12	19:16	--	
				s					
19.2	4.66	NPA Shivarampalli H		d ..			..		
				d ..			..		
				s					
21.25	2.05	Budvel		a ..			..		
				d 18:19	18:19	18:19	19:23		
				s					
27.74	6.49	Umdanagar RUB Km 28/1-2 ROB KM.32/1-3		a ..			..		
				d 18:25	18:25	18:25	19:29		
				s					
39.51	11.77	Jukal							
				a					
				d 18:34	18:34	18:34	19:37		
44.3	4.73	Timmapur ROB Km.47/2-3 ROB Km.51/5-6		a			..		
				d 18:37	18:37	18:37	19:40		
				s					

\$ Experimental stoppage

**A 50 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

<b>12797</b>	<b>15023</b>	<b>17603</b>	<b>67780</b>	<b>17252</b>	<b>67781</b>	<b>19301</b>	<b>12976</b>	<b>STN CODE</b>
KCG	GKP	KCG	NDKD	KCG	KCG	DADN	JP	
CTO	YPR	YNK	KCG	GNT	MBNR	YPR	MYS	
Venkatadri SF Exp	Exp	Exp	Pass	Exp	Pass	Exp	SF Exp	
Daily	Tu	Daily	Exc Sa	Daily	Daily	Su	M,W	
	W					M	Tu,Th	
..		..					..	
..		..			21:52		..	
					21:52			
..		..					..	
..		..			21:55		..	<b>HPG</b>
					21:55			
..		..		21:35	22:00		..	<b>FM</b>
20:16	20:42	21:16		21:36	22:01	22:46	00:42	
				21:35	22:00			
..		..					..	
..		..					..	<b>NSVP</b>
..		..		21:45	22:10		..	<b>BDVL</b>
20:23	20:49	21:23		21:46	22:11	22:53	00:49	
				21:42	22:10			
20:31				21:55	22:19		..	
20:32	20:55	21:29		21:56	22:20	23:00	00:55	<b>UR</b>
20:30				21:50	22:20			
20:41	21:03	21:37		22:05	22:29	23:10	01:03	<b>JKTP</b>
..		..			22:33		..	
20:44	21:06	21:40		22:08	22:34	23:13	01:06	
					22:30			

\$ Experimental stoppage

**A 51 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

Kms. From SC	Inter Distance	Train Numbers		16734	12766	12770	12785	57602
		FROM	TO	OKHA	AMI	SC	KCG	WADI
		TRAIN TYPE		RMM Exp	TPTY SF Exp	TPTY Sevenhills SF Exp	MYS SF Exp	KCG Pass
		Days of service from the originating station		Tu	M,Th	Tu,F	Daily	Daily
		Day of entry into section.		W	M,Th	Tu,F		
46.38	1.87	Kottur H		d ..	.. ..	.. ..	.. ..	
				s ..				
48.25	1.81	HBL Nagar H		d ..				..
				s ..				
59.06	10.12	Shadnagar		a ..	.. ..		.. ..	
				d 18:49	18:49	18:49	19:52	
				s ..				
69.18	10.81	Burgula H		d ..	.. ..	.. ..	.. ..	
				s ..				
72.59	3.41	Balanagar		a ..	.. ..	.. ..	.. ..	
				d 18:59	18:59	18:59	20:02	
				s ..				
77.87	5.28	Rangareddi Guda H.		d ..	.. ..	.. ..	.. ..	
				s ..				
83.17	5.3	Rajapur H.		d ..	.. ..	.. ..	.. ..	
				s ..				
87.82	4.65	Gollapalli ROB Km.94/2-3 Old BR		a ..			.. ..	
				d 19:09	19:09	19:09	20:12	
				s ..				

\$ Experimental stoppage

**A 52 (HYB)**

**SECUNDERABAD - DHONE**

DN

12797	15023	17603	67780	17252	67781	19301	12976	STN CODE
KCG CTO Venkatadri SF Exp	GKP YPR Exp	KCG YNK Exp	NDKD KCG Pass	KCG GNT Exp	KCG MBNR Pass	DADN YPR Exp	JP MYS SF Exp	
Daily	Tu	Daily	Exc Sa	Daily	Daily	Su	M,W	
	W					M	Tu,Th	
..		..					..	KOTT
..		..			22:37		..	
					22:35			HBLN
..		..					..	
..		..			..		..	
20:57		21:54		T:3 22:25	22:49	T:2		SHNR
20:58	21:18	21:55		22:26	22:50	23:28	01:18	
20:50		21:50		22:15	22:48			
..		..					..	BRGL
..		..			..		..	
..		..			23:03			BABR
21:09	21:28	22:06		22:37	23:04	23:38	01:28	
					22:58			RRGA
..		..					..	
..		..					..	
..		..					..	RJAP
							..	
..		..					..	GLY
21:19	21:38	22:16		22:47	23:17	23:48	01:38	
					23:08			

\$ Experimental stoppage

A 53 (HYB)

**SECUNDERABAD - DHONE**

**DN**

Kms. From SC	Inter Distance	Train Numbers	16734	12766	12770	12785	57602
		FROM TO TRAIN TYPE	OKHA RMM Exp	AMI TPTY SF Exp	SC TPTY Sevenhills SF Exp	KCG MYS SF Exp	WADI KCG Pass
		Days of service from the originating station	Tu	M,Th	Tu,F	Daily	Daily
		Day of entry into section.	W	M,Th	Tu,F		
95.33	7.51	Jadcherla	a ..	.. ..	.. ..	20:19	
		ROB Km.Br. No. 214A, 215	d 19:15	19:15	19:15	20:20	
		ROB Km.100-200	s			20:10	
103.75	7.79	Divitipalli	a ..	.. ..	.. ..	.. ..	
			d 19:22	19:22	19:22	20:28	
			s				
108.9	5.82	Yenugonda H	d ..	.. ..	.. ..	.. ..	
			s				
112.98	4.08	Mahbubnagar	a E:4 19:36	E:4 19:36	E:4 19:36	20:38	
			d 19:38	19:38	19:38	20:40	
			s 19:20	19:20	19:20	20:25	
115.53	2.55	Mahbubnagar Town H	d .. ..	.. ..	.. ..	.. ..	
			s				
126.93	11.4	Manyamkonda	a ..	.. ..	.. ..	.. ..	
			d 19:50	19:50	19:50	20:51	
			s				
131.28	4.35	Kotakadra H.	a ..	.. ..	.. ..	.. ..	
			d ..	.. ..	.. ..	.. ..	
			s				

\$ Experimental stoppage

**SECUNDERABAD - DHONE**

**DN**

12797	15023	17603	67780	17252	67781	19301	12976	STN CODE
KCG CTO Venkatadri SF Exp	GKP YPR Exp	KCG YNK Exp	NDKD KCG Pass	KCG GNT Exp	KCG MBNR Pass	DADN YPR Exp	JP MYS SF Exp	
Daily	Tu	Daily	Exc Sa	Daily	Daily	Su	M,W	
	W					M	Tu,Th	
21:28	T:5 ..			22:54	23:26			JCL
21:29	21:49	22:22		22:55	23:27	23:56	01:44	
21:20				22:40	23:15			
..		..			23:36		..	DTP
21:37	21:57	22:29		23:03	23:37	00:03	01:51	
					23:25			
..		..			23:42		..	YNG
..		..			23:30			
E:6 T:1 21:53	E:6 T:4 22:15	E:5 22:42		E:6 T:7 23:25	E:6 T:2 23:55	E:6 00:18	E:6 T:2 02:08	MBNR
21:55	22:17	22:44		23:27		00:20	02:10	
21:40	\$ 21:50	22:30		23:05		\$ 23:40	01:45	
..	..	..				..	..	MHBT
..	..	..				..	..	
..	..	..		T:1 23:41 12975 23:45	..		..	MQN
22:06	22:28	22:55				00:31	02:21	
..	..	..				..	..	KTKA
..	..	..				..	..	

\$ Experimental stoppage

**A 55 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

Kms. From SC	Inter Distance	Train Numbers		16734	12766	12770	12785	57602
		FROM	TO	OKHA	AMI	SC	KCG	WADI
		TRAIN TYPE		RMM	TPTY	TPTY	MYS	KCG
		Days of service from the originating station		Exp	SF Exp	Sevenhills SF Exp	SF Exp	Pass
		Day of entry into section.			W	M,Th	Tu,F	
137.41	6.13	<b>Devarkadra Jn.</b>	a	..	..	..	..	
			d	19:56	19:56	19:56	20:57	
			s					
147.98	5.47	<b>Kaukuntla</b>	a	..	..	..	..	
			d	20:03	20:03	20:03	21:04	
			s					
153.1	5.12	<b>Kurumurti H.</b>	a	..	..	..	..	
			d	..	..	..	..	
			s					
156.0	2.90	<b>Perur</b>	a				<b>T:2</b>	
			d	20:09	20:09	20:09	<b>21:15</b>	
							<b>20704</b>	
161.33	5.3	<b>Konnur H.</b> <i>Maradpalli Bridge Km.165/100-300</i>	a	..	..	..	..	
			d	..	..	..	..	
			s					
166.25	4.92	<b>Wanaparti Road</b> <b>Okkuseddy Bridge</b> <i>Km.173/100-300</i>	a			..	<b>E:2 T:1</b>	
			d	20:17	20:17	20:17	21:30	
			s	..	..	..	..	
172.32	6.07	<b>Ajakollu H</b>	a	..	..	..	..	
			d					
			s					
175.64	3.32	<b>Sriramnagar</b>	a	..		20:27	..	
			d	20:26	20:26	20:28	21:39	
			s		..	20:00		
180	4.36	<b>Arepalli H.</b> <i>Krishna Bridge</i> <i>Km.181/300 - 182/300</i>	a	..	..	..	..	
			d					
			s					

\$ Experimental stoppage

**A 56 (HYB)**

**SECUNDERABAD - DHONE**

DN

12797	15023	17603	67780	17252	67781	19301	12976	STN CODE
KCG	GKP	KCG	NDKD	KCG	KCG	DADN	JP	
CTO	YPR	YNK	KCG	GNT	MBNR	YPR	MYS	
Venkatadri SF Exp	Exp	Exp	Pass	Exp	Pass	Exp	SF Exp	
Daily	Tu	Daily	Exc Sa	Daily	Daily	Su	M,W	
	W					M	Tu,Th	
..	..	..				..	T:2	
22:12	22:34	23:01		23:52		00:37	02:30	
..	..	..		T:6		00:45	E:5 T:5	DKC
..	..	..				16569	..	
22:19	22:41	23:08		00:05		00:50	02:47	
								KQQ
..	..	..				.	..	
..	..	..				..	..	
								KXI
22:25	22:47	23:14		00:11		00:57	02:53	PERR
..	..	..				..	..	
..	..	..				..	..	
								KONN
22:33	E:5 T:6	..		E:4 T:7 00:32 <b>16569</b> 00:37		E:2 T:5 01:12 <b>12769</b> 01:21	.. 03:01 <b>12786</b> 03:05	WPR
22:34	23:05	23:21		23:45		..	..	
22:20	..	..						
..	..	..				..	..	AJK
<b>E:6 T:2</b>				<b>E:4 T:9</b> 01:03 <b>12766 G</b> 01:11			<b>T:4</b> 03:20 <b>12798</b> 03:25	SRNR
22:54				23:55				
<b>12975</b>								
23:00	23:14	23:30				..	..	ARPL

\$ Experimental stoppage

**A 57 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

Kms. From SC	Inter Distance	Train Numbers		16734	12766	12770	12785	57602	
		FROM TO TRAIN TYPE		OKHA	AMI	SC	KCG	WADI	
				RMM	TPTY	TPTY	MYS	KCG	
				Exp	SF Exp	Sevenhills SF Exp	SF Exp	Pass	
Days of service from the originating station			Tu	M,Th		Tu,F	Daily	Daily	
Day of entry into section.			W	M,Th		Tu,F			
187.95	7.95	Gadwal Jn.	a	..		20:38	20:38	21:51	
			d	20:38		20:39	20:39	21:52	
			s	20:15		20:15	21:30		
196.22	8.27	Poodoor	a	E4		20:48	20:48	..	
			d	20:51		20:51	20:51	22:00	
			s						
202.65	6.43	Peddadinne H.	d	..		..	..	..	
			s						
206.21	3.56	Itikyala	a	E:2		T:2	T:2		
			d	..		..	..		
			s	21:00		21:00	21:00	22:06	
219.79	13.58	Manopad <i>ROB Km.230/600-700, Br. No. 436A</i> <i>National High Way No.7, Br. No. 436A</i>	a	E:5		E:5	E:5		
			d	..					
			s	21:18		21:18	21:18	22:17	
233.6	13.81	Sri Balabramareshwara Jogulamba (H)	d				..		
			s				..		

\$ Experimental stoppage

**SECUNDERABAD - DHONE**

DN

12797	15023	17603	67780	17252	67781	19301	12976	STN CODE
KCG	GKP	KCG	NDKD	KCG	KCG	DADN	JP	
CTO	YPR	YNK	KCG	GNT	MBNR	YPR	MYS	
Venkatadri SF Exp	Exp	Exp	Pass	Exp	Pass	Exp	SF Exp	
Daily	Tu	Daily	Exc Sa	Daily	Daily	Su	M,W	
	W					M	Tu,Th	
23:12	..	E:3 23:45		01:23		01:43 17604	03:37	GWD
23:13	23:25	23:46		01:24		01:45	03:38	
22.45		23.30		00:10		01:20	\$ 02:45	
23:21	E:4 23:36	T:2 23:59		01:33 17604 01:36		T:2 ..	..	PDO
..	..	..				01:55	03:46	
..	..	..				..	..	
..	E:1 23:47 17040	E:2 ..		T:5		E:4 T:8 02:15 12786 02:21	03:52	IKI
23:26	23:51	00:08		01:50				
..								
..		E:2 00:25 12765 G		02:04 12786 02:08		E:3 T:3 02:40 12798 02:44	04:05	MOA
23:37	00:05	00:30						
..				02:19				
..				01:40				SBBJ

\$ Experimental stoppage

A 59 (HYB)

**SECUNDERABAD - DHONE**

**DN**

Kms. From SC Inter Distance		Train Numbers	16734	12766	12770	12785	57602
		FROM TO TRAIN TYPE	OKHA RMM Exp	AMI TPTY SF Exp	SC TPTY Sevenhills SF Exp	KCG MYS SF Exp	WADI KCG Pass
		Days of service from the originating station	Tu	M,Th	Tu,F	Daily	Daily
		Day of entry into section.	W	M,Th	Tu,F		
235.89	2.29	<b>Alampur Road</b> <i>Tungabhadra Bridge</i> Km.240/800-241/700 <i>RUBs Km.240/5-6,242/300-400</i>	a  d  s	21:37  21:37  21:37	21:37  21:37  21:37	21:37  22:33  22:33	
243.42	7.53	<b>Kurnool City</b> Hundri Bridge No. 450 <i>Km.244/300-600</i>	a  d  s	T:2 21:48 21:48 21:48	T:2 21:48 21:48 21:48	T:2 21:48 21:48 22:42	
245.59	2.17	<b>Kotla (H)</b>	d  s				
254.21	8.62	<b>Dupadu</b>	a  d  s				
265.37	11.16	<b>Ulinda Konda</b>	a  d  s	22:12 16569 22:16	22:12 17040 22:16	22:12 17022 22:16	E:5 .. 23:08
277.43	12.06	<b>Veldurti</b>	a  d  s	E:3 T:20 22:50	E:6 T:2 22:35	E:6 T:2 22:35	E:10 T:2 23:30
287.36	9.93	<b>Bogolu</b> <i>Dhone Bridge No. 523</i> <i>Km.295/600-700</i>	a  d  s	T:20 23:20			E:1 .. 23:41
297.12	9.76	<b>Dhone Jn.</b>	a  d  s	23:35 23:40	E:3 T:2 23:00 23:05	E:3 T:2 23:00 23:05	23:55 00:01 23:40

\$ Experimental stoppage

**A 60 (HYB)**

**SECUNDERABAD - DHONE**

**DN**

<b>12797</b>	<b>15023</b>	<b>17603</b>	<b>67780</b>	<b>17252</b>	<b>67781</b>	<b>19301</b>	<b>12976</b>	<b>STN CODE</b>	
<b>KCG</b> <b>CTO</b> <b>Venkatadri SF Exp</b>	<b>GKP</b> <b>YPR</b> <b>Exp</b>	<b>KCG</b> <b>YNK</b> <b>Exp</b>	<b>NDKD</b> <b>KCG</b> <b>Pass</b>	<b>KCG</b> <b>GNT</b> <b>Exp</b>	<b>KCG</b> <b>MBNR</b> <b>Pass</b>	<b>DADN</b> <b>YPR</b> <b>Exp</b>	<b>JP</b> <b>MYS</b> <b>SF Exp</b>		
Daily	Tu	Daily	Exc Sa	Daily	Daily	Su	M,W		
	W					M	Tu,Th		
..		E:3 T:3 00:55 <b>17604</b>		02:24 <b>12798</b> 02:27				<b>ALPR</b>	
23:50	00:22	00:59				03:02	04:22		
23:59	E:2 T:6 00:40 <b>17604</b>	01:08		02:38 <b>17251</b>		03:15 <b>17651</b>	T:3 04:35	<b>KRNT</b>	
00:01	00:50	01:10		02:47		03:25	04:37		
23:40	00:30	00:40		02:10		2.40	04:10		
							..	<b>KOLA</b>	
<b>T:1</b>		<b>T:2</b> 01:24 <b>12786</b>		<b>E:4 T:5</b> 03:07 <b>17651</b>			<b>E:3 T:2</b> ..	<b>DUU</b>	
00:14	01:02	01:28		03:12		03:37	04:55		
<b>T:3</b> 00:25 <b>17604</b>	<b>T:5</b> 01:15 <b>12786</b>	<b>E:3 T:6</b> 01:50 <b>12798</b>					<b>T:2</b> 05:05	<b>UKD</b>	
00:29	01:19	01:54		03:22		03:46			
..	E:1 T:8 01:40 <b>12798</b>	T:2 02:07		03:34 03:35		E:3 04:00 <b>12649</b>	<b>E:4 T:1</b> ..	<b>VDI</b>	
00:39	01:45					04:05	05:20		
				03:00					
<b>E:6 T:2</b> 00:58 <b>12786</b>		<b>T:3</b> ..		<b>T:10</b> 3.55 <b>12649</b>			<b>T:2</b> ..	<b>BVO</b>	
01:03	01:55	02:18		03:57		04:15	05:32		
<b>T:4</b> 01:20 01:25	<b>T:3</b> 02:10 02:15	<b>02:30</b> 02:35		<b>04:10</b> 04:40		<b>T:5</b> 04:30 04:40	<b>05:45</b> 05:50	<b>DHNE</b>	
01:10		<b>02:15</b>		<b>04:25</b>			<b>05:25</b>		

\$ Experimental stoppage

**A 61 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

Kms. From SC	Inter Distance	Train Numbers		57601	12786	12798	17251
		FROM TO TRAIN TYPE		FM WADI	MYS KCG	CTO KCG	GNT KCG
				Pass	SF Exp	Venkatadri SF Exp	Exp
		Days of service from the originating station		Daily	Daily	Daily	Daily
297.12		Day of entry into section.					
		DHONE Jn. Dhone Bridge No. 523 Km.295/600-700	a		00:45	01:20	01:10
			d		00:50	01:25	01:40
287.36	9.76	Bogolu	s		00:30	01:05	01:25
			a		..	..	T:3 1.53
			d		01:02	01:37	15023 1.57
277.43	9.93	Veldurti	s				
			a		..	..	2.06
			d		01:10	01:45	17603 02:09
265.37	12.06	Ulinda Konda	s				01:45
			a		..	..	..
			d		01:19	01:54	2.19
254.21	11.16	Dupadu Hundri Br No.450 Kms 244/600-300	s				
			a		..		..
			d		01:26	02:02	2.27
245.59	8.62	Kotla (H)	s				
			a		..	..	..
			d		..	..	..
243.42	2.17	Kurnool City Tungabhadra Br.No. 442 Km.240/800-241/700 RUBsKm.240/5-6,242/400-300 RUBs240/500-600,242/400-300	s				
			a		01:38	02:14	02:40
			d		01:40	02:16	02:42
			s		01:15	01:50	02:15

\$ Experimental stoppage

**A 62 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

17651	17654	12649	67782	67779	17028	17436	Station Code
CGL KCG Exp	PDY KCG Exp	YPR NZM karnataka Samparkranthi SF Exp	MBNR KCG Pass	KCG NDKD Pass	KRNT HYB Hundry Exp	KRNT KCG Exp	
Tu,W,Sa,Su	M,Th,F	M,W,F Sa,Su	Daily	Except Sa	Daily	Daily	
W,Th,Su,M	Tu,F,Sa	M,Tu,Th, Sa,Su					
02:20	02:20	03:40					DHNE
02:35	02:35	03:45					
02:20	02:20						
02:47	02:47	03:57	..				BVO
02:55	02:55	04:05	..				VDI
03:04	03:04	04:14	..				UKD
03:11	03:11	04:21	..				DUU
			..				KOLA
			..				
03:23	03:23	T:3 04:37					KRNT
03:25	03:25	04:38			05:30	07:00	
03:05	03:05	04:00					

\$ Experimental stoppage

**A 63 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

Kms. From SC	Inter Distance	Train Numbers		57601	12786	12798	17251	
		FROM	TO	FM WADI	MYs KCG	CTO KCG	GNT KCG	
TRAIN TYPE				Pass	SF Exp	Venkatadri SF Exp	Exp	
Days of service from the originating station				Daily	Daily	Daily	Daily	
Day of entry into section.								
235.89	7.53	<b>Alampur Road</b> ROB Km.230/700-600 National High Way No.7	a		..		E:3 T:8 3.00	
			d		01:49	02:25	<b>19301</b> 03:04	
			s					
233.6	2.29	Sri Balabramareshwara Jogulamba(H)	d		.. ..	.. ..	03:09	
			s				02:20	
219.79	13.81	<b>Manopad</b>	a		..	..	..	
			d		02:06	02:42	03:24	
			s					
206.21	9.33	<b>Itikyala</b>	a		..		..	
			d		02:19	02:55	03:37	
			s					
202.65	3.56	Peddadinne H.	d		..	..	..	
			s					
196.22	6.43	<b>Poodoor</b>	a		..	..	03:45	
			d		02:26	03:02	<b>12976</b> 03:48	
			s					
187.95	8.27	<b>Gadwal Jn.</b> Krishna Bridge Km.181/700-182/800	a		T:2 02:36	03:09	03:56	
			d		02:37	03:10	03:57	
			s		02:00	02:35	03:10	

\$ Experimental stoppage

**A 64 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

17651	17654	12649	67782	67779	17028	17436	Station Code
CGL	PDY	YPR	MBNR	KCG	KRNT	KRNT	
KCG	KCG	NZM	KCG	NDKD	HYB	KCG	
Exp	Exp	karnataka Samparkranthi SF Exp	Pass	Pass	Hundry Exp	Exp	
Tu,W,Sa,Su	M,Th,F	M,W,F Sa,Su	Daily	Except Sa	Daily	Daily	
W,Th,Su,M	Tu,F,Sa	M,Tu.Th, Sa,Su					
E4 T:2	E:4 T:2	..			T:4 05:45 <b>12252</b> 05:52	T:5 07:17 07:18	ALPR
03:40	03:40	04:47				07:10	
		..			05:56		SBBJ
		..			05:40		
T:2	T:2	..					MOA
04:02	04:02	..				07:37	
<b>12976</b>	<b>12976</b>					07:38	
04:06	04:06	05:04			06:13	07:27	
							IKI
					06.27	<b>E:5 T:4</b> 8.03 <b>20703</b> 8.07	
04:20	04:20	05:17			06:28		
		..					
		..					PDNA
		..					
		..				8.11	
		..				07:45	
							PDO
04:27	04:27	05:24			06:36	08:19 8.20	
		..					
		..					GWD
		..					
04:34	04:34	..			06:43	08:28	GWD
04:35	04:35	05:30			06:45	08:30	
03:50	03:50				06:20	8.00	

\$ Experimental stoppage

**A 65 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

Kms. From SC Inter Distance		Train Numbers		57601	12786	12798	17251
		FROM TO TRAIN TYPE		FM WADI Pass	MYS KCG SF Exp	CTO KCG Venkatadri SF Exp	GNT KCG Exp
		Days of service from the originating station		Daily	Daily	Daily	Daily
		Day of entry into section.					
180.00	7.95	Arepalli H.		d	.. ..	.. ..	..
				s			
175.64	4.36	Sriramnagar Okkuseddy Bridge Km.173/100-500		a	E:2 T:1 ..	..	E:3 T:1 04:14
				d	02:52	03:22	12252 G 04:18
				s			03:25
172.32	3.32	Ajakollu H		d	.. ..	.. ..	..
				s			
166.25	6.07	Wanaparti Road Maradpalli Bridge Km.165/100-300		a	E:2 ..	E:1 T:1 03:34	04:29
				d	03:03	03:35	04:30
				s		2.55	3.40
161.33	4.92	Konnur H.		d	.. ..	.. ..	..
				s			
156.0	5.33	Perur		a		T:2	
				d	3.10	3.45	4.38
153.10	2.90	Kurumurti H.		d	.. ..	.. ..	..
				s			
147.98	5.12	Kaukuntla		a	..	..	..
				d	03:16	03:51	04:44
				s			
137.41	5.09	Devarkadra Jn.		a	..	..	..
				d	03:23	03:58	04:51
				s			

\$ Experimental stoppage

**A 66 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

17651	17654	12649	67782	67779	17028	17436	Station Code
CGL	PDY	YPR	MBNR	KCG	KRNT	KRNT	
KCG	KCG	NZM	KCG	NDKD	HYB	KCG	
Exp	Exp	karnataka Samparkranthi SF Exp	Pass	Pass	Hundry Exp	Exp	
Tu,W,Sa,Su	M,Th,F	M,W,F Sa,Su	Daily	Except Sa	Daily	Daily	
W,Th,Su,M	Tu,F,Sa	M,Tu,Th, Sa,Su					
		..			..	08:39	ARPL
		..				08:05	
04:47	04:47	05:41			06:58 06:59	E:3 T:3 08:53 12789 08:56	SRNR
					06:30	08:15	
		..			..	09:00	AJK
		..				08:20	
4.56	4.56	05:50			07:10 07:11	09:07 09:08	WPR
					06:45	08:30	
		..				09:13	KONN
		..				08:35	
5.03	5.03	05:57			E:5 T:1 07:25 20703 07:33	09:21	PERR
		..				09:25	KXI
		..				08:45	
05:10	05:10	06:03				09:29 07:40 09:30	KQQ
		..				08:55	
05:17	05:17	06:10				09:39 07:47 09:40	DKC
						09:05	

\$ Experimental stoppage

**A 67 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

Kms. From SC	Inter Distance	Train Numbers		57601	12786	12798	17251
		FROM TO TRAIN TYPE		FM WADI	MYS KCG Pass	CTO KCG SF Exp	GNT KCG Venkatadri SF Exp
		Days of service from the originating station		Daily	Daily	Daily	Daily
		Day of entry into section.					
131.28	6.13	Kotakadra H.	d		.. ..	.. ..	.. ..
			s				
126.93	4.35	<b>Manyamkonda</b>	a		<b>T:1</b> ..		
			d		03:30	04:04	04:58
			s				
115.53	11.40	Mahbubnagar Town H ROB Km.114/400-500 Br. No. 246A	d		.. ..		.. ..
			s				
112.98	2.55	<b>Mahbubnagar</b>	a		<b>E:4</b> 03:46	<b>E:3</b> 04:20	<b>E:4 T:1</b> 05:15
			d		03:48	04:22	05:17
			s		03:15	3.50	04:40
108.9	4.08	Yenugonda H	d		.. ..	.. ..	.. ..
			s				
103.07	5.82	<b>Divitipalli</b> New BR ROB Km.102/100-200 Br. No. 214A, 215	a		<b>T:1</b> ..	<b>T:1</b> ..	<b>T:1</b> ..
			d		03:58	04:33	05:27
			s				
95.33	7.79	<b>Jadcherla</b> Old BR ROB Km.94/2-3	a		04:06	04:41	05:36
			d		04:07	04:42	05:37
			s		03:35	04:10	05:00
87.82	7.51	<b>Gollapalli</b>	a		..	..	<b>T:1</b> ..
			d		04:14	04:49	05:45
			s				

\$ Experimental stoppage

**A 68 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

17651	17654	12649	67782	67779	17028	17436	Station Code
CGL	PDY	YPR	MBNR	KCG	KRNT	KRNT	
KCG	KCG	NZM	KCG	NDKD	HYB	KCG	
Exp	Exp	karnataka Samparkranthi SF Exp	Pass	Pass	Hundry Exp	Exp	
Tu,W,Sa,Su	M,Th,F	M,W,F Sa,Su	Daily	Except Sa	Daily	Daily	
W,Th,Su,M	Tu,F,Sa	M,Tu.Th, Sa,Su					
		..				09:46	KTKA
		..				09:10	
		..			T:1 07:55 <b>12789</b> 08:00	09:49	MQN
05:23	05:23	06:17			08:00	09:50	
						09:20	
		..				10:01	MHBT
		..				09:25	
E:5 05:40	E:5 05:40	06:29	06:45		E:1 08:15	E:3 10:07	MBNR
05:42	05:42	06:30			08:17	10:09	
05:10	05:10	\$ 06:00			07:40	09:35	
		..	06:51			10:14	
		..	06:50			09:40	YNG
		..	06:57		T:2 08:28	10:23	
05:52	05:52	06:38	06:58		08:28	10:24	
			06:55			09:50	
06:01	06:01	..	07:07		08:37	10:34	JCL
06:02	06:02	06:45	07:08		08:38	10:35	
05:30	05:30		07:03		08:00	10:00	
06:12	06:12	06:51	07:18		08:45	11:14	
			07:12			10:10	GLY

\$ Experimental stoppage

**A 69 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

Kms. From SC	Inter Distance	Train Numbers		57601	12786	12798	17251
		FROM TO TRAIN TYPE		FM WADI Pass	MYS KCG SF Exp	CTO KCG Venkatadri SF Exp	GNT KCG Exp
		Days of service from the originating station		Daily	Daily	Daily	Daily
		Day of entry into section.					
83.17	4.65	Rajapur H.	d		..	..	..
			s		..	..	..
77.87	5.3	Rangareddi Guda H.	d		..	..	..
			s		..	..	..
72.59	5.28	<b>Balanagar</b>	a		..	..	..
			d		04:25	05:00	05:56
			s				
69.18	3.41	Burgula H	d		..	..	..
			s		..	..	..
59.06	10.1	<b>Shadnagar</b> ROB Km.51/5-6	a		..	05:13	06:09
			d		04:35	05:14	06:10
			s			04:40	05:35
48.25	10.8	HBL Nagar H	d		..	..	..
			s		..	..	..
46.38	1.87	Kottur H	d		..	..	..
			s				
44.3	2.08	<b>Timmapur</b> RUB Km 28/1-2	a		..	.	
			d		04:47	05:27	06:23
			s				

\$ Experimental stoppage

**A 70 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

17651	17654	12649	67782	67779	17028	17436	Station Code
CGL	PDY	YPR	MBNR	KCG	KRNT	KRNT	
KCG	KCG	NZM	KCG	NDKD	HYB	KCG	
Exp	Exp	karnataka Samparkranthi SF Exp	Pass	Pass	Hundry Exp	Exp	
Tu,W,Sa,Su	M,Th,F	M,W,F Sa,Su	Daily	Except Sa	Daily	Daily	
W,Th,Su,M	Tu,F,Sa	M,Tu.Th, Sa,Su					
		..	07:22			11:20	RJAP
		..	07:17			10:20	
		..	07:27			11:26	RRGA
		..	07:20			10:30	
06:24	06:24	07:02	07:36		08:56	11:31	BABR
			07:30			10:40	
		..	07:40			11:35	
			07:33			10:45	BRGL
06:35	06:35	..	07:49		09:07	11:45	
06:36	06:36	07:12	07:50		09:08	11:46	
\$ 06:05	\$ 06:05		07:40		08:35	10:55	
		..	07:56			..	HBLN
			07:45			..	
		..				11:56	KOTT
		..				11:57	
						11:05	
06:49	06:49	E:6	08:06		09:22	12:00	TMX
		07:30	08:07		09:23	12:01	
			07:50		08:50	11:15	

\$ Experimental stoppage

**A 71 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

Kms. From SC	Inter Distance	Train Numbers		57601	12786	12798	17251
		FROM TO TRAIN TYPE		FM WADI	MYs KCG	CTO KCG	GNT KCG
				Pass	SF Exp	Venkatadri SF Exp	Exp
		Days of service from the originating station		Daily	Daily	Daily	Daily
39.51	4.79	<b>Jukal</b>		a			
				d	04:50	05:30	06:26
27.74	11.77	<b>Umdanagar</b>		a			
				d	04:58	05:40	06:53
				s		05:15	06:00
21.25	6.49	<b>Budvel</b>		a			
				d	05:05	05:47	07:03
				s			06:10
19.2	2.05	NPA Shivarampalli H ROB Km.15/2-3		a			
				d	..	..	
				s			
14.54	4.66	<b>Falaknuma</b>		a			
				d	05:00	05:13	05:54
				s			07:13
13.28	1.26	<b>Huppuguda H</b>		a			
				d	05:03	..	..
				s	05:03	..	..
10.93	2.35	<b>Yakutpura H</b>		a			
				d	05:07	..	..
				s	05:07		..
10.04	0.89	<b>Dabirpura H</b>		a			
				d	05:09	..	..
				s	05:09		..
8.87	1.17	Malakpet H		a	..	..	
		RUB 8/1-2 Km.8/7-14,					
		8/19-20,9/4-5.		d	05:12	..	07:24
		Musi River		s	05:12		06:30

\$ Experimental stoppage

**A 72 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

17651	17654	12649	67782	67779	17028	17436	Station Code
CGL	PDY	YPR	MBNR	KCG	KRNT	KRNT	
KCG	KCG	NZM	KCG	NDKD	HYB	KCG	
Exp	Exp	karnataka Samparkanthi SF Exp	Pass	Pass	Hundry Exp	Exp	
Tu,W,Sa,Su	M,Th,F	M,W,F Sa,Su	Daily	Except Sa	Daily	Daily	
W,Th,Su,M	Tu,F,Sa	M,Tu,Th, Sa,Su					
		T:1					JKTP
06:53	06:53	07:34	08:12		09:28	12:07	
E:4	E:4	E:3 ..	08:21		E:3 T:4 09:45	12:20	
07:05	07:05	07:45	08:22		09:46	12:21	UR
			08:00		09:10	11:25	
E:5 T:3	E:5 T:3	E:1	T:2 08:31		E:3	12.29	BDVL
07:20	07:20	07:52	08:32		09:55	12:30	
			08:10			11:35	
		.. ..	08:36			12:34	NSVP
			08:15			11:40	
T:2	T:2	E:1 ..	E:6 08:51		E:2 T:4 10:09	12:40	FM
07:30	07:30	08:00	08:52		10:10	12:41	
			08:30		09:30	11:50	
		.. ..	08:54				HPG
			08:33				
		.. ..	08:57				
			08:36				YKA
		.. ..	08:59				
			08:39				
		.. ..	09:03				DQR
			08:42				
							MXT

\$ Experimental stoppage

**A 73 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

Kms. From SC	Inter Distance	Train Numbers		57601	12786	12798	17251	
		FROM	TO	FM WADI	MYs KCG	CTO KCG	GNT KCG	
TRAIN TYPE				Pass	SF Exp	Venkatadri SF Exp	Exp	
Days of service from the originating station				Daily	Daily	Daily	Daily	
Day of entry into section.								
7.36	1.51				E:10 T:2	E:14	T:2	
		Kacheguda	a	05:18	05:40	06:20	07:30	
		Lingampalli Bridge						
			d	05:20	--	--	--	
			s	05:15				
5.48	1.88	Km.6/6-9 RUB7/20-21						
		Vidyanagar H			..			
		RUB Km.5/11-12	d	05:23	..			
			s	05:20				
4.12	1.36	ROB Km.4/14-15						
		Jamai Osmania H	d	05:25				
			s	05:22				
3.36	0.76	Arts College H						
		ROB at Km2/5-6	d	05:27				
			s	05:24				
2.37	0.99	<b>Sitafalmandi (A Cabin)</b>						
				05:30				
			d	05:31				
			s	05:26				
0.70	0.70	<b>Sitafalmandi (B Cabin)</b>		d				
		Lallaguda Gate (H)						
			d					
			s					
2.0	2.0	<b>Malkajgiri</b>						
				a				
			d					
			s					
3.0	3.0	<b>Moula-ali (Gate Cabin)</b>						
			d					
00.00	2.37	ROB Km.1/2-1						
				E:3				
		Secunderabad Jn	a	05:50				
			d	06:00				
			s	05:55				
<b>Hyderabad</b>								

\$ Experimental stoppage

**A 74 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

17651	17654	12649	67782	67779	17028	17436	Station Code
CGL	PDY	YPR	MBNR	KCG	KRNT	KRNT	
KCG	KCG	NZM	KCG	NDKD	HYB	KCG	
Exp	Exp	karnataka Samparkranthi SF Exp	Pass	Pass	Hundry Exp	Exp	
Tu,W,Sa,Su	M,Th,F	M,W,F Sa,Su	Daily	Except Sa	Daily	Daily	
W,Th,Su,M	Tu,F,Sa	M,Tu,Th, Sa,Su					
T:7	T:7	E:7 T:1 08:20 Watering 08:35			T:3 10:25 10.27		KCG
07:50	07:50		09:10			12:55	
				09:20			
			08:15		09:50		
		..		09:23			VAR
		..		09:23			
		..		09:25			JOO
		..		09:25			
		..		09:27			ATC
		..		09:27			
		..		09:31	10:40		STPD
		08:50		09:32			
				09:30			STDB
		08:55		09:37			
							LGDH
		09:00		09:43			MJF
				09:45			
				09:40			MLYG
		E:1		E:1			
		09:10		10:00			
			To NDKD		E:1 T:2		SC
					10:50		
					10:55		
					10.50		HYB
\$ Experimental stoppage					11.40		

**DHONE - SECUNDERABAD**

**UP**

Kms. From SC	Inter Distance	Train Numbers		15024	12647	12251	22683	22716	16354
		FROM	TO	YPR	CBE	YPR	YPR	MDU	NCJ
		TRAIN TYPE		GKP	NZM	KRBA	LKO	KCG	KCG
		Days of service from the originating station		Exp	SF Exp	Wainaganga SF Exp	SF Exp	SF Exp	Exp
		Day of entry into section.		F	M	W, Sa	Tu	M	Su
297.12		DHONE Jn.	a	05:45	05:45	05:45	05:45	07:20	07:20
		Dhone Bridge No. 523							
		Km.295/600-700	d	05:50	05:50	05:50	05:50	07:25	07:25
			s		05:15	05:15	05:15	07:10	07:10
287.36	9.76	Bogolu							
			a	..	..	..	..		
			d	06:03	06:03	06:03	06:03	07:37	07:37
			s						
277.43	9.93	Veldurti							
			a	..	..	..	..		
			d	06:11	06:11	06:11	06:11	07:47	07:47
			s						
265.37	12.06	Ulinda Konda							
			a	..	..	..	..		
			d	06:20	06:20	06:20	06:20	07:57	07:57
			s						
254.21	11.16	Dupadu							
			a						
245.59	8.62	Kotla (H)	Hundri Br No.450						
			Kms 244/600-300	d	06:28	06:28	06:28	06:28	08:07
				s					
243.42	2.17	Kurnool City							
			Tungabhadra Br.No. 442	a	06:40	06:40	06:40	06:40	08:20
			Km.240/800-241/700						
			RUBsKm.240/5-6,242/400-300	d	06:42	06:42	06:42	06:42	08:22
\$ Experimental stoppage			RUBs240/500-600,242/400-300	s	06:00	06:00	06:00	06:00	07:55
									07:55

**DHONE - SECUNDERABAD**

**UP**

57411	77210	12707	12862	77642	77603	67775	Station Code
GTL	NDL	TPTY	MBNR	MBNR	KCG	KCG	
BDHN	KRNT	NZM	VSKP	KCG	MDAK	MRGA	
Pass	Pass	AP Samparkranthi SF Exp	SF Exp	Pass	Pass	Pass	
Daily	Daily	M,W,F	Daily	Daily	Daily	Daily	
		M,W,F					
07:35	08:00	11:40					DHNE
07:40	08:10	11:45					
07:25	07:45	10:50					
07:52	08:22	..					BVO
07:53	08:23	11:57					
07:40	07:55						
08:03	08:33	..					VDI
08:04	08:34	12:05					
07:50	08:05						
08:14	08:45	..					UKD
08:15	08:46	12:14					
08:00	08:15						
08:22	08:56	..					DUU
08:23	20703						
08:10	08:30						
08:32	09:08	..					KOLA
08:15	09:09						
08:15	08:35						
T:2 08:43 20703	E:3 T:3	12:35					KRNT
	09:20						

\$ Experimental stoppage

**A 77 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

Kms. From SC Inter Distance		Train Numbers		15024	12647	12251	22683	22716	16354	
		FROM		YPR	CBE	YPR	YPR	MDU	NCJ	
		TO		GKP	NZM	KRBA	LKO	KCG	KCG	
		TRAIN TYPE		Exp	SF Exp	Wainaganga SF Exp	SF Exp	SF Exp	Exp	
Days of service from the originating station		Th		Su	Tu,F	M	Su	Sa		
Day of entry into section.		F		M	W, Sa	Tu	M	Su		
235.89	7.53	<b>Alampur Road</b> ROB Km.230/700-600 National High Way No.7		a	E:3 ..	E:3 ..	E:3 ..	E:3 ..	08:33 <b>20703</b>	
				d	06:55	06:55	06:55	06:55	08:37 <b>20703</b>	
				s					08:37	
233.6	2.29	Sri Balabramareshwara Jogulamba(H)		d	.. ..	.. ..	.. ..	.. ..		
				s						
219.79	13.81	<b>Manopad</b>		a	T:3 ..	T:3 ..	T:3 ..	T:3 ..		
				d	07:15	07:15	07:15	07:15	08:55 08:55	
				s						
206.21	9.33	<b>Itikyala</b>		a	..	..	..	..		
				d	07:30	07:30	07:30	07:30	09:08 09:08	
				s						
202.65	3.56	Peddadinne H.		d	.. ..	.. ..	.. ..	.. ..		
				s						
196.22	6.43	<b>Poodoor</b>		a	..	..	..	..		
				d	07:37	07:37	07:37	07:37	09:15 09:15	
				s						
187.95	8.27	<b>Gadwal Jn.</b> Krishna Bridge Km.181/700-182/800		a	E:3 07:48 <b>20703</b>	E:3 07:48 <b>20703</b>	E:3 07:48 <b>20703</b>	E:3 07:48 <b>20703</b>	E:6 T:2 09:30 <b>19713</b>	
				d	07:56	07:56	07:56	07:56	09:35 09:35	
				s				06:45	08:55 08:55	

\$ Experimental stoppage

**A 78 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

57411	77210	12707	12862	77642	77603	67775	Station Code
GTL BDHN Pass	NDL KRNT Pass	TPTY NZM AP Samparkranthi SF Exp	MBNR VSKP SF Exp	MBNR KCG Pass	KCG MDAK Pass	KCG MRGA Pass	
Daily	Daily	M,W,F	Daily	Daily	Daily	Daily	
		M,W,F					
T:2 09:02							ALPR
09:03		12:46					
08:35							SBBJ
09:06		..					
08:40		..					MOA
E:5 T:6 09:36 12789 09:41		..					
08:50		13:03					IKI
09:57 19713 10:02		..					
09:00		13:16					PDNA
10:07		..					
09:05		..					PDO
10:12							
10:13		13.23					GWD
09:15							
T:2 10:23 17254 10:30		13:31					
09:30		13:32					
		12.25					

\$ Experimental stoppage

**A 79 (HYB)**

# DHONE - SECUNDERABAD

UP

Kms. From SC Inter Distance		Train Numbers		15024	12647	12251	22683	22716	16354
		FROM TO TRAIN TYPE		YPR GKP Exp	CBE NZM SF Exp	YPR KRBA Wainaganga SF Exp	YPR LKO SF Exp	MDU KCG SF Exp	NCJ KCG Exp
		Days of service from the originating station		Th	Su	Tu,F	M	Su	Sa
		Day of entry into section.		F	M	W, Sa	Tu	M	Su
180.00	7.95	Arepalli H.		d	..	..	..	..	
					..	..	..	..	
					s				
175.64	4.36	Sriramnagar Okkuseddy Bridge Km.173/100-500		a	..	..	..	..	
					d	08:08	08:08	08:08	08:08
					s			09:47	09:47
172.32	3.32	Ajakollu H		d	..	..	..	..	
					..	..	..	..	
					s				
166.25	6.07	Wanaparti Road Maradpalli Bridge Km.165/100-300		a	..	..	..	..	
					d	08:17	08:17	08:17	08:17
					s			09:56	09:56
161.33	4.92	Konnur H.		d	..	..	..	..	
					..	..	..	..	
					s				
156.0	5.33	Perur		a					
					d	08:24	08:24	08:24	08:24
153.10	8.23	Kurumurti H.		d	..	..	..	..	
					..	..	..	..	
					s				
147.98	5.12	Kaukuntla		a	..	..	..	..	
					d	08:30	08:30	08:30	08:30
					s			10.09	10.09
137.41	5.09	Devarkadra Jn.		a	T:3	08:38	T:3	T:3	
						19713	..	..	
					d	08:42	08:42	08:42	10.16
					s				10.16

\$ Experimental stoppage

A 80 (HYB)

**DHONE - SECUNDERABAD**

**UP**

57411	77210	12707	12862	77642	77603	67775	Station Code
GTL	NDL	TPTY	MBNR	MBNR	KCG	KCG	
BDHN	KRNT	NZM	VSKP	KCG	MDAK	MRGA	
Pass	Pass	AP Samparkranthi SF Exp	SF Exp	Pass	Pass	Pass	
Daily	Daily	M,W,F	Daily	Daily	Daily	Daily	
		M,W,F					
10.39		..					ARPL
09:35							
10.44		..					SRNR
10.45		13.45					
09:50		..					
10:50		..					AJK
09:55							
10.58		..					WPR
10:59		13.54					
10:00							
11.06		..					KONN
10.05		..					
T:2							PERR
11.15							
<b>12650</b>							
11.21		14.03					
		..					KXI
11.30		..					
10.10							
11.35		..					KQQ
<b>12708</b>							
11.39		14.09					
10.25							
T:3							DKC
11.55							
11.56		14.16					
10:35		..					

\$ Experimental stoppage

**DHONE - SECUNDERABAD**

**UP**

Kms. From SC Inter Distance		Train Numbers		15024	12647	12251	22683	22716	16354
		FROM		YPR	CBE	YPR	YPR	MDU	NCJ
		TO		GKP	NZM	KRBA	LKO	KCG	KCG
		TRAIN TYPE		Exp	SF Exp	Wainaganga SF Exp	SF Exp	SF Exp	Exp
		Days of service from the originating station		Th	Su		M	Su	Sa
Day of entry into section.		F		M	W, Sa	Tu	M	M	Su
131.28	6.13	Kotakadra H.		d	..	..	..	..	
				..	..	..	..	..	
				s					
126.93	4.35	Manyamkonda		a	E:4	E:4	E:4	E:4	E:3
				d	08:54	08:54	08:54	08:54	10:25
				s					10:25
115.53	11.40	Mahbubnagar Town H ROB Km.114/400-500 Br. No. 246A		d	..	..	..	..	
				..	..	..	..	..	
				s					
112.98	2.55	Mahbubnagar		a	09:06	09:06	09:06	09:06	10.38
				d	09:08	09:08	09:08	09:08	10:40
				s	08:20	08:20	08:20	08:20	10:00
108.9	4.08	Yenugonda H		d	..	..	..	..	
				..	..	..	..	..	
				s					
103.07	5.82	Divitipalli New BR ROB Km.102/100-200		a	T:3	T:3	T:3	T:3	
				..	..	..	..	..	
				d	09:20	09:20	09:20	09:20	10:48
95.33	7.79	Br. No. 214A, 215 Jadcherla Old BRIDGE ROB Km.94/2-3		s					10:48
87.82	7.51	Gollapalli		a					
				d	09:33	09:33	09:33	09:33	10:55
				s					10:55

\$ Experimental stoppage

**A 82 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

57411	77210	12707	12862	77642	77603	67775	Station Code
GTL	NDL	TPTY	MBNR	MBNR	KCG	KCG	
BDHN	KRNT	NZM	VSKP	KCG	MDAK	MRGA	
Pass	Pass	AP Samparkranthi SF Exp	SF Exp	Pass	Pass	Pass	
Daily	Daily	M,W,F	Daily	Daily	Daily	Daily	
		M,W,F					
12.06		..					KTKA
10.40							
E:3 T:2							MQN
12.15							
17021							
12:22		14.22					
10:50		..					MHBT
12.31		..					
11.00							
12.38		E:4 14.40					MBNR
12:40		14.42	16.10	16:25			
11.30		13.50					
12:45		.. ..		..			YNG
11:40							
12:52		..					DTP
12:53		14:52	16:20	16:35			
11:50							
13:02		..	16:28	16:45			JCL
13:03		14:59	16:29	16:46			
12:00			16:25	16:45			
13:13		..		16:55			GLY
13:14		15:05	16:36	16:56			
12:20				16:55			

\$ Experimental stoppage

**A 83 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

Kms. From SC Inter Distance		Train Numbers		15024	12647	12251	22683	22716	16354
		FROM TO TRAIN TYPE		YPR GKP Exp	CBE NZM SF Exp	YPR KRBA Wainaganga SF Exp	YPR LKO SF Exp	MDU KCG SF Exp	NCJ KCG Sa
		Days of service from the originating station		Th	Su	Tu,F	M	Su	Sa
		Day of entry into section.		F	M	W, Sa	Tu	M	Su
83.17	4.65	Rajapur H.	d	.. ..	.. ..	.. ..	.. ..		
77.87	5.30	Rangareddi Guda H.	d	.. ..	.. ..	.. ..	.. ..		
72.59	5.28	Balanagar	a						
			d	09:44	09:44	09:44	09:44	11:13	11:13
			s						
69.18	3.41	Burgula H	d	.. ..	.. ..	.. ..	.. ..		
			s						
59.06	10.12	Shadnagar ROB Km.51/5-6	a	..	..	..	..		
			d	09:54	09:54	09:54	09:54	11:23	11:23
			s						
48.25	10.81	HBL Nagar H	d	.. ..	.. ..	.. ..	.. ..		
			s						
46.38	1.87	Kottur H	d	.. ..	.. ..	.. ..	.. ..		
			s						
44.3	2.08	Timmapur RUB Km 28/1-2	a	..	..	..	..	E:5	E:3
			d	10:06	10:06	10:06	10:06	11:40	11:40
			s						

\$ Experimental stoppage

**A 84 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

57411	77210	12707	12862	77642	77603	67775	Station Code
GTL	NDL	TPTY	MBNR	MBNR	KCG	KCG	
BDHN	KRNT	NZM	VSKP	KCG	MDAK	MRGA	
Pass	Pass	AP Samparkranthi SF Exp	SF Exp	Pass	Pass	Pass	
Daily	Daily	M,W,F	Daily	Daily	Daily	Daily	
		M,W,F					
..		..		..			RJAP
..		..					
..		..					RRGA
..		..					
13:29		..		.. 17:09			BABR
13:30		15:16	16:47	17:10			
12:30				17:10			
..		..					BRGL
..		..					
E:4							
13:47		..	16:59	17:22			SHNR
13:48		15:26	17:00	17:23			
12:50			16:50	17:20			
..		..					HBLN
..		..		17:34			
				17:25			
..		..					KOTT
..		..		17:36			
				17:30			
E:3 T:5				T:3			
14:10		..		17:43			TMX
14:11		15:38	17:13	17:44			
13:20				17:35			

\$ Experimental stoppage

**DHONE - SECUNDERABAD**

**UP**

Kms. From SC Inter Distance		Train Numbers		15024	12647	12251	22683	22716	16354
		FROM		YPR	CBE	YPR	YPR	MDU	NCJ
		TO		GKP	NZM	KRBA	LKO	KCG	KCG
		TRAIN TYPE		Exp	SF Exp	Wainaganga SF Exp	SF Exp	SF Exp	Exp
		Days of service from the originating station		Th	Su		M	Su	Sa
		Day of entry into section.		F	M	W, Sa	Tu	M	Su
39.51	4.79	<b>Jukal</b>	a						
			d	10:09	10:09	10:09	10:09	11:44	11:44
27.74	11.77		a	..	..	..	..	E:2 T:5	E:5 T:2
		<b>Umdanagar</b>	d	10.17	10.17	10.17	10.17	12:00	12:00
			s						
21.25	6.49		a	..	..	..	..	T:4	T:4
		<b>Budvel</b>	d	10.23	10.23	10.23	10.23	12:10	12:10
			s						
19.2	2.05								
		NPA Shivarampalli H ROB Km.15/2-3	d						
			s	..	..	..	..		
14.54	4.66		a					E:2 T:1	E:1 T:2
		<b>Falaknuma</b>	d	10:30	10:30	10:30	10:30	12:20	12:20
			s	..	..		..		
13.28	1.26		d						
		Huppuguda H	s	..	..	..	..		
10.93	2.35		d	..	..	..	..		
			s	..	..	..	..		
10.04	0.89	Dabirpura H	d	..	..	..	..		
			s	..		..	..		
8.87	1.17			..	..	..	..		
		Malakpet H RUB 8/1-2 Km.8/7-14, 8/19-20,9/4-5. Musi River	d	..	..	..	..		
			s						

\$ Experimental stoppage

**A 86 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

57411	77210	12707	12862	77642	77603	67775	Station Code
GTL	NDL	TPTY	MBNR	MBNR	KCG	KCG	
BDHN	KRNT	NZM	VSKP	KCG	MDAK	MRGA	
Pass	Pass	AP Samparkranthi SF Exp	SF Exp	Pass	Pass	Pass	
Daily	Daily	M,W,F	Daily	Daily	Daily	Daily	
		M,W,F					
14:16		15:43	17:17	17:50			JKTP
E:1			E:2				UR
14:29			17:29	17:59			
14:30		15:52	17:30	18:00			
13:30			17:15	17:45			
E:2 T:5		E:2					BDVL
14:45				18:08			
14:46		16:00	17:37	18:09			
14:00				17:50			
		..		18.14			NSVP
..				17:55			
T:13							
15:10				18:20			FM
15:11		16:07	17:44	18:21			
14.10				18:02			
		..		18:23			HPG
15:14							
14.12		..		18:05			
		..		18:25			YKA
15:17							
14:14		..		18:07			
		..		..			DQR
15:20				18:27			
14:16		..		18:10			
				..			MXT
		..					
15:23				18:30			
14:18				18:15			

\$ Experimental stoppage

**DHONE - SECUNDERABAD**

**UP**

Kms. From SC	Inter Distance	Train Numbers		15024	12647	12251	22683	22716	16354
		FROM	TO	YPR	CBE	YPR	YPR	MDU	NCJ
		TRAIN TYPE		GKP	NZM	KRBA	LKO	KCG	KCG
		Days of service from the originating station		Exp	SF Exp	Wainaganga SF Exp	SF Exp	SF Exp	Exp
		Day of entry into section.		F	M	W, Sa	Tu	M	Su
7.36	1.51	Kacheguda Lingampalli Bridge		a	E:8 T:3 10:55 Watering	E:8 T:3 10:55 Watering	E:8 T:3 10:55 Watering	E:8 T:3 10:55 Watering	T:7 12:40
					11:10	11:10	11:10	11:10	12:40
				s	10:30	10:30	10:30	10:30	
5.48	1.88	Km.6/6-9 RUB7/20-21 Vidyanagar H RUB Km.5/11-12		d					
				s	..	..	..	..	
4.12	1.36	ROB Km.4/14-15 Jamai Osmania H		d	..	..	..	..	
				s	..	..	..	..	
3.36	0.76	Arts College H ROB at Km2/5-6		a	..	..	..	..	
				s	..	..	..	..	
2.37	0.99	Sitalmandi (A Cabin)		a					
					11:20	11:20	11:20	11:20	
				s	..	..	..	..	
	0.70	Sitalmandi (B Cabin) Lallaguda Gate		d	11:25	11:25	11:25	11:25	
				a					
				d					
	2.0	Malkajgiri		a					
					11:30	11:30	11:30	11:30	
				s					
	3.0	Moula-ali (Gate Cabin) ROB Km.1/2-1		d	E:1 11:45	E:1 11:45	E:1 11:45	E:1 11:45	
				s					
00.00	2.37	Secunderabad Jn	a						

\$ Experimental stoppage

**A 88 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

57411	77210	12707	12862	77642	77603	67775	Station Code
GTL	NDL	TPTY	MBNR	MBNR	KCG	KCG	
BDHN	KRNT	NZM	VSKP	KCG	MDAK	MRGA	
Pass	Pass	AP Samparkranti SF Exp	SF Exp	Pass	Pass	Pass	
Daily	Daily	M,W,F	Daily	Daily	Daily	Daily	
		M,W,F					
		E:12 T:2	E:4	E:6			
15.25		16:35	18:00	18:45			KCG
Watering		Watering	Watering				
15.40		16:50	18:15		19:10	19:30	
15:30		16:30	18:00				
15.43		..		..	19:13	19:33	VAR
15.35		..			19:12	19:33	
15.45		..		..	19:15	19:36	JOO
15.40		..			19:14	19:36	
15.48		..		..	19:17	19:39	ATC
15.45		..			19:16	19:38	
15.52					19:21	19:42	STPD
15.53		17:10	18:30		19:22	19:43	
15.50					19:20	19:40	
15.57		17.15	18.35		19:27	19:47	STDB
16.02							LGDH
16.03					19:30		
15.55					19:27		
T:15						E:1 T:7	MJF
16.20			18.40		19.32	20:05	
16.22		17:20	18.42		19.33	20:06	
16.05			18.35		19:30	19:55	
To BDHN		E:1	E:1			E:1	MLY G
		17:40	19.00			20:20	
							SC

\$ Experimental stoppage

**A 89 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

Kms. From SC Inter Distance		Train Numbers		17024	77648	17625	17253	19714	77207	17694	16003
		FROM TO TRAIN TYPE		KRNT SC Exp	RC KCG Via (KSN) Pass	KCG RAL Exp	GNT AWB Exp	KRNT JP Exp	DHNE KRNT Pass	RC KCG Exp	MAS NSL Exp
		Days of service from the originating station		Daily	Daily	Daily	Daily	Mon	Daily	Except Sat	Su
		Day of entry into section.									Su
297.12		<b>Dhone Jn.</b>  Dhone Bridge No. 523  Km.295/600-700	a	..			14.35		--		17.25
			d	..			15.05		16.00		17.30
			s				14.25				17.15
287.36	9.76	<b>Bogolu</b>	a	..			15.16		16.12		..
			d	..			15.17		16.13		17.42
			s				14.35		16.10		
277.43	9.93	<b>Veldurti</b>	a	..			15.27		16.23		..
			d	..			15.28		16.24		17.52
			s				14.45		16.20		
265.37	12.06	<b>Ulinda Konda</b>	a				15.38		16.33		
			d				15.39		16.34		18.01
			s				14.55		16.30		
254.21	11.16	<b>Dupadu</b>  Hundri Br No.450  Kms 244/600-300	a				15.47		16.44		
			d				15.48		16.45		18.08
			s				15.05		16.40		
245.59	8.62	<b>Kotla (H)</b>	d				15.56		16.55		
			s				15.15		16.50		
243.42	2.17	<b>Kurnool City</b>  Tungabhadra Br.No. 442  Km.240/800-241/700  RUBs Km.240/5-6,242/400-300  RUBs 240/500-600,242/400-300	a				16.03		E:3 T:2		
			d	15.00			16.05	16.20	17.05		18.20
			s				15.25				18.22
											18.00

\$ Experimental stoppage

**A 90 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

16733	12790	20704	12975	19302	17022	17040	12193	12765	12769	17604	Station Code
RMM	MRDW	YPR	MYS	YPR	GTL	VSG	YPR	TPTY	TPTY	YNK	
OKHA	KCG	KCG	JP	DADN	HYB	SC	JBP	AMI	SC	KCG	
Exp	SF Exp	Vande Bharat Bharat EXP	SF Exp	Exp	Exp	Exp	SF Exp	SF Exp	Sevenhills SF Exp	Exp	
Fri	W,Sat	Except Wed	Th,Sa	Tu	Fri	Th,Sat	Su	Tu, Sa	M,F	Daily	
Sa	Th,Su		Th,Sa	Tu	Fri	Th,Sat	Su	Tu, Sa	M,F		
17.55	17.55		20:30	21.40	21.40	21.40	21.40	23.00	23.00	23.50	DHNE
18.00	18.00	19.08	20:35	21.45	21.45	21.45	21.45	23.05	23.05	12785	
17.30	17.30		20:15		21.30	21.30	21.15	22.35	22.35	23.59	
..	..									..	BVO
18.12	18.12	19.18	20:47	21.57	21.57	21.57	21.57	23.17	23.17	0.12	
..	..		..					23.28	23.28		VDI
18.20	18.20	19.25	20:55	22.05	22.05	22.05	22.05	23.32	23.32	0.20	
..	..		..							..	UKD
18.29	18.29	19.34	21:05	22.14	22.14	22.14	22.14	23.42	23.42	0.29	
..	..		21:15 <b>17652</b>							..	DUU
18.36	18.36	19.41	21:22	22.21	22.21	22.21	22.21	23.49	23.49	0.36	
..	..		..							..	KOLA
18.50	18.50	19.53	E:5 T:5 21:45	E:3 22.38	E:3 22.38	E:3 22.38	E:3 22.38	23.59	23.59	0.48	KRNT
18.52	18.52	19.55	12766 21:50	12785 22.44	12785 22.44	12785 22.44	12785 22.44	12797 00:02	12797 00:02	0.50	
18.25	18.25	19.20	21:00	22.00	22.15	22.15	22.00	23.20	23.20	00:20	

\$ Experimental stoppage

**A 91 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

Kms. From SC	Inter Distance	Train Numbers		17024	77648	17625	17253	19714	77207	17694	16003
		FROM TO TRAIN TYPE		KRNT SC Exp	RC KCG Via (KSN) Pass	KCG RAL Exp	GNT AWB Exp	KRNT JP Exp	DHNE KRNT Pass	RC KCG Exp	MAS NSL Exp
		Days of service from the originating station		Daily	Daily	Daily	Daily	Mon	Daily	Except Sat	Su
		Day of entry into section.									Su
235.89	7.53	Alampur Road ROB Km.230/700-600 National High Way No.7	a				16.12				
			d	15.10			16.13	16.30			18.31
			s				15.35				
233.6	2.29	Sri Balabramareshwara Jogulamba(H)	d	15.14			16.16				
			s	15.12			15.40				
219.79	13.81	Manopad	a				16.28				
			d	15.29			16.29	16.47			18.48
			s				15.50				
206.21	9.33	Itikyala	a	..			16.44				
			d	15.42			16.45	17.02			19.01
			s	..			16.00				
202.65	3.56	Peddadinne H.	d	..			16.50				
			s	..			16.05				
196.22	6.43	Poodoor	a				17.00				
			d	15.49			19714 17.21	17.09			From Raichur (Dep) 17:00 19.08
			s				16.10				
187.95	8.27	Gadwal Jn. Krishna Bridge Km.181/700-182/800	a	15.57			17.30	17.18			18.00 19.15
			d	15.58			17.31	17.19			18.02 19.16
			s	15.50			16.15	17.10			17.40 18.45

\$ Experimental stoppage

**A 92 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

16733	12790	20704	12975	19302	17022	17040	12193	12765	12769	17604	Station Code
RMM	MRDW	YPR	MYS	YPR	GTL	VSG	YPR	TPTY	TPTY	YNK	
OKHA	KCG	KCG	JP	DADN	HYB	SC	JBP	AMI	SC	KCG	
Exp	SF Exp	Vande Bharat Bharat EXP	SF Exp	Exp	Exp	Exp	SF Exp	SF Exp	Sevenhills SF Exp	Exp	
Fri	W,Sat	Except Wed	Th,Sa	Tu	Fri	Th,Sat	Su	Tu, Sa	M,F	Daily	
Sa	Th,Su		Th,Sa	Tu	Fri	Th,Sat	Su	Tu, Sa	M,F		
				T:4	T:4	T:4	T:4				ALPR
19.02	19.02	20.05	22:00	23.02	23.02	23.02	23.02				
				17435	17435	17435	17435				
				23.09	23.09	23.09	23.09	00:11	00:11	0.59	
											SBBJ
				T:2	E:2	E:2	E:2				MOA
19.19	19.19	20.27	22:14	23.30	23.33	23.33	23.33				
			12785	12797	12797	12797	12797				
19.19	19.19	20.27	22:17	23.38	23.38	23.38	23.38	00:28	00:28	1.16	
											IKI
T:3	E:3									..	
19.35	19.35	20.41	22:31	23.50	23.50	23.50	23.50	00:41	00:41	1.29	
..	..		..							..	
..	..		..					..	..	..	PDNA
				..	23.58	23.58	23.58				PDO
19.42	19.42	20.50	22:38	0.02	0.02	0.02	0.02	00:48	00:48	01:35	
											GWD
19.49	19.49		22:45	0.09	0.09	0.09	0.09	00:55	00:55	01:42	
19.49	19.50	20.55	22:46	0.10	0.10	0.10	0.10	00:56	00:56	01:43	
	19.15		21.55	23.10	\$ 23:10	23.10	23.10	00:10	00:10	01:10	

\$ Experimental stoppage

**A 93 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

Kms. From SC Inter Distance		Train Numbers		17024	77648	17625	17253	19714	77207	17694	16003
		FROM TO TRAIN TYPE		KRNT SC Exp	RC KCG Via (KSN) Pass	KCG RAL Exp	GNT AWB Exp	KRNT JP Exp	DHNE KRNT Pass	RC KCG Exp	MAS NSL Exp
		Days of service from the originating station		Daily	Daily	Daily	Daily	Mon	Daily	Except Sat	Su
		Day of entry into section.									Su
180.00	7.95	Arepalli H.	d				17.41				
			s				16.20				
175.64	4.36	Sriramnagar Okkuseddy Bridge Km.173/100-500	a	16.12			E:2 17.47	T:2			T:1 18.15
			d	16.13			17.48	17.34			16570 18.23
			s	16:00			16.25				19.30 17.50
172.32	3.32	Ajakollu H	..				17.53				
			d								
166.25	6.07	Wanaparti Road Maradpalli Bridge Km.165/100-300	a	16.26			E:1 18.05 16353				18.39
			d	16.27			18.11	17.43			18.40
			s	16:12			16.40				19.40 18:00
161.33	4.92	Konnur H.	..				18.17				
			d	..							
156.0	5.33	Perur	a								
			d	16.35			18.25	17.50			18.48
153.10	8.23	Kurumurti H.	..				18.34				
			d	..							
147.98	5.12	Kaukuntla	a	E:3 T:1 ..	From Raichur		18.40				T:5 19.02
			d	16.45			18.41	17.57			20.00 17652
			s				17.05				19.06 12770G
137.41	5.09	Devarkadra Jn.	a	T:1	17.45		18.53	E:3			20.05 18.20
			d	16.53	16353 17.52		18.59	18.07			19.18 17027
			s	..	17.30		17.15				19.22 18.30

\$ Experimental stoppage

**A 94 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

16733	12790	20704	12975	19302	17022	17040	12193	12765	12769	17604	Station Code
RMM	MRDW	YPR	MYS	YPR	GTL	VSG	YPR	TPTY	TPTY	YNK	
OKHA	KCG	KCG	JP	DADN	HYB	SC	JBP	AMI	SC	KCG	
Exp	SF Exp	Vande Bharat Bharat EXP	SF Exp	Exp	Exp	Exp	SF Exp	SF Exp	Sevenhills SF Exp	Exp	
Fri	W,Sat	Except Wed	Th,Sa	Tu	Fri	Th,Sat	Su	Tu, Sa	M,F	Daily	
Sa	Th,Su		Th,Sa	Tu	Fri	Th,Sat	Su	Tu, Sa	M,F		
..	..		..						..	..	ARPL
..	..		..						..	..	
T:2	T:1										SRNR
20.05	20.05								01:09		
<b>17027</b>	<b>17027</b>										
20.09	20.08	21.04	22.58	00:24	00:24	00:24	00:24	01:10	01:10	01:55	
									\$ 00:30		
..	..		..						..	..	AJK
..	..		..						..	..	
	20.16										WPR
	<b>12766</b>										
20.18	20.18	21.13	23.07	00:35	00:35	00:35	00:35	01:20	01:20	02:05	
										..	
..	..		..							..	KONN
E:3	E:3		23.15								
			17603								
20.30	20.30	21.17	23.19	00:42	00:42	00:42	00:42	01:27	01:27	2.12	
..	..		..							..	
..	..		..							..	
<b>E:4</b>	<b>E:1 T:3</b>		..							..	KQQ
20.40	20.40	21.25	23.30	00:48	00:48	00:48	00:48	01:33	01:33	02:18	
T:5	E:1 T:4									E:2	
20.54	20.54									02:28	
<b>12785</b>	<b>12785</b>		..							<b>12976</b>	DKC
20.59	20.59	21.30	23.37	00:55	00:55	00:55	00:55	01:40	01:40	02:32	
										..	

\$ Experimental stoppage

**A 95 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

Kms. From SC	Inter Distance	Train Numbers		17024	77648	17625	17253	19714	77207	17694	16003	
		FROM TO TRAIN TYPE		KRNT	RC KCG Via (KSN)	KCG	GNT	KRNT	DHNE	RC	MAS	
		SC	Exp	Pass	RAL	AWB	JP	KRNT	KCG	NSL	Exp	
Days of service from the originating station				Daily	Daily	Daily	Daily	Mon	Daily	Except Sat	Su	
Day of entry into section.											Su	
131.28	6.13	Kotakadra H.	d	..			19.05					
			s				17.20					
126.93	4.35	Manyamkonda	a	T:1	18.00		E:4 T:4			E:6 T:6	E:5 T:4	
			d	17.00	18.01		19.13 17027	18.13		19.45 12770 G	20.30 12785	
			s	..	17.40		17.30			19.52 18.50	20.53	
115.53	11.40	Mahbubnagar Town H ROB Km.114/400-500 Br. No. 246A	d				19.27					
			s				17.40					
112.98	2.55	Mahbubnagar	a	E:5 T:7	18.13		T:1	E:6 T:1		20.08	21.06	
			d	17.27	18.15		19.35 19.37	18.33 18.35		20.10	21.08	
			s	17.20	17.55		18.00	18.20		19.25	19.45	
108.9	4.08	Yenugonda H	d	..	18:21		19:43			..	..	
			s		18:05		18:05					
103.07	5.82	Divitipalli New BR ROB Km.102/100-200 Br. No. 214A, 215	a		18:25		19:50	T:7		20.21	..	
			d	17:36	18:26		19:51	18:50		20.22	21:19	
			s		18:10		18:15			19:35		
95.33	7.79	Jadcherla Old BR ROB Km.94/2-3	a	17:44	18:35		20:00	T:1		20.31		
			d	17:45	18:36		20:01	19:00		20.32	21:29	
			s	17:40	18:20		18:30			19:45		
87.82	7.51	Gollapalli	a	..	18:45		20:10	T:4		20.41		
			d	17:52	18:46		20:11	19:10		20.42	21:37	
			s	..	18:30		18:40			19:55		

\$ Experimental stoppage

**A 96 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

16733	12790	20704	12975	19302	17022	17040	12193	12765	12769	17604	Station Code
RMM	MRDW	YPR	MYS	YPR	GTL	VSG	YPR	TPTY	TPTY	YNK	
OKHA	KCG	KCG	JP	DADN	HYB	SC	JBP	AMI	SC	KCG	
Exp	SF Exp	Vande Bharat Bharat EXP	SF Exp	Exp	Exp	Exp	SF Exp	SF Exp	Sevenhills SF Exp	Exp	
Fri	W,Sat	Except Wed	Th,Sa	Tu	Fri	Th,Sat	Su	Tu, Sa	M,F	Daily	
Sa	Th,Su		Th,Sa	Tu	Fri	Th,Sat	Su	Tu, Sa	M,F		KTKA
..	..		..								
..	..		..								
E:3	T:3			T:3	T:3	T:3	T:3			..	MQN
..	..		..	01:05	01:05	01:05	01:05	01:46	01:46	02:41	
21.10	21.10	21.35	23.43								
								..		..	MHBT
..	..		..								
..	..		..								
21.23	21.23	21.45	E:8	E:6	E:6	E:6	E:6	E:6	E:6	E:5	MBNR
21.25	21.25	21.46	00:03	01:25	01:25	01:25	01:25	02:05	02:05	02:58	
20.30	20.30	21.25	23.20	00:40	00:40	00:40		01:15	01:15	02:20	
											YNG
21:33	21:33	21:54	T:2				T:3	E:2	E:2		DTP
			..	01:36	01:36	01:36	01:36	02:18	02:18	03:10	
	21:41					01:43				E:3	JCL
21:42	21:42	21:59	00:23	01:44	01:44	01:44	01:44	02:26	02:26	03:20	
	20:50					01:05					
T:2				T:2	T:2		T:2		E:2		GLY
21:52	21:52	22:06	00:29	01:52	01:52	01:52	01:52	02:33	02:33	03:28	

\$ Experimental stoppage

**A 97 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

Kms. From SC	Inter Distance	Train Numbers		17024	77648	17625	17253	19714	77207	17694	16003
		FROM TO TRAIN TYPE		KRNT SC Exp	RC KCG Via (KSN) Pass	KCG RAL Exp	GNT AWB Exp	KRNT JP Exp	DHNE KRNT Pass	RC KCG Exp	MAS NSL Exp
		Days of service from the originating station		Daily	Daily	Daily	Daily	Mon	Daily	Except Sat	Su
		Day of entry into section.									Su
83.17	4.65	Rajapur H.		d ..	18:52		.. ..				.. ..
				s ..	18:40						
77.87	5.3	Rangareddi Guda H.		d ..	18:58		20:23				.. ..
				s ..	18.45		18:45				
72.59	5.28	Balanagar		a ..	19:07	E:6	20:27			20.54	
				d 18:03	19:37	P/19714	20:28	19:21		20.55	21:49
				s ..	18:55		19:00			20:05	
69.18	3.41	Burgula H		d ..	19:42		.. ..				.. ..
				s ..	19:00						
59.06	10.12	Shadnagar	ROB Km.51/5-6	a 18:15	19:55	E:2 T:1	20:40	19:34		T:4	T:5
				d 18:16	19:56		20:41	19:35		21.12	
				s 18:10	19:20		19:15	19:10		21.13	22:05
48.25	10.81	HBL Nagar H		d ..	20:06		.. ..				.. ..
				s ..	19:31						
46.38	1.87	Kottur H		a ..	20:08						.. ..
				d ..	20:09		.. ..				
				s ..	19:35		.. ..				
44.3	2.08	Timmapur	RUB Km 28/1-2	a 18:31	20:12					T:2	
				d 18:32	20:13		20:55	19:50		21.29	
				s 18:25	19:39					21.30	22:16
39.51	4.79	Jukal		a ..							
				d 18:37	20:17		20:59	19:53		21.35	22:19

\$ Experimental stoppage

**A 98 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

16733	12790	20704	12975	19302	17022	17040	12193	12765	12769	17604	Station Code
RMM	MRDW	YPR	MYs	YPR	GTL	VSG	YPR	TPTY	TPTY	YNK	
OKHA	KCG	KCG	JP	DADN	HYB	SC	JBP	AMI	SC	KCG	
Exp	SF Exp	Vande Bharat Bharat EXP	SF Exp	Exp	Exp	Exp	SF Exp	SF Exp	Sevenhills SF Exp	Exp	
Fri	W,Sat	Except Wed	Th,Sa	Tu	Fri	Th,Sat	Su	Tu, Sa	M,F	Daily	
Sa	Th,Su		Th,Sa	Tu	Fri	Th,Sat	Su	Tu, Sa	M,F		RJAP
..	..		..								
..	..		..								
..	..		..								
..	..		..								RRGA
..	..		..								
22:04	22:04		..								BABR
20704	20704										
22:23	22:23	22:13	00:40	02:03	02:03	02:03	02:03	02:45	02:45	03:40	
..	..		..								BRGL
..	..		..								
22:35	22:35	22:21	00:50	02:15	02:15	02:14	02:14			T:2 03:54	SHNR
					01:35	01:35				\$ 03:20	
..	..		..								
..	..		..								HBLN
..	..		..								
..	..		..								KOTT
..	..		..								
..	..		..		E:3	E:3	E:3	E:3	E:3	T:1	TMX
22:47	22:47	22:31	01:02	02:30	02:30	02:30	02:30	03:07	03:07	04:10	
22:50	22:50	22:34	1.05	2.33	2.33	2.33	2.33	3.10	3.10	04:13	JKTP

\$ Experimental stoppage

**A 99 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

Kms. From SC	Inter Distance	Train Numbers		17024	77648	17625	17253	19714	77207	17694	16003
		FROM TO TRAIN TYPE		KRNT SC Exp	RC KCG Via (KSN) Pass	KCG RAL Exp	GNT AWB Exp	KRNT JP Exp	DHNE KRNT Pass	RC KCG Exp	MAS NSL Exp
		Days of service from the originating station		Daily	Daily	Daily	Daily	Mon	Daily	Except Sat	Su
		Day of entry into section.									Su
27.74	16.56	Umdanagar	a	18:46	20:28		21:10	E:6 T:2		21.45	..
			d	18:47	20:29		21:11	20:10		21.46	22:27
			s	18:42	19:51		\$ 19:50			20.40	
21.25	6.49	Budvel	a	E:2 T:4	20:37			T:10		E:5	
			d	19:00	20:38		21:18	20:26		22.01	22.33
			s		20:01					21.00	
19.2	2.05	NPA Shivarampalli H ROB Km.15/2-3	d	..	20:41		..				..
			s	..	20:06						..
14.54	4.66	Falaknuma	a	E:2 T:7	20:48		21:26	T:2		E:1 T:4	
			d	19:20	20:49		21:27	20:35		22.15	22:41
			s	19:00	20:15		20:30			P/20704 22.16	22:52
13.28	1.26	Huppuguda H		..			..				..
			d	..	20:51						
			s		20:17						
10.93	2.35	Yakutpura H	d	..							..
			s	..	20:54						..
10.04	0.89	Dabirpura H	d	..			..				..
			..	20:56							..
			s		20:21						
8.87	1.17	Malakpet H RUB 8/1-2 Km.8/7-14, 8/19-20,9/4-5. <i>Musi River</i>		..			..				..
			d	19:28	20:58						..
			s	19:08	20:23						..

\$ Experimental stoppage

**A 100 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

16733	12790	20704	12975	19302	17022	17040	12193	12765	12769	17604	Station Code
RMM	MRDW	YPR	MYS	YPR	GTL	VSG	YPR	TPTY	TPTY	YNK	
OKHA	KCG	KCG	JP	DADN	HYB	SC	JBP	AMI	SC	KCG	
Exp	SF Exp	Vande Bharat Bharat EXP	SF Exp	Exp	Exp	Exp	SF Exp	SF Exp	Sevenhills SF Exp	Exp	
Fri	W,Sat	Except Wed	Th,Sa	Tu	Fri	Th,Sat	Su	Tu, Sa	M,F	Daily	
Sa	Th,Su		Th,Sa	Tu	Fri	Th,Sat	Su	Tu, Sa	M,F		
"	"		"							T:4	UR
22:58	22:58	22:40	01:13	02:41	02:41	02:41	02:41	03:18	03:18	04:25	
E:6	E:6									E:1 T:2	BDVL
23:10	23:10	22:44	01:19	02:47	02:47	02:47	02:47	03:25	03:25	04:35	
"	"		"								NSVP
"	"		"								
E:2 T:1	E:3		"								FM
"	"		"								
23:20	23:20	22:50	01:26	02:54	02:54	02:54	02:54	03:32	03:32	04:42	HPG
"	"		"								
"	"		"								YKA
"	"		"								
"	"		"								DQR
"	"		"								
"	"		"								MXT
"	"		"								

\$ Experimental stoppage

**A 101 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

Kms. From SC	Inter Distance	Train Numbers	17024	77648	17625	17253	19714	77207	17694	16003
		FROM	KRNT	RC KCG Via (KSN)	KCC	GNT	KRNT	DHNE	RC	MAS
		TO	SC	Pass	RAL	AWB	JP	KRNT	KCG	NSL
		TRAIN TYPE	Exp	Pass	Exp	Exp	Exp	Pass	Exp	Exp
		Days of service from the originating station	Daily	Daily	Daily	Daily	Mon	Daily	Except Sat	Su
		Day of entry into section.								Su
7.36	1.51	Kacheguda Lingampalli Bridge	a  d  s	19:35  19:37  19:20	T:4  21:10  22:20	21:40  21:45	T:7  21:00  21:20		E:8 T:2  23:15  Watering  23:30	
5.48	1.88	Km.6/6-9 RUB7/20-21 Vidyanagar H RUB Km.5/11-12	d  s	..  ..	..  ..				..  ..	
4.12	1.36	ROB Km.4/14-15 Jamai Osmania H	d  s	..  ..	..  ..				..  ..	
3.36	0.76	Arts College H ROB at Km2/5-6	d  s	..  ..	..  ..				..  ..	
2.37	0.99	Sitalmandi (A Cabin)	d  s	T:2  19:50	22:30	21.55	21.30		..  23:40	
0.70		Sitalmandi (B Cabin)	d		22:35		21.35			23:45
		Lallaguda Gate	a							
			d							
			s							
	2.0	Malkajgiri (B)	a  d  s	22:45  22:47  22:45	E:11  21.40				T:25  00:30	
	3.0	Moula-ali (Gate Cabin) ROB Km.1/2-1	d	E:3	E:1 T:3  23:05  TO RAL		To MUE		To MUE	
0	2.37	Secunderabad Jn	a  d  s	20:00			22:00  22.10			
		Hyderabad								

\$ Experimental stoppage

**A 102 (HYB)**

**DHONE - SECUNDERABAD**

**UP**

16733	12790	20704	12975	19302	17022	17040	12193	12765	12769	17604	Station Code
RMM	MRDW	YPR	MYS	YPR	GTL	VSG	YPR	TPTY	TPTY	YNK	
OKHA	KCG	KCG	JP	DADN	HYB	SC	JBP	AMI	SC	KCG	
Exp	SF Exp	Vande Bharat Bharat EXP	SF Exp	Exp	Exp	Exp	SF Exp	SF Exp	Sevenhills SF Exp	Exp	
Fri	W,Sat	Except Wed	Th,Sa	Tu	Fri	Th,Sat	Su	Tu, Sa	M,F	Daily	
Sa	Th,Su		Th,Sa	Tu	Fri	Th,Sat	Su	Tu, Sa	M,F		
T:5	E:1 T:4		E:5 T:7	E:6 T:4	E:4 T:20	E:4 T:20	E:4 T:6	E:10	E:6	E:5	KCG
23:40	23:40	23:00	01:50	03:20	03:30	03:30	03:20	03:55	03:50	05:00	
Watering			Watering	Watering			Watering	Watering	Watering		
23:55			02:05	03:35	03:32	03:32	03:35	04:10	03:52		
23:30			01:40	03:00	03:00	03:00	03:00	03:20	03:20		
..	..		..								VAR
..	..		..								
..	..		..								JOO
..	..		..								
..	..		..								ATC
..	..		..								
T:10			T:5	T:5					T:1		STPD
00:20			02:20	03:50	03:45	03:45	03:50	04:20	04:05		
..	..										STDB
00:25			02:25	03:55			03:55	04:25			
											LGDH
00:30			02:32	04:00			04:00	04:30			
To MUE			E:1	To MUE			T:8	To MUE			MLY G
			02:45				04:20				
				04:00	04:00			E:4 04:25			SC
				04:05							
				03:25							
				04:45							HYB

\$ Experimental stoppage

**A 103 (HYB)**

## GADWAL Jn. - RAICHUR Jn.

### SECTIONAL INFORMATION

Total Kilometers	TRACTION	AXLE LOAD				
57.16 Kms	Electric	22.40 T				
SYSTEM OF WORKING		Details of Line Capacity				
GWD Jn. -RC: Single Line Absolute Block System	Engineering Allowance 3 Minutes	Section	Charted Capacity	Effective Capacity	Utilisation	% of Utilisation With MB
		GWD - RC	15	13.5	12.7	94
		List of Notice Station				
Number of stations		GWD				
Block	1 (PASR)	GWD				

### SECTIONAL SPEEDS

Section	MPS
GWD-PASR	100 KMPH
PASR-RC	75 KMPH

### RULING GRADIENT

Section	Length in Kms.	Single /Double	Ruling Gradient			
			Up gradient (Raising)	Length in Kms.	gradient (Falling)	Length in Kms.
GWD-RC	57.160	Single	1 in 150	10.544	1 in 150	19.578

## INTER SECTIONAL RUNNING TIME

GWD-RC	STATIONS	RC-GWD
--	GADWAL Jn. (GWD)	18
18	PANDURANGASWAMY ROAD (PASR)	38
38	RAICHUR Jn. (RC)	--

## TRAIN TIMINGS

T.No. 17693 KCG-RC Exp Except (Sat)	T.No. 67784 GWD-RC Pass Except (Sat)		STATIONS	KM S	T.No. 67783 RC-GWD Pass Except (Sat)	T.No.17694 RC-KCG Exp Except (Sat)
11:00 11:02	14:50	a d	GADWAL Jn. (GWD)	57.19	14:30 E:3 T:10	E:3 18:00 18:02
09:45	--	s			---	17:40
11:20 11:21	15:10 15:11	a d	PANDURANGASWAMY ROAD (PASR)	29.88	13:50 13:51	17:40 17:41
10:10	15:10	s			13:45	17:35
E3 T:7 12:10	E3 T:9 16:20	a d	RAICHUR Jn. (RC)	00.00	13:10	17:00

**“Safety First, Safety Always**

\*

**Make Safety A Daily Habit**

\*

**Knowing Safety is not Enough**

**Practice it.”**

**DEVARKADRA Jn. - KRISHNA Jn. SECTION**  
**SECTIONAL INFORMATION**

Total Kilometers	TRACTION	AXLE LOAD				
65.83 KMS	Electric	22.4 T				
<b>SYSTEM OF WORKING</b>	Critical Block Section	Details of Line Capacity				
Absolute Block System (Single Line)	Engineering Allowance 04 Min	Section	Charted Capacity	Effective Capacity	Utilization	% of Utilization With MB
		DKC-KSN	24	21.6	15	69
Number of stations		<b>List of Notice Station -NIL-</b>				
Block Stations (Excluding DKC & KSN)	4					
Halt Stations	0					

**SECTIONAL SPEEDS**

Section	MPS
DKC-KSN	100 KMPH

**INTER SECTIONAL BARE RUNNING TIME**

DKC-KSN	STATIONS	KSN-DKC
--	Devarkadra Jn (B)	16
16	Marikal (B)	15
15	Jaklair (B)	11
11	Makthal (B)	13
13	Maganur (B)	15
15	Krishna Jn. (B)	---

**TRAIN TIMINGS**

T. No. 77647 KCG-RC Pass (Daily)		STATIONS	T. No. 77648 RC-KCG Pass (Daily)	Station Code	Inner Distance
12:59/13:00 12:15	a/d s	Devarkadra Jn (B)	E4 T2 17:47/17:51 Xing 16353 17:30	DKC	--
13:18/13:19 12:25	a/d s	Marikal (B)	17:13/17:14 17:05	MRKL	14.53
13:35/13:36 12:41	a/d s	Jaklair (B)	T1 16:57/16:58 16:50	JKAR	13.75
T3 13:51/13:52 12:56	a/d s	Makthal (B)	16:44/16:45 16:35	MKTL	11.06
14:05/14:06 13:11	a/d s	Maganur (B)	T3 16:30/16:31 16:20	MNDK	09.07
E4 T1 14:28/14:30 14:15	a/d s	Krishna Jn. (B)	16:08/16:10 (Watering) 16:00	KSN	17.35
Arr. 15:00	--	Raichur Jn. (B)	Dep. 15:30	RC	--

## SECUNDERABAD - MUDKHED

### SECTIONAL INFORMATION

Total Kilometers	TRACTION	AXLE LOAD				
248.78 Kms.	Electric	22.9 T				
<b>SYSTEM OF WORKING</b>	Critical Block Section	Details of Line Capacity				
SC-MED: Double line Automatic block System MJF - MLYG Single Line Absolute Block System	ME-MOB	Section	Charted Capacity	Effective Capacity	Utilization	% of Utilization With MB
MED-MUE: Single line Absolute Block System	Engineering Allowance 15 Min	SC-MED	96	86.4	61.7	71
		MED-MOB	24	21.6	46.1	213
		MOB-NZB	24	21.6	43.4	201
		NZB-MUE	24	21.6	45.4	210
		MJF-MLYG	36	32.4	38.1	118
Number of stations	27	List of Notice Stations (SC, MED, NZB & DAB)				
Block Stations (Excluding SC & MUE)						
Halt Stations						

### SECTIONAL SPEEDS

Section	MPS
STPD-STDB	20 KMPH
MJF-MLYG	30 KMPH
SC-BMO-SC	90 KMPH
BMO-MUE-BMO	110 KMPH

### LIST OF IMPORTANT BRIDGES

Sl.No	Section	Kms of TP from	Bridge No.	Name
1.	MUE-NZB	432/600-433/200	434	Godavari.
2.	NZB-SC	461/400-500	480	-

### RULING GRADIENT

Section	Length in Kms.	Single /Double	Ruling Gradient			
			Up Gradient (Raising)	Length in Kms.	Down gradient (Falling)	Length in Kms.
SC-BMO	13.850	Double	1 in 100	0.532	--	--
BMO-NZB	146.650	Single	1 in 133	15.862	1 in 133	25.404
NZB-MUE	88.280	Single	1 in 133	11.016	1 in 133	8.253

**INTER SECTIONAL RUNNING TIME**  
**SECUNDERABAD - MUDKHED SECTION**

MPS			Stations	MPS		
Loaded Freight trains	90 Kmph	110 Kmph		110 Kmph	90 Kmph	Loaded Freight trains
	..	---	SECUNDERABAD Jn.	-	8	20
20	8	--	MALKAJGIRI	--	6	16
18	7	--	CAVALRY BARRACKS	--	5	12
12	5	..	BOLARUM	5		12
12		5	GUNDLA POCHAMPALLI	6		15
12		6	MEDCHAL	10		21
17		10	MANOHARABAD Jn.	10		21
16		10	MASAIPET	7		11
15		7	WADIARAM	5		13
10		5	MIRZAPALLI	6		11
10		6	AKANAPET Jn.	6		11
11		6	BHIKNUR	6		15
14		6	TALMADLA	7		15
16		7	KAMAREDDI	8		15
15		8	UPPALVAI	9		20
12		9	SIRNAPALLI	6		10
12		6	INDALVAI	6		14
11		6	DICHPALLI	12		20
19		12	NIZAMABAD Jn.	6		15
15		6	JANKAMPET Jn.	7		10
10		7	NAVIPET	12		20
19		12	BASAR	8		15
15		8	DHARMABAD	10		18
19		10	KARKHELI	6		11
10		6	BOLSA	7		10
15		7	UMRI	11		19
20		11	SIVUNGAON	6		14
15		6	MUDKHED Jn.	..	..	..
390 Min	202 Min		TOTAL	201 Min		404 Min

**EFFICIENCY AND SAFETY SHOULD  
GO TOGETHER**

**THE BEST SAFETY DEVICE IS A  
CAREFUL RAILWAYMAN**

**A SHORT CUT IS OFTEN A WRONG  
CUT**

**BEGIN THE DAY WITH SAFETY**

**&**

**END THE DAY WITH SAFETY**

# SECUNDERABAD - MUDKHED

UP

Kms. From MMR	Inter Distance	Train Numbers		17688	16733	16003	77645	19302	12765	17661	
		FROM	TO	DAB	RMM	MAS	NZB	YPR	TPTY	KCG	
		TRAIN TYPE		MMR	OKHA	NSL	NED	DADN	AMI	NSL	
Days of service from the originating station		Marathwada Exp		Exp	Exp	Pass	Pass	Exp	SF Exp	Exp	
Day of entry into section.					Su	M			W, Su		
624.4		Hyderabad	d								
		Kacheguda (B) Lingampalli Bridge	a		23:40 Watering	23:15 Watering		03:20 Watering	03:55 Watering	--	
		Km.6/6-9 RUB7/20-21	d		23:55	23:30		03:35	04:10	04:50	
622.5	1.88	Vidyanagar	d								
		RUB Km.5/11-12	s								
621.1	1.36	Jamai Osmania	d								
620.4	0.76	Arts College ROB at Km2/5-6	d								
619.3	1.09	Sitaphalmandi (A) Cabin	a		T:10				..	05:02	
		ROB Km 1/2-1	d		00:20	23:40		03:50	04:20	05:03	
			s							05:00	
620.7	2.7	Secunderbad Jn.	a								
			d								
			s								
619.2		Sitaphalmandi (B) Cabin RUB No. 758 Kms 617/400-300	d		00:25	23:45		03:55	04:25	05:07	
			s								
618	2.70	Lallaguda Gate H.	d							05:09	
			s							05:05	
616.9	1.06	Malkajgiri	a			T:25				05:13	
			d		00:30	00:30		04:00	04:30	05:15	
			s							05:10	
616.1	0.80	Dayanandnagar H RUB No. 752 Kms 617/500-400	d							05:19	
			s							05:13	
615.3	0.78	Safilguda H.	d							..	
			s							05:22	
613.6	1.7	Ramakistapuram Gate H ROB No.747B Kms 612/500-400 ROB No.747C Kms 612/800-700	a							..	
			d							05:25	
			s							05:17	
612.6	1.06	ROB No.747D Kms 612/900-800 Ammuguda H ROB No.Km.612/300-200	a							05:28	
			d							05:20	
			s								
611.2	1.34	Cavalry Barracks ROB No.744 Kms 610/500-400 ROB No.742 Kms 610/200-100	a					T:3		T:3	
			d		00:37	00:37		04:10	04:37	05:34	
			s							05:25	

\$ Experimental stoppage

**A 110 (HYB)**

**SECUNDERABAD - MUDKHED**
**UP**

12793	77649	17639	17641	20809	20811	57301	77601	77653	11413	17058	Station Code
TPTY NZB Rayalseema SF Exp	KCG KMRM Pass	KCG AK Exp	KCG NRKR Exp	SBP NED SF Exp	VSKP NED SF Exp	KCG MDAK Pass	KCG NZB Pass	SC SIPT Pass	NZB PVR Exp	LPI CSMT Devagiri EXP	
Daily	Daily	M	Except M	Su,M,F	Tu,W,Sa	Daily	Daily	Except W	Daily	Daily	
				M,Tu,Sa	W,Th,Su						
											HYB
		--									KCG
	05:30	07:10	07:10			07:45	09:50				
						07:48					VAR
						07:48					
						07:51					JOO
						07:51					
						07:54					ATC
						07:54					
	05:39	07:19	07:19			07:57	09:59				STPD
	05:40	07:20	07:20			07:58	10:00				
	05:40	07:20	07:20			07:56	10:00				
06:05				07:50	07:50					13:20	SC
06:15				08:10	08:10			10:35		13:25	
06:05				07:55	07:55					13:10	
06:25	T:8 05:55	07:24	07:24	T:3 08:20	T:3 08:20	08:02	10:05	10:40		13:30	STDB
	06:00					08:05					LGDH
	05:45					8.04					
06:30	06:15 06:17	07:28 07:30	07:28 07:30	T:4 08:30	T:4 08:30	08:09 08:10	10:10 10:11	10:45 10:46		E:1 13:37	MJF
	06:00	07:30	07:30			08:08	10:10	10:45			
						08:13					DYE
						08:10					
						08:15					SFX
						08:12					
						08:18					RKO
						08:15					
						08:21					AMQ
						08:17					
T:3 06:35 P/12793	T:10 06:42	T:2 07:40	T:2 07:40	E:1 T:10 08:48	E:1 T:10 08:48	08:26 08:27	10:20	10:58		13:44	CVB
06:40	06:15					08:22		10:55			

\$ Experimental stoppage

**A 111 (HYB)**

**SECUNDERABAD - MUDKHED**

**UP**

Kms. From MMR Inter Distance		Train Numbers		17688	16733	16003	77645	19302	12765	17661
		FROM TO TRAIN TYPE		DAB MMR Marathwada Exp	RMM OKHA Exp	MAS NSL Exp	NZB NED Pass	YPR DADN Exp	TPTY AMI SF Exp	KCG NSL Exp
		Days of service from the originating station		Daily	F	Su	Daily	Tu	Tu, Sa	Daily
		Day of entry into section.			Su	M			W, Su	
610	1.25	<i>Alwal H. ROB No.739 Kms 609/300-200 ROB No.737 Kms 608/700-600</i>		d						05:37
				s						05:27
608.6	1.35	<i>Bolarum Bazar H</i>		d						.. 05:39
				s						05:30
606.8	1.81	<b>Bolarum</b> <i>ROB No.723A Kms 602/800-700</i>		a					T:1	T:1 05:45
				d	00:42	00:42		04:16	04:43	05:46
				s						05:35
601.3	5.54	<b>Gundla Pochampalli</b>		a					T:2	T:1 05:55
				d	00:47	00:47		04:23	04:49	05:56
				s						05:40
596.4	4.89	<i>Gowdavalli H</i>		d						06:02
				s						05:45
592.9	3.44	<b>Medchal</b>		a		T:1	T:1		T:7	T:3 E:1 T:2 06:10
				d	00:55	00:55		04:38	04:58	06:11
				s						05:55
589	3.98	<i>Dabilpur H.</i>		d						06:18
				s						06:00
579.7	9.26	<b>Manoharabad Jn</b>		a					E:6	E:2 T:3 06:35 77604
				d	01:05	01:05		04:48	05:14	06:39
				s						06:10
571.1	8.62	<i>Brahmanapalli H. Pushpa Bridge : 661 Km.566/700-600</i>		d						06:50
				s						06:20
565.5	5.54	<b>Masaipet</b>		a	..	..			T:2	06:55
				d	01:15	01:15		05:00	05:24	06:56
				s						06:25
562.3	3.23	<i>Srinivasanagar H.</i>		d						07:00
				s						06:30

\$ Experimental stoppage

**A 112 (HYB)**

**SECUNDERABAD - MUDKHED**
**UP**

12793	77649	17639	17641	20809	20811	57301	77601	77653	11413	17058	Station Code
TPTY NZB Rayalseema SF Exp	KCG KMRM Pass	KCG AK Exp	KCG NRKR Exp	SBP NED SF Exp	VSKP NED SF Exp	KCG MDAK Pass	KCG NZB Pass	SC SIPT Pass	NZB PVR Exp	LPI CSMT Devagiri EXP	
Daily	Daily	M	Except M	Su,M,F	Tu,W,Sa	Daily	Daily	Except W	Daily	Daily	
				M,Tu,Sa	W,Th,Su						
						08:31					ALW
						08:24					
						08:34					BOZ
						08:26					
T:4 06:50	E:4 T:13 07:10	T:2 07:11	T:2 07:50	T:3 07:49	T:3 07:49	E:1 08:38	T:3 10:31	E:1 T:2 11:09		13:50 13:51	BMO
	06:25	07:45	07:45			08:28	10:25	11:10		13:48	
T:8 07:05		T:3 07:19	T:3 07:20	T:1 08:00	T:1 08:00	E:1 08:45	T:1 10:40	11:18 11:19		13:59	GDPL
	06:35					08:35		11:13			
						08:51					GWV
						08:38					
E:4 :T:4 07:20	E:5 T:7 07:43	E:3 T:9 77644	E:3 T:9 17063	T:2 08:30	T:2 08:30	08:56 08:57	10:49 10:50	T:7 11:37 77606		T:1 14:07	MED
	06:50	08:05	08:05			08:45	10:40	11:25			
						09:01					DBV
						08:48					
T:3 07:34						T:2 09:12 P/20809	T:1 11:04	T:1 11:55			MOB
	07:20					09:38	11:05	11:56		14:17	
						08:55	10:50	11:35			BMPL
						09:47		TO SIDDIPIET (Arr 14:00)			
						09:00					SHAN
	08:29	E:4 T:1 08:30	E:4 T:1 08:57	..	..	09:53				14:27	
07:44	07:32					09:10					
	08:36					10:00	11:20				SHAN
	07:35					09:15	11:00				

\$ Experimental stoppage

**A 113 (HYB)**

# SECUNDERABAD - MUDKHED

UP

Kms. From MMR Inter Distance		Train Numbers		17688	16733	16003	77645	19302	12765	17661	
		FROM TO TRAIN TYPE		DAB MMR Marathwada Exp	RMM OKHA Exp	MAS NSL Exp	NZB NED Pass	YPR DADN Exp	TPTY AMI SF Exp	KCG NSL Exp	
		Days of service from the originating station		Daily	F	Su	Daily	Tu	Tu, Sa	Daily	
		Day of entry into section.			Su	M			W, Su		
554.9	7.4	<b>Wadiaram</b>		a d s				<b>T:2</b>		07:08	
					01:22	01:22		05:10	05:31	07:09	
										06:35	
548.4	6.47	<b>Mirzapalli</b>		a d s				<b>T:1</b>		07:17 <small>P/17418 Xing 17063</small> 07:22	
					01:27	01:27		05:17	05:36		
										06:45	
538.7	4.26	<b>Akanapet Jn</b>		a d s				<b>T:2</b>		<b>E:2 T:2</b> 07:35	
					01:33	01:33		05:26	05:42	07:36	
										06:55	
531.5	7.24	<b>Bhiknur</b>		a d s				<b>E:4 T:1</b> 05:38 <b>P/12765</b>		07:47 <b>57414</b> 07:52	
					01:39	01:39		05:56	05:48		
										07:10	
527.4	4.05	<b>Tippapur .H.</b>		d s						07:57	
										07:15	
521.9	5.53	<b>Talmadla</b>		a d s				<b>E:4 T:6</b> 06:14 <b>77644</b> 06:19		<b>T:1</b> 08:04	
					01:45	01:45		05:54	05:54	08:05	
										07:25	
512	9.83	<b>Kamareddi</b>		a d s		01:55	01:55		06:29 <b>17063</b>	06:03	08:15
					01:57	01:57		06:33	06:05	08:17	
					01:20	01:20		06:00	05:35	07:40	
500.8	11.3	<b>Uppalavai</b>		a d s					<b>E:1</b> 06:17 <b>17063</b> 06:21	08:28 <small>P/12793</small> 08:53	
					02:08	02:08		06:43		08:00	
490.3	10.5	<b>Sirnapalli</b>		a d s		<b>T:2</b> 02:18 17664 02:22	<b>T:2</b> 02:18 17664 02:22		06:55 <b>57414</b> 07:02	06:30	09:08 <small>08:10</small>

\$ Experimental stoppage

**A 114 (HYB)**

**SECUNDERABAD - MUDKHED**

**UP**

12793	77649	17639	17641	20809	20811	57301	77601	77653	11413	17058	Station Code
TPTY NZB Rayalseema SF Exp	KCG KMRM Pass	KCG AK Exp	KCG NRKR Exp	SBP NED SF Exp	VSKP NED SF Exp	KCG MDAK Pass	KCG NZB Pass	SC SIPT Pass	NZB PVR Exp	LPI CSMT Devagiri EXP	
Daily	Daily	M	Except M	Su,M,F	Tu,W,Sa	Daily	Daily	Except W	Daily	Daily	
				M,Tu,Sa	W,Th,Su						
07:51	T:2 08:45	T:3 09:10	T:3 09:10			T:3 10:10	T:2 11:30			T:1 14:35	WDR
	08:46	09:11	09:11	09:44	09:44	10:11	11:31				
07:56	07:45	08:35	08:35			09:25	11:10				MZL
	08:55	09:22	09:22	..	..	10:19	11:40			14:43 14:44	
08:00	08:56	09:23	09:23	09:49	09:49	10:20	11:41			14:35	AKE
	08:00	08:45	08:45			09:40	11:20				
08:03	09:02	09:33	09:33			E:1 T:2 10:33	11:50			14:55 14:56	AKE
	09:03	09:34	09:34	09:55	09:55	10:35	11:51				
08:10	08:10	08:55	08:55			09:55	11:30			14:45	BKU
	09:13					TO MEDAK	12:00				
08:20	09:14	09:44	09:44	10:01	10:01		12:01			15:05	THPR
							11:38				
08:25	09:20						12:06				TMD
							11:40				
08:16	09:26						12:11			15:13 <b>12794</b> 15:17	TMD
	09:27	09:51	09:51	10:08	10:08		12:12				
08:35	08:35						11:45				KMC
	T:2 08:28	T:2 09:38	T:2 10:04	T:2 10:04	E:5 T:1 10:25	E:5 T:1 10:25		12:21		E:2 15:30 <b>12766</b> 15:36	
08:40	09:40	10:06	10:06	10:27	10:27		12:23			15:10	UPW
	08:00	08:45	09:30	09:30	09:50	09:50		11:50			
08:42	T:1 09:50	T:1 10:17	T:1 10:17				T:2 12:36 <b>17057</b> 12:40			15:48	SCP
	09:51			10:38	10:38						
08:51	E:1 10:03	T:2 10:04	T:2 10:28	10:28	10:47	10:47	T:8 13:00			15:58	SCP
	10:05						13:01				
							12:10				

\$ Experimental stoppage

**A 115 (HYB)**

# SECUNDERABAD - MUDKHED

UP

Kms. From MMR Inter Distance		Train Numbers		17688	16733	16003	77645	19302	12765	17661
		FROM TO TRAIN TYPE	DAB	RMM	MAS	NZB	YPR	TPTY	KCG	
			MMR	OKHA	NSL	NED	DADN	AMI	NSL	
		Marathwada Exp	Exp	Exp	Pass	Exp	SF Exp	Exp		
Days of service from the originating station		Daily		F	Su	Daily	Tu	Tu, Sa	Daily	
Day of entry into section.				Su	M			W, Su		
482.5	7.84	Indalvai	a							09:16
			d		02:32	02:32		07:09	06:36	09:17
			s							08:25
473	9.47	Dichpalli <i>Poolong Bridge</i> <i>Km.461/600-400</i>	a		E:5 T:2 02:48 <b>17406</b>	E:5 T:2 02:48 <b>17406</b>				T:2 09:27
			d		02:51	02:51		07:15	06:42	09:28
			s							08:40
460.2	12.9	Nizamabad Jn. <i>RUB Km 460/900-800</i>	a		E:5 T:7 03:18	E:5 T:7 03:15 <b>19713</b>		07:28	E:2 06:58	E:5 09:50
			d		03:20	03:20	06:30	07:30	07:00	09:55
			s		02:40	02:40		06:50	06:20	09:20
453.9	6.3	Jankampet Jn. <i>Gundaram Bridge</i> <i>Km.451/800-900</i>	a		T:2	T:2	06:39		E:1 T:2	T:1 10:05
			d		03:32	03:32	06:40	07:38	07:11	10:06
			s				06:39			09:30
445.4	8.46	Navipet	a		T:1	T:1	06:49		E:5	T:1 10:16
			d		03:42	03:42	06:50	07:45	07:23	10:17
			s				06:50			09:40
438.5	6.87	Fakhrrabad H. <i>Godavari Bridge</i> <i>Km.433/200-432/600</i>	d				06:58			10:25
			s				06:55			09:50
430.8	7.69	Basar	a		E:2 T:3 03 58	E:2 03.58	07:05	T:5		10:33
			d		04 00	04.00	07:06	08:02	07:35	10:35
			s			03:20	07:00			10:00
421	9.81	Dharmabad	a		E:2 T:6	E:2 T:6	07:14	E:5	07:44	10:45
			d	04:00	04:18	04:18	07:15	08:15	07:45	10:46
			s				07:10		07:15	10:15

\$ Experimental stoppage

**A 116 (HYB)**

# SECUNDERABAD - MUDKHED

UP

12793	77649	17639	17641	20809	20811	57301	77601	77653	11413	17058	Station Code
TPTY NZB Rayalseema SF Exp	KCG KMRM Pass	KCG AK Exp	KCG NRKR Exp	SBP NED SF Exp	VSKP NED SF Exp	KCG MDAK Pass	KCG NZB Pass	SC SIPT Pass	NZB PVR Exp	LPI CSMT Devagiri EXP	
Daily	Daily	M	Except M	Su,M,F	Tu,W,Sa	Daily	Daily	Except W	Daily	Daily	
				M,Tu,Sa	W,Th,Su						
08:57	10:14 10:15	T:1 10:35	T:1 10:35				T:2 13:11			16:04	IDL
	09:15										
09:03	10:24 10:25	T:1 10:42	T:1 10:42	E:4 11:05	E:4 11:05					16:10	DHP
	09:30						13:18				
E:6 T:2 09:25	10:38	E:3 10:58	E:3 10:58	11:18	11:18		E:10 T:2 13:45			E:1 16:25 17662	NZB
	10:50	11:00	11:00	11:20	11:20			12:45		16:27	
	10:25	10:30	10:30	10:40	10:40					15:50	
	To KMRM			E:5 11:33	E:5 11:33					..	JKM
		11:08	11:08					12:55	16:37		
				T:1 11:42 17057 11:47	T:1 11:42 17057 11:47			T:1 13:04	16:44		NVT
		11:15	11:15							..	
											FKB
		11:28	11:28	12:01	12:01			T:1 13:20	T:1 16:58		BSX
		11:30	11:30	12:03	12:03			13:22	17:00		
		11:05	11:05	11:20	11:20			13:15	16:30		
		T:6 11:46	T:6 11:46					13:32	T:1 17:12		DAB
		11:47	11:47	12:14	12:14			13:33	17:13		
		11:15	11:15					13:25	16:40		

\$ Experimental stoppage

**A 117 (HYB)**

**SECUNDERABAD - MUDKHED**
**UP**

Kms. From MMR	Inter Distance	Train Numbers		17688	16733	16003	77645	19302	12765	17661
		FROM TO TRAIN TYPE		DAB MMR Marathwada Exp	RMM OKHA Exp	MAS NSL Exp	NZB NED Pass	YPR DADN Exp	TPTY AMI SF Exp	KCG NSL Exp
		Days of service from the originating station		Daily	F	Su	Daily	Tu	Tu, Sa	Daily
		Day of entry into section.			Su	M			W, Su	
414.7	6.32	Samrala H.	d				07:23			10:53
			s				07:15			10:23
407.4	7.3	Karkheli	a	04:13	T:2	T:2	07:34			10:59
			d	04:14	04:30	04:30	07:35	08:25	07:56	11:03
			s	04:13			07:25			10:30
400.1	7.39	Bolsa	a		T:3	T:3				T:4
					04:41	04:41	07:44			11:17
					17063	17063				
			d	04:21	04:46	04:46	07:45	08:31	08:02	11:18
391.3	8.79	Umri	s				07:35			10:40
			a	T:2	E:1 T:8	E:1 T:8	T:1	E:1 T:1		E:2 T:2
				04:33			07:55			11:30
			d	04:34	05:05	05:05	08:22	08:40	08:09	11:31
383.5	7.72	Shelgaon H.	s	04:30			07:45			10:50
			d				08:30			11:41
			s				07:50			11:00
377.7	5.81	Sivungaon	a	T:2	T:2	T:2	T:1			T:1
				04:48			08:38			11:48
				18504			P/19302			
			d	04:57	05:18	05:18	09:07	08:51	08:20	11:49
371.9	5.86	Mudkhed Jn.	s				08:00			11:10
			a	E:3	T:2	T:2	E:6 T:3	E:1 T:3		E:3 T:4
				05:10	05:30	05:30	09:25	09:05	08:28	12:05
			d	05:12	05:32	05:32	09:27	09:07	08:30	12:07
			s	05:00	05:10	05:10	08:35	08:50	08:10	11:45

\$ Experimental stoppage

**A 118 (HYB)**

**SECUNDERABAD - MUDKHED**
**UP**

12793	77649	17639	17641	20809	20811	57301	77601	77653	11413	17058	Station Code
TPTY NZB Rayalseema SF Exp	KCG KMRM Pass	KCG AK Exp	KCG NRKR Exp	SBP NED SF Exp	VSKP NED SF Exp	KCG MDAK Pass	KCG NZB Pass	SC SIPT Pass	NZB PVR Exp	LPI CSMT Devagiri EXP	
Daily	Daily	M	Except M	Su,M,F	Tu,W,Sa	Daily	Daily	Except W	Daily	Daily	
				M,Tu,Sa	W,Th,Su						
											SQE
		T:1 12:00	T:1 12:00						13:46 12766 13:50	T:1 .. 17:25	KEK
									13:35		
									E:5 T:3 14:10	E:2 17:34 20810/ 20812 17:38	BLSA
		T:1 12:15 12:16	T:1 12:15 12:16						E:1 T:5 14:25 14:26	E:4 17:50 19301 17:56	UMRI
		11:40	11:40						13:55	17:20	
											SLGH
											SVN
		12:28	12:28	T:5 12:55	T:5 12:55				T:3 14:43 17662 14:48	T:2 18:11	
											MUE
		E:5 T:1 12:43 12:45	E:5 T:1 12:43 12:45	13:05 13:07	13:05 13:07				T:2 15:00 15:02	E:5 18:25 18:27	
		12:35	12:35	12:50	12:50				14:50	18:15	

\$ Experimental stoppage

**A 119 (HYB)**

# SECUNDERABAD - MUDKHED

UP

Kms. From MMR Inter Distance		Train Numbers	77605	17020	67773	57411	77655	17064	77643	77603
		FROM TO	KCG PAU	HYB HSR	KRM BDHN	GTL BDHN	SC SIPT	KCG MMR	KCG NZB	KCG MDAK
		TRAIN TYPE	Pass	Exp	Pass	Pass	Pass	Ajantha Exp	Pass	Pass
		Days of service from the originating station	Daily	Sat	Daily	Daily	Except W	Daily	Daily	Daily
		Day of entry into section.								
624.4		Hyderabad	d		15:10					
		Kacheguda Lingampalli Bridge	a	--			15.25			
			d	12:00			Watering 15.40		18:40	18:50
		Km.6/6-9 RUB7/20-21	s				15:30			19:10
622.5	1.88	Vidyanagar RUB Km.5/11-12	d				15.43			19:13
			s				15.35			19:12
621.1	1.36	Jamai Osmania	d				15.45			19:15
			s				15.40			19:14
620.4	0.76	Arts College ROB at Km2/5-6	d				15.48			19:17
			s				15.45			19:16
619.3	1.09	Sitaphalmandi (A) Cabin ROB Km 1/2-1	a	12:13			15.52			19:03
			d	12:14			15.53		18:50	19:04
			s	12:13			15.50			19:04
620.7	2.7	Secunderbad Jn RUB Km.618/3-2	a		15:40					
			d		15:45			17:50		
			s		15:45					
619.20		Sitaphalmandi (B) Cabin RUB No. 758 Kms 617/400-300	d	12:20	15:50		15.57	17:55	18:55	19:08
			s							19:27
618	2.70	Lallaguda Gate H.	d	12:24			16.03			19:30
			s	12:18			15.55			19:26
616.9	1.06	Malkajgiri	a	12:26			T:15 16.20	18:00	19:03	19:12
			d	12:28	15:55		16.22	18:01	19:05	19:13
			s	12:22			16:05	17:58	19:00	19:10
616.1	0.8	Dayanandnagar H RUB No. 752 Kms 617/500-400	d				16:24			19:35
			s				16:07			19:32
615.3	0.78	Safilguda H	d				16:26			19:37
			s				16:09			19:34
613.6	1.7	Ramakistapuram Gate H No.747C Kms 612/800-700	d				16:28			19:39
			s				16:11			19:36
612.6	1.06	Ammuguda H ROB No.Km.612/300-200 ROB No.747D Kms 612/900-800	a							19:41
			d				16:30			
			s				16:13			19:38
611.2	1.34	Cavalry Barracks ROB No.744 Kms 610/500-400 ROB No.742 Kms 610/200-100	a	12:40			T:5 16:40	18:12		T:2
			d	12:41	16:02		16:41	18:13	19:13	19:25
			s	12:32			16:20	18:06		19:44

\$ Experimental stoppage

# Special trains will be operated until further advice

**A 120 (HYB)**

**SECUNDERABAD - MUDKHED**

**UP**

12787	12720	07020	11410	17417	18503	17405	19714	17231	07053	17663	Station Code
NS NSL <b>SF Exp Via KZJ</b>	HYB JP <b>SF Exp</b>	HYB JP <b># Spl</b>	NZB PUNE <b>Exp</b>	TPTY SNSI <b>Exp</b>	VSKP SNSI <b>Exp</b>	TPTY ADB <b>Krishna Exp</b>	KRNT JP <b>Exp</b>	NS NSL <b>Exp Via GNT</b>	KCG BKN <b># Spl</b>	RC PBN <b>Exp</b>	
M,Tu,W,T h,Sa	M, W	F	Daily	Tu	Th	Daily	M	Su, F	Sa	Daily	
M,Tu,W,T h,Sa		F		Tu	Th		M	Su, F	Sa		
	<b>20:25</b>	<b>19:50</b>									<b>HYB</b>
							21:00 Watering 21:20				<b>KCG</b>
							21:20				<b>VAR</b>
											<b>JOO</b>
											<b>ATC</b>
											<b>STPD</b>
							21:30		22:10		
20:00	20:55	20:30		20:50	20:50	20:40		21:15		22:10	
20:15	21:05	20:40		21:05	21:05	21:15		21:40		22:30	
20:00	20:55	20:20		20:30	20:30	20:45		21:20		22:10	
20:20	21:10	20:45		21:10	21:10	21:20	21:35	21:45	22:15	22:35	<b>STDB</b>
											<b>LGDH</b>
20:25	21:15	20:50		21:15	21:15	T:4 21:30 21:32	T:10 21:50		22:20 22:22	22:41 22:43	<b>MJF</b>
						20:55			22:20	22:25	<b>DYE</b>
						..				..	
						..					<b>SFX</b>
						..					<b>RKO</b>
											<b>AMQ</b>
20:32	21:22	21:00		21:22	21:22	21:40	22:00	22:00	22:30	22:53	<b>CVB</b>

\$ Experimental stoppage

# Special trains will be operated until further advice

**A 121 (HYB)**

# SECUNDERABAD - MUDKHED

UP

Kms.From MMR Inter Distance		Train Numbers		77605	17020	67773	57411	77655	17064	77643	77603
		FROM TO		KCG PAU	HYB HSR	KRMR BDHN	GTL BDHN	SC SIPT	KCG MMR	KCG NZB	KCG MDAK
		TRAIN TYPE		Pass	Exp	Pass	Pass	Pass	Ajantha Exp	Pass	Pass
		Days of service from the originating station		Daily	Sat	Daily	Daily	Except W	Daily	Daily	Daily
610	1.25	<i>Alwal H.</i> ROB No.739 Kms 609/300-200 ROB No.737 Kms 608/700-600		d				16:43			19:48
				s				16:22			19:46
608.6	1.35	<i>Bolarum Bazar H</i>		d				16:45			19:50
				s				16:24			19:48
606.8	1.81	<i>Bolarum</i> ROB No.723A Kms 602/800-700		a	12:50			16:52	18:25	19:19	19:35
				d	12:51	16:07		16:53	18:26	19:20	19:36
				s	12:40			16:26	18:16	19:15	19:20
601.3	5.54	<i>Gundla Pochampalli</i>		a	T:4			17:02	18:36		T:2
				d	13:04			17:03	18:37	19:26	20:04
				s	13:05	16:12		16:32	18:25		19:55
596.4	4.89	<i>Gowdavalli H</i>		d				17:09		..	20:10
				s				16:35			20:00
592.9	3.44	<i>Medchal</i>		a	13:15	T:4		E:1 T:13			E:4 T:3
				d	13:16	16:25		17:30	18:48	19:35	20:29
				s	12:58	16:20		77602	57302		17662 20810
589	3.98	<i>Dabilpur H.</i>		d	13:22			17:46			20:39
				s	13:05			17:10			20:15
579.7	9.26	<i>Manoharabad Jn</i>		a	E:5 T:5	T:1		17:54	19:06		20:20
				d	13:45			17:55	19:09	19:48	20:45
				s	17057	16:37		17640/42		20810	19301 P/20801
571.1	8.62	<i>Brahmanapalli H.</i> <i>Pushpa Bridge : 661</i> <i>Km.566/700-600</i>		a	13:52			17:55	19:09	20:24	21:10
				d	13:20			17:20	18:45		20:30
				s	14:03			TO SIDDIPET			21:19
565.5	5.54	<i>Masaipet</i>		d	13:30			17:30			20:40
				a	14:10			T:2		E:2	T:1
				d	P/17058	16:47		18:15		20:02	20:37
562.3	3.23	<i>Srinivasanagar H.</i>		s	14:34			18:16		20:06	21:25
				a	13:40			17:40		20:42	19301 77650
				d	14:39			18:21		20:49	21:36
				s	13:50			17:45		19:55	20:50

\$ Experimental stoppage

# Special trains will be operated until further advice

**A 122 (HYB)**

**SECUNDERABAD - MUDKHED**

**UP**

12787	12720	07020	11410	17417	18503	17405	19714	17231	07053	17663	Station Code
NS NSL <b>SF Exp Via KZJ</b>	HYB JP <b>SF Exp</b>	HYB JP <b># Spl</b>	NZB PUNE <b>Exp</b>	TPTY SNSI <b>Exp</b>	VSKP SNSI <b>Exp</b>	TPTY ADB <b>Krishna Exp</b>	KRNT JP <b>Exp</b>	NS NSL <b>Exp Via GNT</b>	KCG BKN <b># Spl</b>	RC PBN <b>Exp</b>	
M,Tu,W,T h,Sa	M, W	F	Daily	Tu	Th	Daily	M	Su, F	Sa	Daily	
M,Tu,W,T h,Sa		F		Tu	Th		M	Su, F	Sa		
											ALW
											BOZ
		<b>T:7</b>				21:46				23:01	BMO
20:37	21:27	21:15		21:27	21:27	21:47	22:05	22:05	22:36	23:02	
						<b>21:15</b>				22:40	
		<b>T:10</b>									GDPL
20:42	21:32	21:32		21:32	21:32	21:54	22:11	22:11	22:42	23:10	
						..					GMV
											MED
20:48	21:38	21:38		21:38	21:38	22:03	22:19	<b>T:2</b>		<b>E:5 T:8</b>	
						\$ 21:35	22:10			23:33	
						..				<b>12719</b>	DBV
										23:38	
										23:00	
						..					MOB
										23:50	
20:58	21:48	21:48		21:48	21:48	22:15	22:40	22:40	23:02	23:51	
										23:15	
											BMPL
						..	<b>E:5</b>	<b>E:4</b>	<b>T:1</b>		ME
21:08	21:58	21:58		21:58	21:58	22:25	22:55	22:55	23:20	00:02	
											SHAN

\$ Experimental stoppage

# Special trains will be operated until further advice

**A 123 (HYB)**

# SECUNDERABAD - MUDKHED

UP

Kms. From MMR Inter Distance		Train Numbers		77605	17020	67773	57411	77655	17064	77643	77603
		FROM TO		KCG PAU	HYB HSR	KRMR BDHN	GTL BDHN	SC SIPT	KCG MMR	KCG NZB	KCG MDAK
		TRAIN TYPE		Pass	Exp	Pass	Pass	Pass	Ajantha Exp	Pass	Pass
		Days of service from the originating station		Daily	Sat	Daily	Daily	Except W	Daily	Daily	Daily
554.9	7.4	<b>Wadiaram</b>		a 14:50			T:8 18:41 <b>17642</b>		20:15	T:4 21:03 <b>P/12787</b>	21:44
				d 14:51	16:54		18:47		20:16	21:22	21:45
				s 14:10			18:00		20:10	20:10	21:00
548.4	6.47	<b>Mirzapalli</b>		a 15:00			18:57 <b>17662</b>			21:29	21:53
				d 15:01	16:59		19:03		20:22	21:30	21:54
				s 14:20			18:10			20:20	21:10
538.7	4.26	<b>Akanapet Jn</b>		a E:3 T:3 15:24 <b>12794</b>			19:14			21:39	22:03
				d 15:29	17:05		19:15		20:28	21:45	22:05
				s 14:30			18:20			20:30	21:30
531.5	7.24	<b>Bhiknur</b>		a 15:48 <b>12766</b>			E:4 T:7 19:37 <b>20810</b>			E:1 T:2 TO MDAK	
				d 15:53	17:11		19:42		20:34	21:56	
				s 14:50			18:30				
527.4	4.05	<b>Tippapur .H</b>		d 15:58			19:47				
				s 14:55			18:35				
521.9	5.53	<b>Talmadla</b>		a 16:08 <b>77602</b>			19:52 <b>19301</b>			E:3 T:3	
				d 16:12	17:17		19:56		20:40	22:08	
				s 15:10			18:50				
512	9.83	<b>Kamareddi</b>		a 16:22	17:28		20:08		20:49	T:3 22:20 <b>12719</b>	
				d 16:24	17:30		20:10		20:51	22:50	
				s 15:30	17:15		19:00		20:40	21:30	
500.8	11.26	<b>Uppalavai</b>		a 16:34			20:20				
				d 16:35	17:41		20:21		21:02	22:59	
				s 15:40			19:15				
490.3	10.45	<b>Sirnapalli</b>		a 16:46			20:32				
				d 16:47	17:50		20:33		21:11	23:10	
				s 15:50			19:25				

\$ Experimental stoppage

# Special trains will be operated until further advice      **A 124 (HYB)**

# SECUNDERABAD - MUDKHED

UP

12787	12720	07020	11410	17417	18503	17405	19714	17231	07053	17663	Station Code
NS NSL <b>SF Exp Via KZJ</b>	HYB JP <b>SF Exp</b>	HYB JP <b># Spl</b>	NZB PUNE <b>Exp</b>	TPTY SNSI <b>Exp</b>	VSKP SNSI <b>Exp</b>	TPTY ADB <b>Krishna Exp</b>	KRNT JP <b>Exp</b>	NS NSL <b>Exp Via GNT</b>	KCG BKN <b># Spl</b>	RC PBN <b>Exp</b>	
M,Tu,W,T h,Sa	M, W	F	Daily	Tu	Th	Daily	M	Su, F	Sa	Daily	
M,Tu,W,T h,Sa		F		Tu	Th		M	Su, F	Sa		
21:15	22:05	22:05		22:05	22:05	22:32	T:2 23:05 <b>16004</b> 23:12	E:1 T:6 23:12	23:31	00:10 00:11	WDR
										23:30	
21:20	22:10	22:10		22:10	22:10	22:42	22:41 23:19	23:19	23:37	00:20 00:21	MZL
						22:15				23:40	
21:26	22:16	22:16		22:16	22:16	23:00	E:5 22:56 <b>12719</b> 23:25	23:25	23:43	00:31 00:32	AKE
						22:25				23:50	
21:32	22:22	22:22		22:22	22:22	23:07	23:31	23:31	23:49	00:40	BKU
						.. ..					
										.. ..	THPR
21:38	22:28	22:28		22:28	22:28	23:13	23:37	23:37	23:56	00:46	
21:46	22:38	22:38		22:38	22:38	23:23	23:48	23:48	T:2 00:10	00:55	KMC
21:48	22:39	22:39		22:39	22:39	23:25	23:50	23:50	00:12	00:57	
21:30	22:20	22:10		22:20	22:20	22:55	23:30	23:30	23:40	00:20	
21:57	22:48	22:48		22:48	22:48	23:35	00:02	00:02	T:2 00:25	01:10	UPW
22:08 <b>12719</b> 22:12							T:1	T:1	T:1	T:1	SCP
	22:57	22:57		22:57	22:57	23:44	00:12	00:12	00:35	01:20	

\$ Experimental stoppage

# Special trains will be operated until further advice

**A 125 (HYB)**

# SECUNDERABAD - MUDKHED

UP

Kms. From MMR	Inter Distance	Train Numbers		77605	17020	67773	57411	77655	17064	77643	77603
		FROM TO		KCG PAU	HYB HSR	KRM R BDHN	GTL BDHN	SC SIPT	KCG MMR	KCG NZB	KCG MDAK
		TRAIN TYPE		Pass	Exp	Pass	Pass	Pass	Ajantha Exp	Pass	Pass
		Days of service from the originating station		Daily	Sat	Daily	Daily	Except W	Daily	Daily	Daily
482.5	7.84	Indalvai		a 16:57			20:42			T:2	
				d 16:58	17:56		12788		21:17	23:20	
				s 16:00			20:46				
473	9.47	Dichpalli Poolong Bridge		a T:3	E:8	FROM KRM R	T:2				
				a 17:09			20:57				
				17642			20:58		21:23	23:26	
				d 17:12	18:10		19:45				
460.2	12.87	Km.461/600-400 Nizamabad Jn RUB Km 460/900-800		a 17:26	T:7	E:6		E:2	T:8 E:2		
					18:30		21:20		21:40		
				d 17:28	18:36		20:00		12719		
				s 16:30	18:10		21:25		21:47		
453.9	6.3	Jankampet Jn Gundaram Bridge Km.451/800-900		a 17:36	T:1	TO BDHN		T:5			
					20:09		21:34				
				d 17:37	18:45		20:10		12719		
				s 16:40			21:38		22:00		
445.4	8.46	Navipet		a 17:46	E:3	TO BDHN	TO BDHN	T:1			
				d 17:47	18:55				22:08		
				s 16:50							
438.5	6.87	Fakhrambad H. Godavari Bridge Km.433/200-432/600		d 17:52							
				s 17:00							
430.8	7.69	Basar		a 18:03	19:08			22:23			
					20810						
				d 18:07	19:09				22:25		
				s 17:20	18:50				21:55		
421	9.81	Dharmaband									
				a 18:17					22:38		
					19301						
				d 18:21	19:18				22:39		
				s 17:30					22:05		

\$ Experimental stoppage

# Special trains will be operated until further advice

**A 126 (HYB)**

# SECUNDERABAD - MUDKHED

UP

12787	12720	07020	11410	17417	18503	17405	19714	17231	07053	17663	Station Code
NS NSL SF Exp Via KZJ	HYB JP SF Exp	HYB JP # Spl	NZB PUNE Exp	TPTY SNSI Exp	VSKP SNSI Exp	TPTY ADB Krishna Exp	KRNT JP Exp	NS NSL Exp Via GNT	KCG BKN # Spl	RC PBN Exp	
M,Tu,W,T h,Sa	M, W	F	Daily	Tu	Th	Daily	M	Su, F	Sa	Daily	
M,Tu,W,T h,Sa		F		Tu	Th		M	Su, F	Sa		
E:2											IDL
22:21	23:03	23:03		23:03	23:03	23:50	00:18	00:18	00:42	01:26	
							E:3	E:2 T:3			DHP
22:27	23:09	23:09		23:09	23:09	23:56	00:30	00:30	00:48	01:32	
E:4	E:2	E:2		E:2	E:2		E:2	T:2			NZB
22:45	23:25	23:25	-	23:25	23:25	00:15	00:45	00:45	01:05	01:45	
22:47	23:27	23:27	23:40	23:27	23:27	00:20	00:47	00:47	01:07	01:50	
22:20	23:05	23:05		23:05	23:05	23:40	00:20	00:20	00:30	01:20	
											JKM
22:55	23:34	23:34	23:48	23:34	23:34	00:30	00:58	00:58	01:23	01:58	
			23:56			..	T:2	T:2	T:2	01:18	NVT
23:02	23:41	23:41	23:57	23:41	23:41	00:37	01:13	01:13	01:34	02:15	
			23:55							01:40	
23:15			00:12	23:55	T:2	00:50		T:1		E:2 T:5	BSX
23:16	23:53	23:53	00:14	23:56	23:56	17664	00:55	01:30	01:29	01:50	
22:50			00:10	23:30		00:25		01:30	01:30	02:35	
E:1 T:3	E:3 T:2	E:3 T:2	E:3 T:2 00:30 17664	00:06 00:36	E:3	01:07	01:40	01:40	01:45	02:40	
23:30	00:08	00:08	00:07	00:08	01:08	01:45	01:45	01:45	02:16	02:55	DAB
			00:20	23:40		00:35		\$ 01:15	01:20	02:20	

\$ Experimental stoppage

# Special trains will be operated until further advice

**A 127 (HYB)**

# SECUNDERABAD - MUDKHED

UP

Kms.From MMR	Inter Distance	Train Numbers		77605	17020	67773	57411	77655	17064	77643	77603
		FROM TO		KCG PAU	HYB HSR	KRMR BDHN	GTL BDHN	SC SIPT	KCG MMR	KCG NZB	KCG MDAK
		TRAIN TYPE		Pass	Exp	Pass	Pass	Pass	Ajantha Exp	Pass	Pass
		Days of service from the originating station		Daily	Sat	Daily	Daily	Except W	Daily	Daily	Daily
414.7	6.32	Samrala H.	d	18:27					..		
			s	17:35					..		
407.4	7.3	Karkheli	a	E:2 T:2 18:41	T:1 19:30 <b>17232</b>				E:2 T:2		
			d	18:42	19:34				22:55		
			s	17:50							
400.1	7.39	Bolsa	a	T:8 19:00	E:1				E:4 T:4		
			d	19:01	19:42				..		
			s	18:00					23:10		
391.3	8.79	Umri	a	T:5 19:15	E:3 T:6				E:5 T:10		
			d	<b>12788</b>					23:35		
			s	19:20	19:59				<b>17664</b>		
383.5	7.72	Shelgaon H.	d	18:25					23:44		
			s	19:28					22:40		
377.7	5.81	Sivungaon	a	T:4 19:40							
			d	<b>11414</b>							
			s	19:45	20:11				23:56		
371.9	5.86	Mudkhed Jn.	a	T:4 19:00							
			d	<b>20:05</b>					00:05		
			s	20:07	20:20				00:07		
			s	19:55					23:40		

\$ Experimental stoppage

# Special trains will be operated until further advice

**A 128 (HYB)**

**SECUNDERABAD - MUDKHED**

**UP**

12787	12720	07020	11410	17417	18503	17405	19714	17231	07053	17663	Station Code
NS NSL <b>SF Exp Via KZJ</b>	HYB JP <b>SF Exp</b>	HYB JP <b># Spl</b>	NZB PUNE <b>Exp</b>	TPTY SNSI <b>Exp</b>	VSKP SNSI <b>Exp</b>	TPTY ADB <b>Krishna Exp</b>	KRNT JP <b>Exp</b>	NS NSL <b>Exp Via GNT</b>	KCG BKN <b># Spl</b>	RC PBN <b>Exp</b>	
M,Tu,W,T h,Sa	M, W	F	Daily	Tu	Th	Daily	M	Su, F	Sa	Daily	
M,Tu,W,T h,Sa		F		Tu	Th		M	Su, F	Sa		
			..								SQE
			..								
E:3 T:2 23:45			00:48 00:18			E:5 01:26 <b>17406</b> 00:18			T:2 01:31	E:3:T:4 01:56	KEK
			00:30 00:18						02:30	03:15	
T:4 23:55	E:2 T:1 00:27	E:2 T:1 00:27	E:3 T:14 01:20 <b>17406</b> 01:25	T:3 00:27	T:3 00:27	T:8 01:47	E:5 T:7 02:10 <b>19713</b> 02:15	E:2 T:5 02:15	E:5 T:4 02:45	T:13 03:35	BLSA
E:4 T:8 00:14	E:3 T:1 00:38	E:3 T:1 00:38	E:13 T:20 01:34 <b>07054</b> 01:37	E:10 T:20 01:07 <b>17406</b> 01:16	E:10 T:20 01:07 <b>17406</b> 01:16	T:8 02:04 <b>17019</b> 02:08			T:7 02:22	T:7 03:00	UMRI
			01:00 01:37			01:20 02:08				03:50 03:51	
										03:20	SLGH
E:1 T:4 00:30	E:5 T:3 00:58	E:5 T:3 00:58	T:3 01:53 <b>19713</b> 01:57						E:5 T:13 02:35	T:10 04:15 <b>17063</b> 03:30	SVN
									04:20		
T:6 00:45	01:08	01:08	02:10			02:30	T:15	E:6 T:9 03:00	E:5 T:15 04:00	E:3 T:7 04:40	MUE
00:47	01:10	01:10	02:12	01:35	01:35	03:00	03:00	03:02	04:02	04:42	
00:25	00:50	00:50	01:50			02:40		02:40	03:15	04:20	

\$ Experimental stoppage

# Special trains will be operated until further advice

**A 129 (HYB)**

**MUDKHED - SECUNDERABAD**

**UP**

Kms.From MMR	Inter Distance	Train Numbers		17406	07054	19713	17019	67774	77604	77644
		FROM TO TRAIN TYPE		ADB TPTY Krishna Exp	BKN KCG # Sp1	JP KRNT Exp	HSR HYB Exp	BDHN KRMR Pass	MDAK KCG Pass	NZB KCG Pass
		Days of service from the originating station		Daily	Tu	Sa	Tu	Daily	Daily	Daily
		Day of entry into section.			Th	M	Th			
371.87		<b>Mudkhed Jn.</b>	a	00:18	01:00			01:27		
			d	00:48	01:15	01:45		18503		
			s	00:25	00:35			01:45		
377.73	5.86	<b>Sivungaon</b>	a	00:56 <b>12720</b>						
			d	01:00	01:25	01:55	01:55			
			s	..						
383.54	5.81	<b>Shelgaon H.</b>	d	..						
			s							
391.26	7.72	<b>Umri</b>	a	01:13						
			d	01:14	01:36	02:06	02:06			
			s	00:40						
400.05	8.79	<b>Bolsa</b>	a	<b>T:1</b> ..	01:44					
			d	01:23	<b>17405</b> 01:49	02:13	02:13			
			s							
407.44	7.35	<b>Karkheli</b>	a		<b>T:3</b> 02:01 <b>P/19713</b>	<b>T:3</b>	<b>T:3</b>			
			d	01:29	02:32	02:23	02:23			
			s							
414.7	7.26	<b>Samrala H.</b>	d	..						
			s							
421.02	6.32	<b>Dharmabad</b>	a	<b>T:1</b> 01:42	<b>E:5</b> 02:50					
			d	01:43	<b>17663</b> 03:00	02:33	02:33			
			s	01:10	02:20					
430.83	9.87	<b>Basar</b> Km.433/200-432/600 Godavari Bridge	a	<b>T:2</b> 01:55	<b>T:2</b> 03:12	<b>T:2</b>	<b>T:2</b> 02:44			
			d	01:56	03:14	02:44	02:45			
			s	01:20	02:35		02:20			

\$ Experimental stoppage

**A 130 (HYB)**

**MUDKHED - SECUNDERABAD**

**UP**

17063	18504	17418	77656	57414	77606	11409	17057	12794	77654	12766	16734	Station Code
MMR KCG Ajanta Exp	SNSI VSKP	SNSI TPTY	SIPT SC	BDHN KCG	NED MED	DD NZB	CSMT LPI	NZB TPTY Rayalaseema SF Exp	SIPT SC	AMI TPTY	OKHA RMM	
Daily	F	W	Exc (Th)	Daily	Daily	Daily	Daily	Daily	Exc (W)	M Th	Tu	
	Sa	Th								M Th	W	
04:08 04:10	04:40 17663	04:40 17663			05:43 05:45	07:40 08:35	10:13 10:15			13:13 13:15	13:13 13:15	MUE
03:45					05:30	07:40	09:30			13:05	13:00	
T:1 ..					05:55	T:3 08:48 19302						SVN
04:20	04:53	04:53			05:56	08:53	10:25			13:25	13:25	
..					05:45							SLGH
..					06:01							
					05:50							
04:32 17688					06:10	T:4 09:10	T:1 10:38					UMRI
04:34	05:04	05:04			06:11	09:11	10:39			13:36	13:36	
04:20					06:00	08:00	09:50					
..					06:20	T:1	E:3					BLSA
04:42	05:11	05:11			06:21	09:21	10:50			13:43	13:43	
					06:10							
..					06:29	09:29	E:1 T:3					KEK
04:49	05:17	05:17			06:30	09:30	11:00			13:49	13:49	
					06:18	08:25						
..					06:37							SQE
					06:22							
04:59		05:28			06:45	09:45	11:12			14:00		DAB
05:00	05:27	05:29			06:46	09:46	11:13			14:01	14:01	
04:40		05:10			06:30	08:40	10:25			13:40		
05:10	T:3	05:39			E:4 07:00 77645	09:56	E:2 11:25 17639/41					BSX
05:12	05:40	05:40			07:05	09:57	11:32			14:10	14:10	
04:50		05:20			06:40	08:50	10:35					

\$ Experimental stoppage

**A 131 (HYB)**

**MUDKHED - SECUNDERABAD**

**UP**

Kms.From MMR	Inter Distance	Train Numbers		17406	07054	19713	17019	67774	77604	77644
		FROM TO TRAIN TYPE		ADB TPTY Krishna Exp	BKN KCG # Spl	JP KRNT Exp	HSR HYB Exp	BDHN KRMR Pass	MDAK KCG Pass	NZB KCG Pass
		Days of service from the originating station		Daily	Tu	Sa	Tu	Daily	Daily	Daily
Day of entry into section.				Th	M	Th				
438.52	7.89	Fakhrrabad H.	d	..						
			s							
445.39	6.87	Navipet <i>Km.451/800-900</i>	a	E:2 ..	T:3	T:3	T:3	FROM Bodhan		
			d	02:12	03:30	02:58	02:58		04:15 (D)	
			s							
453.85	8.46	Gundaram Bridge Jankampet Jn. RUB Km 460/900-800	a	..				E:2 04:40		
			d	02:19	03:37	03:05	03:05	04:41		
			s					04:40		
460.15	6.36	Nizamabad Jn.	a	E:2 T:1 02:30	T:3 03:48	E:5 03:18	E:5 03:18	04:50		
			d	02:35	03:50	03:20	03:20	05:00		05:05
			s	02:00	03:10	02:50	02:50	05:00		
473.02	482.49	Dichpalli	a	..				To KRMR		..
			d	02:49	04:04	03:34	03:34			05:18
			s							
482.49	9.47	Indalvai	a	..						T:4
			d	02:55	04:10	03:40	03:40			05:29
			s							
490.33	7.84	Sirnapalli	a	..						05:37
			d	03:01	04:16	03:46	03:46			05:38
			s							05:35
500.78	10.45	Uppalavai	a	..						
			d	03:10	04:26	03:55	03:55			05:48
			s							
512.04	11.26	Kamareddi	a	E:3 03:25	T:5 04:40	E:3 04:10	E:3 04:10			E:2 06:02
			d	03:27	04:42	04:12	04:12			12765 06:07
			s	02:50	04:00	03:40	03:40			05:50

\$ Experimental stoppage

**A 132 (HYB)**

**MUDKHED - SECUNDERABAD**

UP

17063	18504	17418	77656	57414	77606	11409	17057	12794	77654	12766	16734	Station Code	
MMR	SNSI	SNSI	SIPT	BDHN	NED	DD	CSMT	NZB	SIPT	AMI	OKHA		
KCG	VSKP	TPTY	SC	KCG	MED	NZB	LPI	TPTY	SC	TPTY	RMM		
Ajanta Exp	Exp	Exp	Pass	Pass	Pass	Exp	Exp	Rayalaseema SF Exp	Pass	SF Exp	Exp		
Daily	F	W	Exc (Th)	Daily	Daily	Daily	Daily	Daily	Exc (W)	M Th	Tu		
	Sa	Th								M Th	W		
..			FROM Bodhan	BDHN	05:20 (D)	07:14						FKB	
..													
..						06:45							
05:25	05:52	05:52			12765	T:2 07:21 17661 07:25	10:13 10:17	11:45		14:22	14:22	NVT	
					06:50	\$ 09:05							
..				06:09	07:35 19302							JKM	
05:32	05:59	05:59		06:10	07:40	10:30	11:52			14:29	14:29		
				05:45	07:00								
T:2 05:43	06:06	06:06		06:18	E:1 07:50	E:3 T:4 10:45	12:00			E:3 14:40	E:3 14:40	NZB	
05:45	06:08	06:08		06:23	07:55			12:02	14:15	14:42	14:42		
05:30	05:50	05:50		05:55	07:20		11:10			14:20	14:20		
..					06:38 12765 06:43	08:09 08:10		12:15	T:1 14:30		.. 14:55	.. 14:55	DHP
05:58	06:21	06:21			06:43								
				06:05	07:35								
..					06:51	08:18							IDL
06:04	06:27	06:27			06:52	08:19		12:22	14:36		15:01	15:01	
				06:15	07:45								
..					07:00	08:27					..	..	SCP
06:10	06:33	06:33			07:01	08:28		12:28	14:42		15:07	15:07	
				06:25	07:55								
06:19	06:42	06:42			07:11 12765/ 17661 08:44	08:40 08:44					..	..	UPW
				06:35	08:10			12:38	14:52		15:16	15:16	
06:30	06:51	06:51			07:24	T:3 08:58		12:48	15:03		E:4 15:32	E:4 15:32	KMC
06:32	06:52	06:52			07:26	09:00		12:50	15:05		15:34	15:34	
06:15	06:35	06:35			06:45	08:25		11:55	14:55		15:05	15:05	

\$ Experimental stoppage

**A 133 (HYB)**

**MUDKHED - SECUNDERABAD**

**UP**

Kms.From MMR	Inter Distance	Train Numbers		17406	07054	19713	17019	67774	77604	77644
		FROM TO TRAIN TYPE		ADB TPTY Krishna Exp	BKN KCG # Spl	JP KRNT Exp	HSR HYB Exp	BDHN KRMR Pass	MDAK KCG Pass	NZB KCG Pass
		Days of service from the originating station		Daily	Tu	Sa	Tu	Daily	Daily	Daily
		Day of entry into section.			Th	M	Th			
				a ..						T:1
521.87	9.83	Talmadla	d 03:35	04:50	04:20	04:20				06:17
			s							
			d ..							
527.5	5.63	Tippapur .H.	s							
			d ..							
531.45	4.05	Bhiknur	a ..						FROM MEDAK	
			d 03:41	04:56	04:26	04:26			Dep 05:20	06:24
			s							
538.69	7.24	Akanapet Jn	a 03:49						05:48	E:2 06:36
			d 03:50	05:02	04:32	04:32			05:50	06:37
			s 03:20						05:50	06:25
548.23	5.23	Mirzapalli	a T:4 04:02						05:58	T:1 06:47
			d 04:03	05:07	04:38	04:38			05:59	06:48
			s 03:30						05:58	06:35
554.9	6.67	Wadiaram	a T:2 ..						06:06	E:2 T:3 07:04
			d 04:11	05:12	04:43	04:43			06:07	17661 07:10
			s						06:06	06:45
562.3	7.4	Srinivasanagar H.	d ..						06:15	07:16
			s						06:10	06:50
565.53	3.23	Masaipet Km.566/600-700 Pushpa Bridge : 661	a ..						T:1 06:19	T:2
			d 04:18	05:20	04:50	04:50			06:20	07:21
			s						06:18	
571.07	5.54	Brahmanapalli H.	d ..						06:26	
			s						06:22	

\$ Experimental stoppage

**A 134 (HYB)**

**MUDKHED - SECUNDERABAD**

**UP**

17063	18504	17418	77656	57414	77606	11409	17057	12794	77654	12766	16734	Station Code
MMR	SNSI	SNSI	SIPT	BDHN	NED	DD	CSMT	NZB	SIPT	AMI	OKHA	
KCG	VSKP	TPTY	SC	KCG	MED	NZB	LPI	TPTY	SC	TPTY	RMM	
Ajanta Exp	Exp	Exp	Pass	Pass	Pass	Exp	Exp	Rayalaseema SF Exp	Pass	SF Exp	Exp	
Daily	F	W	Exc (Th)	Daily	Daily	Daily	Daily	Daily	Exc (W)	M Th	Tu	
	Sa	Th								M Th	W	
T:1				07:36	E:2 T:8 09:24 <b>77649</b>					T:1 ..	T:1 ..	TMD
06:42	07:00	07:00		07:37	09:29		12:59	15:15		15:45	15:45	
				06:55	08:35							THPR
..				07:42	09:37					..	..	
				07:05	08:40							BKU
				07:50	09:42 <b>17639</b>					..	..	
06:48	07:06	07:06		07:51	09:46		13:05	15:21		15:51	15:51	
				07:15	08:50							AKE
E:3	E:1	E:1		T:1 08:00 <b>12793</b>			13:14			..	..	
..				08:05 20809	09:53							
07:00	07:13	07:13		08:05	09:57		13:15	15:27		15:57	15:57	MZL
				07:25	09:00		12:25					
T:1 07:09 <b>17/1418/ 18504</b>				E:5 08:20 <b>57301</b>	E:4 10:12		13:24			..	..	WDR
07:32	07:19	07:19		08:21	10:17		13:25	15:33		16:03	16:03	
				07:35	09:10		12:35					SHAN
T:5 07:46 <b>12793</b>	E:5	E:5		E:5 T:7 08:43 <b>77649</b>						..	..	
07:53	07:30	07:30		08:48	10:28		13:33	15:40		16:10	16:10	
07:10				07:45	09:20							ME
..				08:54	10:37					..	..	
				07:50	09:25							BMPL
T:2 ..	E:2 07:40 <b>12793</b>	E:2 07:40 <b>12793</b>		08:57 <b>17640</b>	T:3 10:42					..	..	
08:04	07:46	07:46		08:59	10:43		13:40	15:47		16:18	16:18	
				08:10	09 40							BMPL
..				09:05	10:50				FROM SIDDIPET Dep 14:20	..	..	
				08:15	09:45							

\$ Experimental stoppage

**A 135 (HYB)**

**MUDKHED - SECUNDERABAD**

**UP**

Kms From MMR	Inter Distance	Train Numbers		17406	07054	19713	17019	67774	77604	77644
		FROM TO TRAIN TYPE		ADB TPTY Krishna Exp	BKN KCG # Spl	JP KRNT Exp	HSR HYB Exp	BDHN KRMR Pass	MDAK KCG Pass	NZB KCG Pass
		Days of service from the originating station		Daily	Tu	Sa	Tu	Daily	Daily	Daily
		Day of entry into section.			Th	M	Th			
579.69	4.58	<b>Manoharabad Jn</b>	a	..	T:3				T:3 06:36	07:32
			d	04:28	05:30	05:05	05:05		06:37 06:30	07:36
			s							
588.95	6.35	<i>Dabilpur H.</i>	d	..					06:44	
			s						06:35	
592.93	3.98	<b>Medchal</b>	a	T:1 04:40	E:3 T:2 05:20	E:3 05:20	E:3 05:20		T:3 06:55	07:48
			d	04:41	05:45	05:21	05:21		06:56	07:49
			s	\$ 04:15		05:00	05:00		06:45	07:30
596.37	3.44	<b>Gowdavalli H</b>	d	..					07:01	
			s						06:50	
601.26	4.89	<b>Gundla Pochampalli</b> <i>ROB No.723A Kms 602/700-800</i>	a	T:2	T:7		T:1		E:3 07:10	
			d	04:51	06:00	05:28	05:30		07:11	07:57
			s						06:55	
606.8	5.54	<b>Bolarum</b>	a	E:2 05:00	T:3	E:2	E:2 T:5		T:2 07:20	T:2 08:08
			d	05:01	06:10	05:35	05:45		07:21	08:09
			s	04:30					07:05	07:40
608.61	1.81	<i>Bolarum Bazar H</i> <i>ROB No.737 Kms 608/600-700</i> <i>ROB No.739 Kms 609/200-300</i>	d	..					07:23	
			s						07:08	
			d	..					07:25	
609.96	1.35	<b>Alwal H.</b> <i>RUB No.742 Kms 610/100-200</i> <i>RUB No.744 Kms 610/400-500</i>	d	..					07:10	
			s							
			a	..	T:3	E:2	E:2		T:4 07:35	
611.21	1.25	<b>Cavalry Barracks</b> <i>ROB No.747 Kms 611/200-300</i>	d	05:09	06:20	05:42	05:55		07:36	08:18
			s						07:20	

\$ Experimental stoppage

**A 136 (HYB)**

**MUDKHED - SECUNDERABAD**

**UP**

17063	18504	17418	77656	57414	77606	11409	17057	12794	77654	12766	16734	Station Code
MMR	SNSI	SNSI	SIPT	BDHN	NED	DD	CSMT	NZB	SIPT	AMI	OKHA	
KCG	VSKP	TPTY	SC	KCG	MED	NZB	LPI	TPTY	SC	TPTY	RMM	
Ajanta Exp	Exp	Exp	Pass	Pass	Pass	Exp	Exp	Rayalaseema SF Exp	Pass	SF Exp	Exp	
Daily	F	W	Exc (Th)	Daily	Daily	Daily	Daily	Daily	Exc (W)	M Th	Tu	
	Sa	Th								M Th	W	
..	E:4	E:4	E:4	T:9	T:4			E:2	E:4 T:5	E:2	E:2	MOB
08:14	08:02	08:02	17639	20809	08:37 09:23 77601	11:02		13:50	16:00	16:13	16:30	
			08:26	08:30	10:00				15:58			DBV
..					09:38	11:13						
					08:40	10:05						MED
T:1				T:3	E:4 T:10				16:25			
08:27			08:56	09:45	11:40							GWV
08:28	08:12	08:12	08:57	09:46			14:00	16:10	16:26	16:40	16:40	
08:00			08:46	09:00					16:08			GDPL
..					09:51							
..					09:10							BMO
E:2			09:10	09:55			T:3	E:2 T:3	16:34			
..	08:40	08:19	08:19	09:11	09:56		14:10	16:21	16:35	16:47	16:47	ALW
			08:56	09:20					16:15			
08:48			09:20	10:05			E:6		16:43	T:1	T:1	BOZ
08:49	08:25	08:25	09:21	10:06			14:24		..	..	..	
08:20			09:06	09:30			14:25	16:30	16:44	16:54	16:54	CVB
..					10:08					..	..	
..					09:35							ALW
..					10:10					..	..	
E:3 T:3	E:3	E:3	09:30	10:15				E:4 T:3		E: 1 T:3	E:1 T:3	CVB
..	09:00	08:35	08:35	09:31	10:16			14:34	16:45	P/12766 17:07	17:05	
			09:14	09:40					16:28			

\$ Experimental stoppage

**A 137 (HYB)**

**MUDKHED - SECUNDERABAD**

**UP**

Kms.From MMR	Inter Distance	Train Numbers		17406	07054	19713	17019	67774	77604	77644
		FROM TO TRAIN TYPE		ADB TPTY Krishna Exp	BKN KCG # Spl	JP KRNT Exp	HSR HYB Exp	BDHN KRMR	MDAK KCG	NZB KCG
		Days of service from the originating station		Daily	Tu	Sa	Tu	Daily	Daily	Daily
		Day of entry into section.			Th	M	Th			
612.55	1.34	Ammuguda H ROB No.747B Kms 612/400-500 ROB No.747C Kms 612/700-800 ROB No.747D Kms 612/800-900	d	..					07:40	
			s						07:23	
			d	..					07:43	
613.61	1.06	Ramakistapuram Gate H	s						07:25	
			d	..					07:45	
615.31	1.7	Safilguda H. RUB No.752 Kms 615/400-500	s						07:27	
			d	..					07:50	
			s						07:30	
616.09	0.78	Dayanandnagar H RUB No.758 Kms 615/300-400	a	E:1 T:1 05:20	E:7 T:2 06:45				E:3 T:4 08:00	E:4 T:5 08:40
			d	05:22	06:47	05:50	06:15		08:02	08:42
			s	05:10	06:00				07:45	08:20
617.95	1.06	Lallaguda Gate H.	d	..					08:05	
			s	..					07:53	
619.20		Sitaphalmandi 'B' cabin ROB at Km2/5-6	d	T:2 05:30		05:55	T:15 06:35		08:08	08:47
			s	07:00						
620.65	2.7	Secunderbad Jn. ROB Km.1/2-1	a	E:5 05:45			T:7 06:50			
			d	06:05			07:00			
			s	06:00			06:25			
		Sitaphalmandi (A Cabin)	a	..		06:05			08:12	09:00
			d	..	07:10				08:13	09:01
			s						08:00	08:30
		Arts College H	d						08:14	
			s						08:05	
		Jamai Osmania H ROB Km.4/14-15	d						08:18	
			s						08:08	
		Vidyanagar H RUB Km.5/11-12Lingampalli Bridge	d						08:22	
			s						08:10	
		Km.6/6-9 RUB7/20-21 Kacheguda	a		T:20 07:40	T:4 06:20				
			d			06:40			08:30	09:15
			s			06:30				
			a							
		Hyderabad	a				07:30			

\$ Experimental stoppage

**A 138 (HYB)**

**MUDKHED - SECUNDERABAD**

**UP**

17063	18504	17418	77656	57414	77606	11409	17057	12794	77654	12766	16734	Station Code
MMR	SNSI	SNSI	SIPT	BDHN	NED	DD	CSMT	NZB	SIPT	AMI	OKHA	
KCG	VSKP	TPTY	SC	KCG	MED	NZB	LPI	TPTY	SC	TPTY	RMM	
Ajanta Exp	Exp	Exp	Pass	Pass	Pass	Exp	Exp	Rayalaseema SF Exp	Pass	SF Exp	Exp	
Daily	F	W	Exc (Th)	Daily	Daily	Daily	Daily	Daily	Exc (W)	M Th	Tu	
	Sa	Th								M Th	W	
..				..						..	..	AMQ
..				10:18						..	..	
				09:42								
..				..						..	..	RKO
..				10:20						..	..	
				09:44								
..				..						..	..	SFX
..				10:22						..	..	
				09:46								
..				..						..	..	DYE
..				10:23						..	..	
				09:48								
E:7 09:15 09:17	T:5 08:50	T:5 08:50	E:2 T:5 09:50 09:51	10:26 10:28			14:42	T:8 17:00	17:20 17:22	E:5 T:3 17:20	E:5 T:3 17:20	MJF
08:40			09:31	10:00					16:38			
				10:31						..	..	LGDH
				10:05								
T:1 09:25	T:5 09:00	T:5 09:00	10:00	..			14:50	17:10	17:28	17:25	17:25	STDB
				10:35								
												SC
T:5 09:35	09:10	09:10	10:00	T:5 10:15			E:3 T:13 15:10 15:20	E:2 17:20 17:35				STPD
				09:25								
												ATC
												JOO
												VAR
												KCG
09:45												HYB

\$ Experimental stoppage

**A 139 (HYB)**

**MUDKHED - SECUNDERABAD**

**UP**

Kms. From MMR Inter Distance		Train Numbers		77602	57302	17662	17640	17642	20812	20810
		FROM		NZB	MDAK	NSL	AK	NRKR	NED	NED
		TO		KCG	KCG	KCG	KCG	KCG	VSKP	SBP
		TRAIN TYPE		Pass	Pass	Exp	Exp	Exp	SF Exp	SF Exp
		Days of service from the originating station		Daily	Daily	Daily	Tu	Exc Tu	W,Th, Su	M,Tu, Sa
		Day of entry into section					Tu	Exc Tu	W,Th,Su	M,Tu,Sa
371.9		Mudkhed Jn.	a			14:33	15:05	15:05	17:08	17:08
			d			14:35	15:07	15:07	17:10	17:10
			s			14:15	14:45	14:45	17:05	17:05
377.7	5.86	Sivungaon	a			14:45				
			d			14:46	15:14	15:14	17:17	17:17
			S			14:25				
383.5	5.81	Shelgaon H.	d			14:50				
			s			14:30				
			a			15:00	15:27	15:27		
391.3	7.72	Umri	d			15:01	15:28	15:28	17:29	17:29
			s			14:37	15:07	15:07		
			a							
400.1	8.79	Bolsa	d			15:09				
			s			15:10	15:37	15:37	17:36	17:36
			a			14:45				
407.4	7.35	Karkheli	a			15:18				
			d			15:19	15:43	15:43	17:42	17:42
			s			14:55				
414.7	7.26	Samrala H.	d			15:26				
			s			15:00				
			a							
421.02	6.32	Dharmabad	d			15:36	15:55	15:55		
			s			15:37	15:56	15:56	17:52	17:52
			a			15:10	15:35	15:35		
430.8	9.87	Basar Km.433/200-432/600 Godavari Bridge	a			15:48	16:08	16:08	18:03	18:03
			d			15:50	16:10	16:10	18:05	18:05
			s			15:25	15:45	15:45	18:00	18:00

\$ Experimental stoppage

# Special trains will be operated until further advice

**A 140 (HYB)**

**MUDKHED - SECUNDERABAD**

**UP**

77650	19301	17232	12788	11414	16004	12719	77646	07019	17664	17687	Station Code Marathwada Exp
KRMR	DADN	NSL NS Via GMT	NSL NS Via KZJ	PVR	NSL	AII	NED	JP	NED	MMR	
KCG	YPR	Exp	Exp	SF Exp	Exp	MAS	HYB	NZB	RC	DAB	
Pass						SF Exp	Pass	# Spl	Exp		
Daily	Su	M, Sa	Tu,W,Th, F,Su	Daily	M	W,F	Daily	Tu	Daily	Daily	
	M	M, Sa	Tu,W,Th, F,Su		M	Th,Sa		Th			
	17:33	18:58	18:58	19:33	20:23	20:23	20:53	21:18	23:18	23:33	MUE
	17:35	19:00	19:00	19:35	20:25	20:25	20:55	21:20	23:20	23:35	
	17:22	18:40	18:40	19:10	20:05	20:05	20:35	20:40	23:10	23:25	SVN
				19:43			T:4 21:10			T:5 23:50 <b>17064</b>	
	17:43	19:07	19 07	19:44	20:32	20:32	21:11	21:30	23:27	23:58	
							20:45				
							21:18				SLGH
							20:50				
				19:57 <b>17020</b>			21:25	T:3	23:41	00:12 <b>12787</b>	UMRI
	17:54	19:18	19 18	20:01	20:43	20:43	21:26	21:45	23:42	00:16	
				19:30			21:00		23:30	23:45	BLSA
								T:2	23:53 <b>12787</b>	00:25 <b>12720</b>	
	18:01	19:25	19 25	20:09	20:50	20:50	21:37	21:55	23:57	00:29	
							21:10				
				20:16			21:46	T:3	E:3 T:6	E:3 T:8	KEK
	18:07	19:31	19:31	20:17	20:56	20:56	21:47	22:05	00:20	00:48 <b>11410</b>	
				19:50			21:15			00:53	SQE
							21:55				
							21:25				DAB
	E:2	19:42		T:2 20:31			22:00	E:5 T:5 22:30 <b>17064</b>	00:33	<b>01:05</b>	
	18:19	19:43	19:42	20:32	21:06	21:06	22:01	22:42	00:34		BSX
		\$ 19:20		20:00			21:35		00:15		
		19:53	19:53	20:42	21:15	E:2	E:6 T:1 22:21 <b>17063</b>	T:4 23:00 <b>12787</b>	00:52		
	18:28	19:54	19:54	20:43	21:16	21:16	22:27	23:17	00:54		
		19:30	19:30	20:15	21:00		21:45		00:25		

\$ Experimental stoppage

# Special trains will be operated until further advice

**A 141 (HYB)**

## **MUDKHED - SECUNDERABAD**

UP

Kms.From MMR	Inter Distance	Train Numbers		77602	57302	17662	17640	17642	20812	20810
		FROM		NZB	MDAK	NSL	AK	NRKR	NED	NED
		TO		KCG	KCG	KCG	KCG	KCG	VSKP	SBP
		TRAIN TYPE		Pass	Pass	Exp	Exp	Exp	SF Exp	SF Exp
		Days of service from the originating station		Daily	Daily	Daily	Tu	Exc Tu	W,Th,Su	M,Tu,Sa
		Day of entry into section					Tu	Exc Tu	W,Th,Su	M,Tu,Sa
438.5	7.89	Fakhrrabad H.	d			16:01				
			s			15:30				
445.4	6.87	Navipet Km.451/800-900	a			16:06				
			d			16:07	16:24	16:24	18:18	18:18
			s			15:40				
453.9	8.46	Gundaram Bridge Jankampet Jn. RUB Km 460/900-800	a			16:16	16:35	16:35		
			d			16:17	17058	17058		
			s			15:50	16:39	16:39	18:25	18:25
460.2	6.36	Nizamabad Jn.	a			16:25	E:3	E:3		
			d	15:00		17058	16:50	16:50	18:32	18:32
			s			16:30	16:52	16:52	18:34	18:34
473.02	12.87	Dichpalli	a			E:5	E:5	E:5		
			d	15:15		16:50	P/17642	17:10	17:10	18:47
			s			17:16				18:47
482.5	9.47	Indalvai	a			17:29				
			d	15:21		17:30	17:16	17:16	18:53	18:53
			s			16:45				
490.3	7.84	Sirnapalli	a	15:28		T:6				
			d	15:29		17:48				
			s	15:25		17020	17:52	17:22	17:22	18:59
500.8	10.5	Uppalavai	a	15:44		18:03	E:4 T:5	E:4 T:2		
			d	17058		18:04	17:43	17:38		
			s	15:50		16:50		17:43	19:08	18:59
512.04	11.3	Kamareddi	a	16:01		18:15	17:53	17:53	E:2	E:2
			d	16:03		18:17	17:55	17:55	19:22	19:22
			s	15:50		17:20	17:30	17:30	19:05	19:05

## \$ Experimental stoppage

# Special trains will be operated until further advice

## A 142 (HYB)

**MUDKHED - SECUNDERABAD**

UP

77650	19301	17232	12788	11414	16004	12719	77646	07019	17664	17687	Station Code MMR DAB Marathwada Exp
KRMR	DADN	NSL NS Via GNT	NSL NS Via KZJ	PVR	NSL	AII	NED	JP	NED	UP	
KCG	YPR	Exp	Exp	SF Exp	Exp	MAS	HYB	NZB	HYB	RC	
Pass						SF Exp	Pass	# Spl	Exp		
Daily	Su	M, Sa	Tu,W,Th, F,Su	Daily	M	W,F	Daily	Tu	Daily	Daily	
	M	M, Sa	Tu,W,Th, F,Su		M	Th,Sa		Th			FKB
							22:36				
							21:55				NVT
	18:40	20:07	20:07	21:00	21:29	E:1	22:43	23:35 <b>18503</b>	01:10		
						21:29	22:44	23:58	01:11		
							22:05		00:40		JKM
From KRMR							22:53 <b>12787</b>				
	18:47	20:14	20:14	21:06	21:36	21:36	22:56	00:06	01:21		NZB
							22:15				
18:50	18:54	20:23	20:23	E:6 T:2	21:43	21:43		00:15	E:3 T:9 01:43 <b>17663</b>		NZB
				21:25			23:05				
19:10	18:56	20:25	20:25		21:45	21:45		00:17	01:52		
18:40	18:40	20:00	20:00		21:30	21:30		23:20	01:00		
19:24								T:1			DHP
19:25	19:09	20.38	20.38		21:58	21:58		00:32	02:05		
18:50											
19:34								T:1			IDL
19:35	19:16	20:44	20:44		22:04	22:04		00:40	02:12		
19:00											
19:43									T:1		SCP
19:44	19:22	20:50	20:50		22:10	22:10		00:46	02:20		
19:10											
19:55		21:00 <b>17064</b>	21:00 <b>17064</b>					E:1 01:00 <b>17663</b>			UPW
19:56	19:31	21:04	21:04		22:19	22:19		01:08	02:30		
19:20											
20:07 <b>57411</b>	19:43	21:14	21:14		E:2 22:35 <b>12720</b>	E:4 22:35 <b>18503</b>		01:22	02:42		KMC
20:12	19:45	21:15	21:15		22:40	22:40		01:24	02:44		
19:35	19:25	20:50	20:50		22:10	22:10		00:05	01:50		

\$ Experimental stoppage

# Special trains will be operated until further advice

**A 143 (HYB)**

**MUDKHED - SECUNDERABAD**

UP

Kms.From MMR	Inter Distance	Train Numbers		77602	57302	17662	17640	17642	20812	20810
		FROM		NZB	MDAK	NSL	AK	NRKR	NED	NED
		TO		KCG	KCG	KCG	KCG	KCG	VSKP	SBP
		TRAIN TYPE		Pass	Pass	Exp	Exp	Exp	SF Exp	SF Exp
		Days of service from the originating station		Daily	Daily	Daily	Tu	Exc Tu	W,Th,Su	M,Tu,Sa
		Day of entry into section					Tu	Exc Tu	W,Th,Su	M,Tu,Sa
521.9	9.83	<b>Talmadla</b>	a			18:26				
			d	16:11		18:27	18:05	18:05	19:32	19:32
			s			17:40				
527.5	5.63	<i>Tippapur .H.</i>	d			18:33				
			s			17:45				
531.5	4.05	<b>Bhiknur</b>	a	16:18	FROM MEDAK Dep 17:00	18:38			E:2	E:2
			d	16:19		18:39	18:11	18:11	19:40	19:40
			s	16:10		17:50				
538.7	7.24	<b>Akanapet Jn</b>	a	16:30	17:33	18:49	18:20	18:20		
			d	16:31	17:35	18:50	18:21	18:21	19:46	19:46
			s	16:18	17:30	18:00	18:00	18:00		
548.23	5.23	<b>Mirzapalli</b>	a	16:40	17:45	19:00	18:32	18:32		
			d	16:41	17:46	19:01	18:33	18:33	19:52	19:52
			s	16:28	17:40	18:15	18:10	18:10		
554.9	6.67	<b>Wadiaram</b>	a	E:4 16:52 <b>17020</b>	17:55	19:10	18:44	18:44		
			d	16:57	17:56	19:11	18:45	18:45	19:57	19:57
			s	16:35	17:50	18:30	18:20	18:20		
562.3	7.4	<i>Srinivasanagar H.</i>	d	17:08	18:03	19:19				
			s	16:45	17:55	18:35				
565.5	3.23	<b>Masaipet</b> Km.566/600-700 <i>Pushpa Bridge : 661</i>	a		E:3 18:13 <b>57411</b>	19:25				
			d	17:12	18:18	19:26	18:54	18:54	20:04	20:04
			s		18:00	18:45				
571.1	5.54	<b>Brahmanapalli H.</b>	d		18:28	19:31				
			s		18:05	18:50				

\$ Experimental stoppage

# Special trains will be operated until further advice

**A 144 (HYB)**

**MUDKHED - SECUNDERABAD**

**UP**

77650	19301	17232	12788	11414	16004	12719	77646	07019	17664	17687	Station Code
KMRM	DADN	NSL NS Via GNT	NSL NS Via KZJ	PVR	NSL	AII	NED	JP	NED	MMR	
KCG	YPR	Exp	SF Exp	Exp	Exp	HYB	NZB	HYB	RC	DAB	
Pass						SF Exp	Pass	# Spl	Exp	Marathwada Exp	
Daily	Su	M, Sa	Tu,W,Th, F,Su	Daily	M	W,F	Daily	Tu	Daily	Daily	
	M	M, Sa	Tu,W,Th, F,Su		M	Th,Sa		Th			TMD
20:22											
20:23	19:54	21:23	21:23		22:48	22:48		01:32	02:52		
19:45											THPR
20:27										..	
19:50											
20:31		21:30	21:30								BKU
<b>17064</b>		<b>12787</b>	<b>12787</b>								
20:34	20:02	21:34	21:34		22:54	22:54		01:40	02:58		
20:10											
E:2 T:3	E:2										AKE
20:49									03:10		
20:50	20:10	21:43	21:43		23:00	23:00		01:46	03:11		
20:20									02:20		
21:00	T:2 20:20	21:52 <b>17064</b>	21:52 <b>77603</b>						03:22		MZL
21:01	20:24	21:56	21:56		23:06	23:06		01:52	03:23		
20:30									02:30		
21:13		22:03 <b>12787</b>	22:03 <b>12720</b>						03:34		
21:17	20:32	22:07	22:07		23:11	23:11		02:00	03:35		WDR
20:37									02:40		
21:25									..		
20:42									..		
21:29		E:4 22:22	E:4 22:22						03:46		ME
21:30	20:40	<b>17405</b>	<b>17405</b>		23:18	23:18		02:10	03:47		
20:50									02:50		
											BMPL

\$ Experimental stoppage

# Special trains will be operated until further advice

**A 145 (HYB)**

**MUDKHED - SECUNDERABAD**

**UP**

Kms.From MMR	Inter Distance	Train Numbers		77602	57302	17662	17640	17642	20812	20810
		FROM		NZB	MDAK	NSL	AK	NRKR	NED	NED
		TO		KCG	KCG	KCG	KCG	KCG	VSKP	SBP
		TRAIN TYPE		Pass	Pass	Exp	Exp	Exp	SF Exp	SF Exp
		Days of service from the originating station		Daily	Daily	Daily	Tu	Exc Tu	W,Th,Su	M,Tu,Sa
		Day of entry into section					Tu	Exc Tu	W,Th,Su	M,Tu,Sa
579.7	4.58	Manoharabad Jn	a	17:25	18:35	E:3 19:45 <b>17064</b>	E:3	E:3	E:6	E:6
			d	17:26	18:36	19:50	19:07	19:07	20:22	20:22
			s	16:55	18:10	19:20				
589	6.35	Dabilpur H.	d		18:42	19:58				
			s		18:15	19:30				
592.9	3.98	Medchal	a	17:39	18:50	20:05	19:20	19:20		
			d	17:40	18:51	20:06	19:21	19:21	20:32	20:32
			s	17:05	18:25	19:40	19:00	19:00		
596.4	3.44	Gowdavalli H	d		18:56	20:10				
			s		18:30	19:50				
601.3	4.89	Gundla Pochampalli (B) ROB No.723A Kms 602/700-800	a	E:2 17:49	E2 T:5 19:09 19:10	T:2 20:20 20:21			E:2	E:2
			d			19:30	19:30	20:40	20:40	
			s		18:35	20:00				
606.8	5.54	Bolarum	a	17:57	19:18	20:30	19:37	19:37		
			d	17:58	19:19	20:31	19:38	19:38	20:47	20:47
			s	17:20	18:40	20:10	19:15	19:15		
608.6	609	Bolarum Bazar H								
		ROB No.737 Kms 608/600-700 ROB No.739 Kms 609/200-300	d		19:21	20:33				
			s		18:42	20:13				
610	610	Alwal H. RUB No.742 Kms 610/100-200 RUB No.744 Kms 610/400-500	d		19:23	20:35				
			s		18:44	20:16				
611.2	1.25	Cavalry Barracks ROB No.747 Kms 611/200-300	a		E:1 T:5 19:35 <b>P/17642</b>	T:5 20:45 <b>P/20812</b>			T:1	T:1
			d	18:08	19:48	20:57	19:46	19:46	20:55	20:55
			s		19:05	20:30				

\$ Experimental stoppage

# Special trains will be operated until further advice

**A 146 (HYB)**

**MUDKHED - SECUNDERABAD**

**UP**

77650	19301	17232	12788	11414	16004	12719	77646	07019	17664	17687	Station Code
KRMR	DADN	NSL NS Via GMT	NSL NS Via KZJ	PVR	NSL	AII	NED	JP	NED	MMR	
KCG	YPR	Exp	Exp	NZB	MAS	HYB	NZB	HYB	RC	DAB	
Pass			SF Exp	Exp	Exp	SF Exp	Pass	# Spl	Exp	Marathwada Exp	
Daily		Su	M, Sa	Tu,W,Th, F,Su	Daily	M	W,F	Daily	Tu	Daily	
		M	M, Sa	Tu,W,Th, F,Su		M	Th,Sa		Th		
21:46 <b>12720</b> 21:50	E:3 20 55 <b>12787</b> 21:00								04:00 04:01		MOB
21:00					23:28	23:28		02:22	03:10		
											DBV
22:00									04:13		MED
22:01	21:13	22:48	22:48		23:38	23:38		02:35	04:14		
21:10									03:25		GWV
									04:17 04:18		
									03:30		
E:3 22:12											GDPL
22:13	21:20	22:55	22:55		23:44	23:44		02:42	04:24		
21:20											BMO
E:2 22:22									04:33		
22:23	21:30	23:00	23:00		23:49	23:49		03:00	04:34		BOZ
21:30									03:40		
									..		ALW
									..		
E:6 T:3 22:30	21:44	E:4 23:10	E:4 23:10		E:3 23:57	E:3 23:57		T:3 03:10	04:44		CVB

\$ Experimental stoppage

# Special trains will be operated until further advice

**A 147 (HYB)**

**MUDKHED - SECUNDERABAD**

**UP**

Kms.From MMR	Inter Distance	Train Numbers		77602	57302	17662	17640	17642	20812	20810	
		FROM		NZB	MDAK	NSL	AK	NRKR	NED	NED	
		TO		KCG	KCG	KCG	KCG	KCG	VSKP	SBP	
		TRAIN TYPE		Pass	Pass	Exp	Exp	Exp	SF Exp	SF Exp	
Days of service from the originating station			Daily	Daily	Daily	Tu	Exc Tu	W,Th,Su	M,Tu,Sa		
Day of entry into section						Tu	Exc Tu	W,Th,Su	M,Tu,Sa		
612.6	1.34	Ammuguda H ROB No.747B Kms 612/400-500		d	19:50	21:00					
		ROB No.747C Kms 612/700-800		s	19:08	20:34					
613.6	1.06	ROB No.747D Kms 612/800-900		d	19:52	21:02					
		Ramakistapuram Gate H		s	19:11	20:36					
615.3	1.7	Safilguda H. RUB No.752 Kms 615/400-500		d	19:52	21:04					
				s	19:13	20:38					
616.1	0.78	Dayanandnagar H RUB No.758 Kms 615/300-400		d	19:54	21:06					
				s	19:15	20:40					
616.9	0.8	Malkajgiri		E:4		E:7 T:13			E:3 T:4	E:3 T:4	
				a	18:20	20:00	19:53	19:53			
				d	18:22	20:02	19:55	19:55	21:15	21:15	
618	1.06	Lallaguda Gate H.		s	17:40	19:30	21:20	19:30			
				d		20:06	21:34				
				s		19:33	21:24				
619.20		Sitaphalmandi 'B' cabin ROB at Km2/5-6		T:10		T:7					
				d	18:37	20:10	21:47	19:59	19:59	21:20	
620.7	2.7	Secunderbad Jn. ROB Km.1/2-1		a					T:2	T:2	
				d					21:30	21:30	
				s					21:45	21:45	
		Sitaphalmandi (A Cabin)		a	18:41	20:20	21:52	20:05	20:05		
				d	18:42	20:21	P/19301 22:20	20:06	20:06		
				s	18:00	20:00	21:50	19:45	19:45		
		Arts College H		d		20:24					
				s		20:02					
		Jamai Osmania H ROB Km.4/14-15		d		20:26					
				s		20:04					
		Vidyanagar H RUB Km.5/11-12Lingampalli Bridge		d		20:30					
				s		20:06					
		Km.6/6-9 RUB7/20-21 Kacheguda (B)				T:13					
				a	18:55	20:40	22:45	20:15	20:15		
				d							
				s							
		Hyderabad		a							

\$ Experimental stoppage

# Special trains will be operated until further advice

**A 148 (HYB)**

**MUDKHED - SECUNDERABAD**

**UP**

77650	19301	17232	12788	11414	16004	12719	77646	07019	17664	17687	Station Code
KRMR	DADN	NSL NS Via GNT	NSL NS Via KZJ	PVR	NSL	AII	NED	JP	NED	MMR	
KCG	YPR			NZB	MAS	HYB	NZB	HYB	RC	DAB	
Pass	Exp	Exp	SF Exp	Exp	Exp	SF Exp	Pass	# Spl	Exp	Marathwada Exp	
Daily	Su	M, Sa	Tu,W,Th, F,Su	Daily	M	W,F	Daily	Tu	Daily	Daily	
	M	M, Sa	Tu,W,Th, F,Su		M	Th,Sa		Th			AMQ
									..		
									..		
									..		
									..		RKO
									..		
									..		
									..		
									..		SFX
									..		
									..		
									..		
									..		DYE
									..		
									..		
									..		
E:5 22:43 22:45		E:4 21:50	E:4 23:25		E:10 00:20	E:1 00:05		E:4 03:25	04:55 04:57		MJF
22:00									04 40		
									..		LGDH
									..		
22:51	21:56	23:30	23:30		00:25	E:1 00 12		03:30	05:03		STDB
		E:3 23:40 23:55	E:3 23:40 23:55			E:3 00:25 00:30	E:5 T:18 04:00 04:10	E:7 T:8 05:25 05:35		SC	
		23:50	23:50			00:10		03:00	05:25		
22:55										STPD	
22:56	22:03				00:30						
22:15										ATC	
										JOO	
										VAR	
T:2					T:40 01:20 01:40					KCG	
23:10	22:15										
	22:30										
	22:10				00:50			05:00		HYB	

\$ Experimental stoppage

# Special trains will be operated until further advice

**A 149 (HYB)**

## JANKAMPET JN-BODHAN

### SECTIONAL INFORMATION

Total Kilometres	TRACTION	AXLE LOAD					
20.05 Kms	Electric	22.9 T					
SYSTEM OF WORKING		Details of Line Capacity					
Absolute Block System (Single line)	Engineering Allowance	Section	Charted Capacity	Effective Capacity	Utilisation	% of Utilisation With MB	
	3 Minutes	JKM-BDHN	18	16.2	10	62	
Number of stations		List of Notice Stations					
Block Stations Excluding (JKM)	1		BDHN				
Halt Stations	1						

### SECTIONAL SPEED

Section	MPS
JKM - BDHN	75 KMPH (Passenger) 50 KMPH (Goods)

### RULING GRADIENT

Section	Length in Kms.	Single /Double	Ruling Gradient			
			Up gradient (Raising)	Length in Kms.	Down gradient (Falling)	Length in Kms.
JKM -BDHN	20.000	Single	1 in 100	2.325	1 in 100	2.325

# TRAIN TIMINGS

Nizamabad Jn - Jankampet Jn-Bodhan						DN Direction	
Kms from JKM	Inter Dist-ance	Train Nos. STATIONS		67773 KRMR BDHN PASS)	57411 GTL BDHN PASS	Running Time	Station code NZB
		Nizamabad Jn (B)	a	19:50	21:20 11414		
			d	20:00	21:27		
			s	19:40	20:30		
00.00	00.00	Jankampet Jn (B)	a	20:09	21:34 <b>12719</b>	7	JKM
			d	20:10	21:38		
			s	19:50	20:40		
19.01	19.01	Gandhipark H	a	20:30	22:01	21	GPBN
			d	20:31	22:02		
			s	20:10	21:00		
20.05	1.04	Bodhan (B)	a	E:3 T:5 20:50	E:3 T:10 22:25	3	BDHN
Bodhan- Jankampet Jn - Nizamabad Jn						(UP Direction)	
Kms from BDHN	Inter Dist-ance	Train Nos. STATIONS		57414 BDHN KCG PASS)	67774 BDHN KRMR PASS)	Running Time	Station Code
00.00	--	Bodhan (B)	a	--			BDHN
	--		d	05:20	04:15		
			a	05:25	04:20	3	GPBN
		Gandhipark H	d	05:26	04:21		
			s	05:25	04:20		
20.05	19.01	Jankampet Jn (B)	a	E:3 T:4 06:09	04:40 04:41	21	JKM
			d	06:10			
			s	05:45	04:40		
		Nizamabad Jn (B)	a	06:18	E:3 04:50	7	NZB
			d	06:23	05:00		
			s	05:55	05:00		

**MANOHARABAD Jn - SIDDIPET**  
**SECTIONAL INFORMATION**

Total Kilometres	TRACTION	AXLE LOAD				
71.55 Kms	Diesel	--				
SYSTEM OF WORKING		Details of Line Capacity				
Absolute Block System (Single line)	Engineering Allowance	Section	Charted Capacity	Effective Capacity	Utilisation	% of Utilisation With MB
	4 Minutes	MOB-SIPT	12	10.8	4.7	44
Number of stations		List of Notice Stations				
Block Stations Excluding (MOB & SIPT)	1		SIPT			
Halt Stations	5					

**SECTIONAL SPEED**

Section	MPS
MOB-SIPT	60 KMPH (Passenger) / 50 KMPH (Goods)

**INTERSECTIONAL BARE RUNNING TIME ON  
MANOHARABAD Jn - SIDDIPET SECTION**

MANOHARABAD JN- SIDDIPET	Stations	SIDDIPET- MANOHARABAD JN	Station Code	Inner Distance
--	Manoharabad Jn	18	MOB	--
18	Nacharam Halt	10	NCRM	13.45
10	Appaipalli Halt	15	APMR	6.05
15	Gajwel (B)	15	GJWL	10.41
15	Kodakandla Halt	10	KDKL	10.70
10	Lakhudaram Halt	22	LKDM	7.30
22	Duddeda Halt	10	DDDA	16.05
10	Siddipet (B)	--	SIPT	7.40

**TRAIN TIMINGS**

T.No. 77656 SIPT- SC Passenger Except (Thu) ↓	T.No. 77654 SIPT- SC Passenger Except (Wed) ↓		Stations	T.No. 77653 SC-SIPT Passenger Except (Wed) ↑	T.No. 77655 SC-SIPT Passenger Except (Wed) ↑
Dep: 06:45	Dep: 14:20		SIDDIPET	Arr: 14:00 E:4	Arr: 21:00 E:4
06:59/07:00 06:56	14:30/14:31 14:30	a/d s	DUDDEDA Halt	13:39/13:40 13:03	20:35/20:36 20:15
07:22/07:23 07:16	14:54/14:55 14:48	a/d s	LAKHUDARAM Halt	13:15/13:16 12:45	20:17/20:18 19:55
07:33/07:34 07:26	15:05/15:06 15:00	a/d s	KODAKANDLA Halt	13:03/13:04 12:34	20:05/20:06 19:45
07:50/07:51 07:41	15:21/15:22 15:13	a/d s	GAJWEL (B)	12:43/12:44 12:20	19:57/19:58 19:30
08:05/08:06 07:56	15:36/15:37 15:28	a/d s	APPAIPALLI Halt	12:26/12:27 12:04	19:41/19:42 19:15
08:15/08:16 08:06	15:47/15:48 15:38	a/d s	NACHARAM Halt	12:15/12:16 11:54	19:30/19:31 19:05
E:4 08:37/08:41 Xing 17639/41 08:26 SC Arr 10:15	E:4 16:12/16:13 15:58 SC Arr 17:35	a/d s	MANOHARABAD Jn.	11:55/1156 11:35 SC Dep 10:35	19:06/19:09 Xing 17640/17642 18:45 SC Dep 17:50

A 152 (HYB)

# AKANAPET Jn - MEDAK

## SECTIONAL INFORMATION

Total Kilometres		TRACTION	AXLE LOAD					
16.40 Kms		Diesel	--					
SYSTEM OF WORKING			Details of Line Capacity					
Absolute Block System (Single line)		Engineering Allowance	Section	Charted Capacity	Effective Capacity	Utilisation	% of Utilisation With MB	
		3 Minutes	AKE-MDAK	12	10.8	6	56	
Number of stations			List of Notice Station					
Block Stations Excluding (MOB & SIPT)			MDAK					
Halt Stations	2							

Section	MPS
AKANAPET Jn - MEDAK	70 KMPH

### TRAIN TIMINGS

AKANAPET Jn - MEDAK TRAIN TIMINGS (DN DIRECTION)							
Kms from AKE	Inter Distance	Train Nos.		77603	57301	Running Time	Station Code
		STATIONS		KCG MDAK PASS	KCG MDAK PASS		
00:00	0:00	AKANAPET Jn (B)	a	22:03	10:33		AKE
			d	22:05	10:35		
			s	21:30	09:55		
04:36	04:36	LAKSHMAPUR HALT	a	22:12	10:45	7	LSMP
			d	22:13	10:46		
			s	21:40	10:06		
10:60	06:24	SHAMNAPUR HALT	a	22:21	10:55	8	SMAP
			d	22:22	10:53		
			s	21:50	10:45		
16:40	05:80	MEDAK (B)		E:3	E:3	8	MDAK
			a	22:30	11:10		
MEDAK - AKANAPET Jn TRAIN TIMINGS (UP DIRECTION)							
Kms From MDAK	Inter Distance	Train Nos.		77604	57302	Running Time	Station Code
		STATIONS		MDAK	MDAK		
				KCG	KCG		
				PASS	PASS		
	0:00	MEDAK (B)	d	05:20	17:00		MDAK
05:80	05:80	SHAMNAPUR HALT	a	05:29	17:09	8	SMAP
			d	05:30	17:10		
			s	05:30	17:10		
10:60	06:24	LAKSHMAPUR HALT	a	05:39	17:19	8	LSMP
			d	05:40	17:20		
			s	05:40	17:20		
				E:3	E:3		
16:40	04:36	AKANAPET Jn (B)	a	05:48	17:33	7	AKE
			d	05:50	17:35		
			s	05:50	17:30		

## INTEGRATED CORRIDOR BLOCKS

*Traffic Blocks for Integrated Maintenance by all departments in the day prior to commencement of Blocks and lifting the same, Control should be informed and PN exchanged.*

### SECUNDERABAD-DHONE SECTION

Sl. No	Section	UP/DN	Between trains		From-To	Duration	Repercussions
1	SC-STPD	DN	47194	17254	23:00-02:00	03:00 hrs	Nil.
2	STPD-KCG	DN	12252	17254	02:00-05:00	03:00 hrs	Nil.
3	KCG-FM	DN	12252	17254	02:00-05:00	03:00 hrs	Nil.
4	FM-BDVL	DN	12251	17254	02:10-05:10	03:00 hrs	Nil.
5	BDVL-UR	DN	12251	17254	02:20-05:20	03:00 hrs	Nil.
6	UR-BDVL	UP	16733	16569	23:20-02:20	03:00 hrs	Except (Fri & Sun)
7	BDVL-FM	UP	16733	16569	23:30-02:30	03:00 hrs	Except (Fri & Sun)
8	FM-KCG	UP	16733	16569	00:10-03:10	03:00 hrs	Except (Fri & Sun) Regulation of T.No. 19302 Group for 20 Min
9	KCG-STPD	UP	16733	12765	00:25-03:25	03:00 hrs	Except (Fri & Sun)
10	STPD-SC	UP	47220	12975	23:55-02:55	03:00 hrs	Nil
11	UR-JKTP	DN	57412	16570	12:00-15:00	03:00 hrs	Cancellation of T.No. 77641/77642 (KCG-MBNR-KCG) Pass.
12	JKTP-TMX	DN	57412	16570	12:10-15:10	03:00 hrs	Cancellation of T.No. 77641/ 77642
13	TMX-SHNR	DN	57412	16570	12:25-15:25	03:00 hrs	(KCG-MBNR-KCG) Pass.
14	SHNR-BABR	DN	57412	16570	12:40-15:40	03:00 hrs	Cancellation of T.No. 77641/ 77642 (KCG-MBNR-KCG) Pass.
15	BABR-GLY	DN	57412	16570	12:55-15:55	03:00 hrs	Cancellation of T.No. 77641/77642 (KCG-MBNR-KCG) Pass.
16	GLY-JCL	DN	57412	16570	13:00-16:00	03:00 hrs	Cancellation of T.No. 77641/ 77642 (KCG-MBNR-KCG) Pass.
17	JCL-DTP	DN	57412	16570	13:10-16:10	03:00 hrs	Cancellation of T.No. 77641/ 77642 (KCG-MBNR-KCG) Pass.
18	DTP-MBNR	DN	57412	16570	13:30-16:30	03:00 hrs	Cancellation of T.No. 77641/ 77642 (KCG-MBNR-KCG) Pass.
19	MBNR-DTP	UP	22716	57411	11:00-14:00	03:00 hrs	Reschedule of T.No. 57411 (GTL-BDHN) Pass for 100 mins.
20	DTP-JCL	UP	22716	57411	11:00-14:00	03:00 hrs	Reschedule of T.No. 57411 (GTL-BDHN) Pass for 100 mins.
21	JCL-GLY	UP	22716	57411	11:10-14:10	03:00 hrs	Reschedule of T.No. 57411 (GTL-BDHN) Pass for 100 mins.
22	GLY-BABR	UP	22716	57411	11:35-14:35	03:00 hrs	Reschedule of T.No. 57411 (GTL-BDHN) Pass for 105 mins.
23	BABR-SHNR	UP	22716	57411	11:50-14:50	03:00 hrs	Reschedule of T.No. 57411 (GTL-BDHN) Pass for 100 mins.
24	SHNR-TMX	UP	22716	57411	12:10-15:10	03:00 hrs	Reschedule of T.No. 57411 (GTL-BDHN) Pass for 100 mins.
25	TMX-JKTP	UP	22716	57411	12:15-15:15	03:00 hrs	Reschedule of T.No. 57411 (GTL-BDHN) Pass for 110 mins.
26	JKTP-UR	UP	22716	57411	12:30-15:30	03:00 hrs	Reschedule of T.No. 57411 (GTL-BDHN) Pass for 110 mins.
27	MBNR-MQN	S/L	77647	17024	12:55-15:55	03:00 hrs	Except (Mon, Wed & Fri) Reschedule of T.No. 57412 (KCG-GTL) for 135 mins at KCG.
28	MQN-DKC	S/L	77647	17024	13:05-16:05	03:00 hrs	Except (Mon, Wed & Fri) Reschedule of T.No. 57412

Sl. No	Section	UP/DN	Between trains		From-To	Duration	Repercussions
							(KCG-GTL) for 130 mins at KCG.
29	DKC-KQQ	S/L	17022	17024	12:40-15:40	03:00 hrs	Except (Mon, Wed & Fri) Reschedule of T.No. 57412 (KCG-GTL) for 100 mins at KCG.
30	KQQ-PERR	S/L	17022	17024	12:50-15:50	03:00 hrs	Except (Mon, Wed& Fri) Reschedule of T.No. 57412 (KCG-GTL) for 95 mins at KCG.
31	PERR-WPR	S/L	17022	17024	12:55-15:55	03:00 hrs	Except (Mon, Wed & Fri) Reschedule of T.No. 57412 (KCG-GTL) for 95 mins at KCG.
32	WPR-SRNR	S/L	17022	17024	13:00-16:00	03:00 hrs	Except (Mon, Wed & Fri) Reschedule of T.No. 57412 (KCG-GTL) for 70 mins at KCG.
33	SRNR-GWD	S/L	17022	17024	13:15-16:15	03:00 hrs	Except (Mon, Wed & Fri) Reschedule of T.No. 57412 (KCG-GTL) for 70 mins at KCG Regulation of T.No. 17024 (KRNT-SC ) for 15 Min.
34	GWD-PDO	S/L	17022	17024	13:30-16:30	03:00 hrs	Except ( Mon , Wed & Fri) Reschedule of T.No. 57412 (KCG-GTL) for 70 mins at KCG. Reschedule of T.No. 17024 (KRNT-SC) for 45 min KRNT.
35	PDO-IKI	S/L	17022	17024	13:40-16:40	03:00 hrs	1. Reschedule of T.No.57412 (KCG-GTL) for 60 mins at KCG. 2. Reschedule of T.No. 17024 (KRNT-SC) for 60 mins at KRNT.
36	IKI-MOA	S/L	17022	17024	13:20-16:20	03:00 hrs	Except (Thu) 1.Reschedule of T.No. 57412 (KCG-GTL) for 30 mins at KCG. 2. Reschedule of T.No. 17024 (KRNT-SC) for 50 mins at KRNT.
37	MOA-ALPR	S/L	12708	17024	13:30-16:30	03:00 hrs	Except (Thu). 1. Reschedule of T.No. 57412 (KCG-GTL) for 30 mins at KCG. 2. Reschedule of T.No. 17024 (KRNT-SC) for 80 mins at KRNT.
38	ALPR-KRNT	S/L	12650	17024	13:00-16:00	03:00 hrs	Except (Mon,Thu,Sat). 1. Reschedule of T.No. 17024 (KRNT-SC) for 60 mins at KRNT.
39	KRNT-DHNE	S/L	20703	12707	09:35-12:35	03:00 hrs	Except (Tue,Fri,Sat). 1. Regulation of 12707 TPTY-NZM Express on (Mon,Wed, Fri) for 55 Min. 2. Regulation of T.No. 17254 AWB-GNT Express for 45 Mins.

**SECUNDERABAD-MUDKHED SECTION**

Sl. No.	Section	UP/DN	Between trains	From-To	Duration	Repercussions
1	SC-STDB	DN	16733-19302	00:40-03:40	03:00 hrs	Except on (Fri & Sun)
2	STDB-MJF	DN	16733-19302	00:40-03:40	03:00 hrs	Except on (Fri & Sun)
3	MJF-CVB	DN	16733-19302	00:40-03:40	03:00 hrs	Nil
4	CVB-BMO	DN	16733-19302	00:50-03:50	03:00 hrs	Nil
5	BMO-GDPL	DN	16733-19302	00:55-03:55	03:00 hrs	Nil
6	GDPL-MED	DN	16733-19302	01:00-04:00	03:00 hrs	Nil
7	MED-GDPL	UP	12719-17664	23:50-02:50	03:00 hrs	Nil
8	GDPL-BMO	UP	12719-17664	23:50-02:50	03:00 hrs	Nil
9	BMO-CVB	UP	12719-17664	00:10-03:10	03:00 hrs	Nil
10	CVB-MJF	UP	12719-17664	00:15-03:15	03:00 hrs	Nil
11	MJF-STDB	UP	12719-17664	01:20-04:20	03:00 hrs	Nil
12	STDB-SC	UP	12719-17664	01:20-04:20	03:00 hrs	Nil
13	MED-MOB	S/L	77606-77605	11:40-14:40	03:00 hrs	1. Cancellation of T.No.77601/ 77602 (KCG-NZB-KCG). 2. Reschedule of T.No.77605 KCG-PAU Pass for 70 min at KCG 3 .Regulation of T.No. 17057 (CSMT-SC) for 50 min. 4. Regulation of T.No. 17058 (SC-CSMT) for 35 min.
14	MOB-ME	S/L	77606-77605	11:10-14:10	03:00 hrs	1. Cancellation of T.No.77601/ 77602 (KCG-NZB-KCG). 1. Regulation of T.No. 17057 (CSMT-SC) for 30 min
15	ME-WDR	S/L	77606-77605	10:45-13:45	03:00 hrs	Cancellation of T.No.77601/ 77602 (KCG-NZB-KCG). Regulation of T.No. 17057 (CSMT-SC) for 12 min.
16	WDR-MZL	S/L	77606-77605	10:40-13:40	03:00 hrs	Cancellation of T.No.77601/ 77602 (KCG-NZB-KCG).). Regulation of T.No. 17057 CSMT-SC) for 15 min
17	MZL-AKE	S/L	77606-77605	10:30-13:30	03:00 hrs	Cancellation of T.No.77601/ 77602 (KCG-NZB-KCG). Regulation of T.No. 17057 CSMT-SC) for 15 min
18	AKE-BKU	S/L	77606-77605	10:00-13:00	03:00 hrs	Cancellation of

Sl. No.	Section	UP/DN	Between trains	From-To	Duration	Repercussions
						T.No.77601/ 77602 (KCG-NZB-KCG).
19	BKU-TMD	S/L	77606-77605	10:10-13:10	03:00 hrs	Cancellation of T.No.77601/ 77602 (KCG-NZB-KCG). Regulation of T.No.17057 (CSMT-SC) for 10 min.
20	TMD-KMC	S/L	17057-17058	13:00-16:00	03:00 hrs	Cancellation of T.No.77601/ 77602 (KCG-NZB-KCG). Regulation of T.No. 12794 (NZB-TPTY) for 55 min. Regulation of T.No. 17058 (SC-CSMT) for 55 min
21	KMC-UPW	S/L	17057-17058	12:55-15:55	03:00 hrs	Cancellation of T.No.77601/ 77602 (KCG-NZB-KCG). Regulation of T.No. 12794 (NZB-TPTY) for 60 min. Regulation of T.No. 16734 (OKHA-RMM) on Wed for 40 min. Regulation of T.No. 12766 AMI-TPTY on (Mon & Thu) for 40 min
22	UPW-SCP	S/L	17057-17058	12:40-15:40	03:00 hrs	Cancellation of T.No.77601/ 77602 (KCG-NZB-KCG). Regulation of T.No. 12794 (NZB-TPTY) for 50 min. Regulation of T.No. 16734 (OKHA-RMM) on Wed for 25 min Regulation of T.No.12766 AMI-TPTY on Mon & Thu for 25 min.
23	SCP-IDL	S/L	17057-17058	12:30-15:30	03:00 hrs	Cancellation of T.No.77601/ 77602 (KCG-NZB-KCG). Regulation of T.No. 12794 (NZB-TPTY) for 55 min. Regulation of T.No. 16734 (OKHA-RMM) on Wed for 30 min Regulation of T.No.12766 AMI-TPTY on Mon & Thu for 30 min.
24	IDL-DHP	S/L	17057-17058	12:25-15:25	03:00 hrs	Cancellation of

Sl. No.	Section	UP/DN	Between trains	From-To	Duration	Repercussions
						T.No.77601/ 77602 (KCG-NZB-KCG).
25	DHP-NZB	S/L	17057-17058	12:20-15:20	03:00 hrs	Regulation of T.No. 12794 (NZB-TPTY) for 45 min.
						Regulation of T.No. 16734 (OKHA-RMM) on Wed for 30 min
						Regulation of T.No.12766 AMI-TPTY on Mon & Thu for 30 min.
						Cancellation of T.No.77601/ 77602 (KCG-NZB-KCG).
26	NZB-JKM	S/L	20809-12766/16734	12:05-15:05	03:00 hrs	Reschedule of T.No. 12794 (NZB-TPTY) for 65 min.
						Regulation of T.No. 16734 (OKHA-RMM) on Wed for 40 min.
						Regulation of T.No.12766 AMI-TPTY on Mon & Thu for 40 min.
27	JKM-NVT	S/L	20809-12766 /16734	12:00-15:00	03:00 hrs	Partial cancellation of T.No. 11409 (DD-NZB)/11413 (NZB-PVR) between MUE-NZB-MUE.
						Regulation of T.No. 16734 (OKHA-RMM) on Wed for 35 min
28	NVT-BSX	S/L	20811-12766	12:10-15:10	03:00 hrs	Regulation of T.No. 12766 AMI-TPTY on Mon& Thu for 30 min.
						Except on (Mon,Wed,Thu) Partial cancellation of T.No. 11409 (DD-NZB)/11413 (NZB-PVR) between MUE-NZB-MUE.
29	BSX-DAB	S/L	20811-12766	12:20-15:20	03:00 hrs	Except on (Mon,Wed,Thu) Partial cancellation of

Sl. No.	Section	UP/DN	Between trains	From-To	Duration	Repercussions
						T.No. 11409 (DD-NZB)/11413 (NZB-PVR) between MUE-NZB-MUE.
30	DAB-KEK	S/L	20811-17662	12:25-15:25	03:00 hrs	Except on (Mon,Wed, Thu) Partial cancellation of T.No. 11409 (DD-NZB) 11413 (NZB-PVR) between MUE-NZB-MUE.
31	KEK-BLSA	S/L	77606-17661	06:30-09:30	03:00 hrs	Except on (Wed & Sun) Cancellation of 77645/77646 (NZB-NED-NZB).
32	BLSA-UMRI	S/L	77606-17661	06:25-09:25	03:00 hrs	Cancellation of 77645/77646 (NZB-NED-NZB).Regulation of T.No. 11409 (DD-NZB) for 15 min.
33	UMRI-SVN	S/L	77606-17661	06:15-09:15	03:00 hrs	Except on (Wed & Sun) Cancellation of 77645/77646 (NZB-NED-NZB).).
34	SVN-MUE	S/L	77606-17661	06:00-09:00	03:00 hrs	Regulation of T.No. 11409 (DD-NZB) for 30 min at MUE

*In case of operational exigencies like late running of schedule 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.*

#### BRANCH LINES

Section	Direction	From-To	Duration	Repercussions
MJF-MLYG	S/L	11:50-14:50	03.00 hrs	Nil
STPD-STDB	S/L	01:20-04:20	03.00 hrs	Except ( Fri & Su) Regulation of T.No.12193 YPR-JBP Exp on Monday and T.No. 19302 YPR-DADN Exp on Wednesday for 20 Min
Section	Direction	From-To	Duration	Repercussions
DKC-KSN	S/L	09:00-12:00	03.00 hrs	Nil
GWD-RC	S/L	09:00-12:00	03.00 hrs	Nil
Section	Direction	From-To	Duration	Repercussions
MOB-SIDDIPET	S/L	08:50-11:50	03.00 hrs	Nil
AKE-MDAK	S/L	11:20-14:20	03.00 hrs	Nil
JKM-BDHN	S/L	09:00-12:00	03.00 hrs	Nil

<b>PERMANENT SPEED RESTRICTIONS SECUNDERABAD-DHONE (DOWN DIRECTION)</b>				
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.				
<b>Sl. No</b>	<b>Between stations</b>	<b>Kilometre</b>	<b>SR</b>	<b>Brief Reasons</b>
1	STPD B-STPD A	BP 01-1/28	20	Sharp curve on chord line
2	KCG YD	6/36-7/4	60	Sharp Curve
3	FM-BDVL	18/20-19/14	90	3 Degree curve No. 14
4	UR yard	26/38-27/20	90	Points & crossings in 2 degree curve
5	<b>TMX-SHNR</b>	<b>46/46-47/34</b>	<b>90</b>	<b>3 Degree curve No. 26</b>
6	<b>TMX-SHNR</b>	<b>55/32-56/14</b>	<b>90</b>	<b>3 Degree curve No. 28</b>
7	<b>BABR-GLY</b>	<b>73/32-75/20</b>	<b>95</b>	<i>Due to inadequate straight between 3 &amp; 2.3 degree reverse curve 36 &amp; 37</i>
8	<b>BABR-GLY</b>	<b>83/12-85/2</b>	<b>95</b>	<b>3 Degree curve No. 38,39</b>
9	JCL-DTP	95/28-96/18	90	Points & crossings in curve
10	DTP-MBNR	111/34-112/22	90	Points & crossings in 2 degree curve
11	MBNR yard	113/06-113/14	30	Entry from double line to single line
12	MBNR-MQN	114/1-22	100	2 degree curve in LC approach
13	MBNR-MQN	116/13-117/13	80	Curve No. 52 being 4 Degree curve
14	PERR-WPR	156/14-157/7	90	Curve No. 65 being 3 Degree curve
15	PERR-WPR	158/14-159/12	90	Curve No. 66 being 3 Degree curve
16	PERR-WPR	164/1-12	90	3 degree curve No. 68
17	PERR-WPR	164/12-165/18	75	Curve No. 69,70 being 4 Degree curves
18	WPR-SRNR	173/10-174/15	100	2.5 degree Curve No 73
19	SRNR-GWD	176/1-21	100	2 degree curve in point approach
20	SRNR-GWD	179/8-180/23	75	Curve No. 75,76 being 4 Degree curves
21	SRNR-GWD	182/14-183/3	90	Curve No. 77 being 3 Degree curve
22	SRNR-GWD	183/15-184/5	100	2.5 degree curve No 78
23	SRNR-GWD	184/8-18	100	2.5 degree curve No 79
24	SRNR-GWD	185/9-186/19	100	2 degree curve on steel girder bridge
25	<b>GWD YD GOODS L/L</b>	<b>Goods L/L GWD/1004- GWD/1033</b>	<b>10</b>	<b>8 Degree curve</b>
26	GWD-PDO	188/5-12	100	2.5 degree curve No 82
27	GWD-PDO	189/2-20	90	2.75 Degree Curve No: 83
28	PDO-IKI	200/13-201/11	90	2.6 Degree curve No: 87
29	PDO-IKI	202/7-203/2	100	2.5 degree curve No 88
30	PDO-IKI	204/14-205/10	100	2.5 degree curve No 89
31	IKI-MOA	209/3-15	100	2.5 degree curve No 90
32	IKI-MOA	211/9-212/5	100	2.5 degree curve No 91
33	IKI-MOA	213/4-17	100	2.5 degree curve No 92
34	MOA-ALPR	218/16-220/1	75	Consolidation of Track
35	MOA-ALPR	220/4-17	100	2.5 D curve No: 93
36	MOA-ALPR	230/13 - 230/14	90	<i>Low height of RUB &amp; Tramway</i>

				<i>OHE</i>
37	MOA-ALPR	232/10-236/13	75P/ 50G	Yielding formation
38	KRNT YD Rd- 4&5	Rd 4 - 242/12- 243/15A & Rd 5 - 242/15A-KRNT 1044	10	1 in 8.5 Pt laid in sharp curve
39	ALPR-KRNT	238/14-239/10	100	2.5 degree curve No 97
40	KRNT YD	242/11-244/3	75	Points and Crossings on curve
41	KRNT-DUU	244/7-244/14	70	4 Degree curve No. 100
42	KRNT-DUU	244/14-245/1	90	3 Degree curve No. 101
43	KRNT-DUU	245/9-246/3	90	3 Degree curve No. 102
44	UKD- VDI	275/11-276/25	65	5 Degree curve No. 110,111.
45	BVO-DHNE	294/8-295/8	90	3 Degree curve No. 116
46	BVO-DHNE	296/9-296/23	50	6 Degree curve.

<b>PERMANENT SPEED RESTRICTIONS SECUNDERABAD-DHONE (UP DIRECTION)</b>				
<b>Sl No</b>	<b>Between stations</b>	<b>Kilometre</b>	<b>SR</b>	<b>Brief Reasons</b>
1	DHNE-BVO	296/23-296/9	50	Due to 6 Degree curve
2	DHNE-BVO	295/8-294/8	90	3 Degree curve No. 116
3	VDI-UKD	276/25-275/11	65	Due to 5 Degree curve No. 110,111.
4	DUU-KRNT	246/3-245/9	90	3 Degree curve No. 102
5	DUU-KRNT	245/1-244/14	90	3 Degree curve No. 101
6	DUU-KRNT	244/14-244/7	70	4Degree curve No. 100
7	KRNT yard	244/3-242/11	75	Points and Crossings on curve
8	KRNT YD Rd- 4&5	Rd 4 - 243/15A - 242/12 & Rd 5 - KRNT 1044-242/15A	10	1 in 8.5 Point laid in sharp curve
9	KRNT-ALPR	239/10-238/14	100	2.5 degree curve No 97
10	ALPR-MOA	236/13-232/10	75P/ 50G	<b>Yielding formation</b>
11	<b>ALPR-MOA</b>	<b>230/14 - 230/13</b>	<b>90</b>	<b><i>Low height of RUB &amp; Tramway OHE</i></b>
12	ALPR-MOA	220/17-220/4	100	2.5 D curve No: 93
13	ALPR-MOA	220/1-218/16	75	Consolidation of Track
14	MOA-IKI	213/17-213/4	100	2.5 degree curve No 92
15	MOA-IKI	212/5-211/9	100	2.5 degree curve No 91
16	IKI-PDO	209/15-209/3	100	2.5 degree curve No 90
17	IKI-PDO	205/10-204/14	100	2.5 degree curve No 89
18	IKI-PDO	203/2-202/7	100	2.5 degree curve No 88
19	IKI-PDO	201/11-200/13	90	2.6 Degree curve No: 87
20	PDO-GWD	189/20-189/2	90	2.75 Degree Curve No: 83
21	PDO-GWD	188/12-188/5	100	2.5 degree curve No 82
22	<b>GWD YD GOODS L/L</b>	<b>Goods L/L GWD/1033- GWD/1004</b>	<b>10</b>	<b><i>8 Degree curve</i></b>

23	GWD-SRNR	186/19-185/9	100	2 degree curve on steel girder bridge
24	GWD-SRNR	184/18-8	100	2.5 degree curve No 79
25	GWD-SRNR	184/5-183/15	100	2.5 degree curve No 78
26	GWD-SRNR	183/3-182/14	90	Curve No. 77 being 3 Degree curve
27	GWD-SRNR	180/23-179/8	75	Curve No. 75,76 being 4 Degree curves
28	GWD-SRNR	176/21-1	100	2 degree curve in point approach
29	SRNR-WPR	174/15-173/10	100	2.5 degree Curve No 73
30	WPR-PERR	165/18-164/12	75	Curve No. 69,70 being 4 Degree curves
31	WPR-PERR	164/12-1	90	3 degree curve No. 68
32	WPR-PERR	159/12-158/14	90	Curve No. 66 being 3 Degree curve
33	WPR-PERR	157/7-156/14	90	Curve No. 65 being 3 Degree curve
34	MQN-MBNR	117/13-116/13	80	Curve No. 52 being 4 Degree curve
35	MQN-MBNR	114/22-1	100	2 degree curve in LC approach
36	MBNR-DTP	112/23-111/31	90	Points &crossings in 2 degree curve
37	<b>JCL YD</b>	<b>96/15-95/27</b>	<b>75</b>	<b>Points &amp;crossings in 2 degree curve</b>
38	<b>GLY-BABR</b>	<b>85/3-83/13</b>	<b>70</b>	<b>3 Degree curve No. 38,39</b>
39	<b>GLY-BABR</b>	<b>74/19-73/31</b>	<b>90</b>	<b>3 Degree curve No. 36</b>
40	<b>SHNR-TMX</b>	<b>56/13-55/31</b>	<b>90</b>	<b>3 Degree curve No. 28</b>
41	<b>SHNR-TMX</b>	<b>47/33-46/45</b>	<b>90</b>	<b>3 Degree curve No. 26</b>
42	UR YD	27/21-26/39	90	Points &crossings in 2 degree curve
43	BDVL Yard	21/23-20/45	100	Due to inadequate superelevation of Curve No: 16
44	BDVL-FM	19/03-18/19	90	3 Degree curve No. 14
45	STPD A- STPD B	1/28-BP 01	20	Steep curve on chord line.
46	MJF B to MLY C Cabin	0/0-4/24	30	Sectional Speed

PERMANENT SPEED RESTRICTIONS				
SECUNDERABAD- MUDKHED (DOWN DIRECTION)				
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.				
Sl No	Between stations	Kilometre	SR	Brief Reasons
1	MLY C to MJF B Cabin	4/24-0/0	30	Sectional Speed
2	MJF-MLY G Cabin	0/15-616/11	20	Sharp Curve
3	MLY-MJF	615/45-BPL/15	15	8.5 D curve and trap switch provided (Towards NZB Chord line)
4	<b>STDB - MJF</b>	<b>619/32-619/12</b>	<b>80</b>	<b>4 Degree curve</b>
5	<b>STDB - MJF</b>	<b>618/32-618/20</b>	<b>80</b>	<b>4 Degree curve</b>
6	MJF-CVB	612/40-611/54	80	4 Degree curve
7	CVB yard	611/46-611/16	75	Contra flexure turn out
8	CVB-BMO	610/14-609/24	80	4 Degree curve
9	BMO-GDPL	606/14-605/34	90	Contra flexure point on curve
10	MED YD	593/14-10	90	Contra flexure turn out
11	MED YD	592/12-6	30	Entry from double line to single line
12	UPW Yard	501/16-4	80	Contra flexure turn out

PERMANENT SPEED RESTRICTIONS				
SECUNDERABAD- MUDKHED (DOWN DIRECTION)				
13	UPW-SCP	495/21-492/4	80	3.5 D to 2.5 Degree Curve
14	UPW-SCP	491/29-490/17	75	4 Degree curve in ghat section
15	SCP-IDL	483/10-482/16	90	3 Degree Curve
16	IDL-DHP	481/18-13	80	Contra flexure points
17	DHP-NZB	460/20-17	75	Contra flexure points in curve
18	NZB Yd M/L	459/11-2	80	Contra flexure & similar flexure points on curves
19	NZB-JKM	454/16-2	90	Similar flexure Turnout
20	JKM-NVT	453/10-452/11	90	3 Degree Curve
21	NVT-BSX	433/28-433/5	100	2.5 Degree Curve
22	UMRI YD	392/8-390/4	80	Contra flexure turn out.
23	UMRI-SVN	381/8-380/4	100	2.5 Degree Curve

MUDKHED - SECUNDERABAD (UP DIRECTION)				
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.				
Sl No	Between stations	Kilometre	SR	Brief Reasons
1	SVN-UMRI	380/4-381/8	100	2.5 Degree Curve
2	UMRI YD	390/4-392/8	80	Contraflexure points
3	BSX-NVT	433/5-28	100	2.5 Degree Curve
4	NVT-JKM	452/11-453/10	90	3 Degree Curve
5	JKM-NZB	'	90	Similar flexure Turnout
6	NZB Yd M/L	459/2-11	80	Contraflexure & similar flexure points on curves
7	DHP-NZB	460/17-20	75	Contra flexure points in curve
8	IDL-Yard	481/13-18	80	Contraflexure turn out.
9	IDL-SCP	482/16-483/10	90	3 Degree Curve
10	SCP-UPW	490/17-491/29	75	4 Degree curve in ghat section
11	SCP-UPW	492/4-495/21	80	3.5 D to 2.5 Degree Curve
12	UPW Yard	501/4-16	80	Contraflexure turn out.
13	MED YD	593/9-13	90	Contraflexure turn out.
14	GDPL-BMO	605/35-606/13	90	Contraflexure point on curve
15	BMO-CVB	609/23-610/13	80	4 Degree curve
16	CVB-MJF	611/55-612/39	80	4 Degree curve
17	<b>MJF-STDB</b>	<b>618/17-618/31</b>	<b>80</b>	<b>4 Degree curve</b>
18	<b>MJF-STDB</b>	<b>619/9-619/31</b>	<b>80</b>	<b>4 Degree curve</b>
19	MJF-MLY	BPL/45-615/45	15	8.5 D curve and trap switch provided (NZB Chord line)
20	MLY-MJF	616/11-0/15	20	Sharp Curve
21	MLY C to MJF B Cabin	4/24-0/0	30	Sectional Speed

<b>GADWAL-RAICHUR SECTION</b>				
S No	Between stations	Kilometre	SR	Brief Reasons
1	GWD - PASR	GWD 1035 - GWD 1045	90	2.5 Degree curve
2	GWD - PASR	56/12-54/10	80	2.75 Degree curve
3	RC-PASR	5/23-4/15	70	4 Degree curve
4	PASR-GWD	54/10-56/12	80	2.75 Degree curve
5	PASR-GWD	GWD 1045 - GWD 1035	90	2.5 Degree curve
6	RC-PASR	4/15-5/23	70	4 Degree curve

<b>DEVARKADRA-KRISHNA SECTION</b>				
S No	Between stations	Kilometre	SR	Brief Reasons
1	KSN-MNDK (UP)	01/01-01/26	70	<i>Due to 4.24 D curve</i>
2	MRKL-DKC (UP)	59/05-59/16	30	<i>SEJ are existing at 50 m from abutments of Br No: 218</i>
3	DKC-MRKL (DN)	59/16-59/05	30	<i>SEJ are existing at 50 m from abutments of Br No: 218</i>
4	MNDK-KSN (DN)	01/26-01/01	70	<i>Due to 4.24 D curve</i>

**Details of Level Crossings**

S. No.	LC No.	LC Location	Between Station	District	M/U/M	Width in Meters	Engg/ Traffic	Pos. of gate to Rd Traffic	Inter Locked	Census	TU	L-BARRIER	Road Surface	Phone	ADEN HQ
<b>SC-MUE SECTION</b>															
S.No.															
1	165	390/19-20	SVN-JMRI	Nanded	Spl	M	7.6	T	Yes	O	20/10/2021	75365	LB	ASP	YES
2	166	392/8-9	UMRI--BLSA	Nanded	Spl	M	7.45	E	Yes	O	12/10/2021	70924	LB	ASP	YES
3	172	407/10-11	KEK--DAB	Nanded	C	M	6.7	T	Yes	O	24/01/2022	18538	LB	ASP	YES
4	174	410/4-5	KEK--DAB	Nanded	C	M	6.8	E	No	O	01/02/2022	12097	LB	ASP	YES
5	178	419/14-15	KEK--DAB	Nanded	Spl	M	7.5	E	Yes	O	15/03/2020	82943	LB	ASP	YES
6	179	420/13-14	KEK--DAB	Nanded	A	M	7.8	T	Yes	O	06/03/2022	46660	LB	ASP	YES
7	180	422/2-3	DAB--BSX	Nanded	C	M	7.1	T	Yes	O	17/02/2022	11413	LB	ASP	YES
8	182	430/8-9	DAB--BSX	Nanded	C	M	7.2	T	Yes	O	12/10/2021	9232	LB	ASP	YES
9	183	435/7-8	BSX--NVT	Nirmal	C	M	5.5	E	No	O	19/10/2021	7817	LB	ASP	YES
10	185	438/10-11	BSX--NVT	Nirmal	Spl	M	7.3	E	Yes	C	01/02/2022	54351	LB	ASP	YES
11	187	444/5-6	BSX--NVT	Nirmal	C	M	7	E	Yes	O	07/03/2020	16380	LB	ASP	YES
12	188	445/1-2	BSX--NVT	Nirmal	Spl	M	7.8	T	Yes	O	06/03/2022	115360	LB	ASP	YES
13	189	446/15-16	NVT--JKM	Nizamabad	C	M	7.5	E	No	O	06/03/2022	11757	LB	ASP	YES
14	189 A	448/16-17	NVT--BSX	Nizamabad	A	M	5.5	E	Yes	O	07/08/2022	35251	LB	ASP	YES
15	190A	455/2-3	NVT-JKM	Nizamabad	Spl	M	7.5	E	Yes	O	03/10/2021	104895	LB	ASP	YES
16	191	457/4-5	JKM-NZB	Nizamabad	Spl	M	7.5	E	Yes	O	26/09/2021	106680	LB	ASP	YES
17	192	459/2-3	JKM-NZB	Nizamabad	SPL	M	9	T	Yes	O	19/11/2021	101550	LB	ASP	YES
18	193	465/9-10	NZB-DHP	Nizamabad	SPL	M	9	E	Yes	O	22/01/2021	275482	LB	ASP	YES
19	196	473/15-16	DHP-IDL	Nizamabad	SPL	M	5.5	T	Yes	O	17/11/2021	113582	LB	ASP	YES
20	198	482/16-17	IDL-SCP	Nizamabad	SPL	M	7.5	T	Yes	O	01/10/2021	104685	LB	ASP	YES

S. No.	LC No.	LC Location	Between Station	District	Class of Gate	M/U/M	Width in Meters	Engg/ Traffic	Pos. of gate to Rd Traffic	Census	TU	L-Barrier	Road Surface	Phone	ADEN HQ	
21	201	489/16-17	IDL-SCP	Nizamabad	A	M	5.5	T	Yes	O	25/09/2021	51030	LB	ASP	YES	NZB
22	205	500/8-9	SCP-UPW	Nizamabad	SPL	M	5.5	T	Yes	O	03/10/2021	66535	LB	ASP	YES	NZB
23	206	502/9-10	UPW-KMC	Kamareddy	C	M	5.5	E	No	O	10/03/2024	9768	LB	ASP	YES	NZB
24	207	504/8-9	UPW-KMC	Kamareddy	C	M	5.5	E	No	O	14/03/2024	9245	LB	ASP	YES	NZB
25	209 A	510/15-511/01	UPW-KMC	Kamareddy	SPL	M	5.5	T	Yes	O	02/10/2021	139860	LB	ASP	YES	NZB
26	211	516/11-12	KMC-TMD	Kamareddy	SPL	M	9	E	Yes	O	03/10/2021	158830	LB	ASP	YES	NZB
27	216	528/11-12	TMD-BKU	Kamareddy	C	M	5.5	E	No	O	04-03-2024	7568	LB	ASP	YES	NZB
28	219	537/5-6	BKU-AKE	Medak	SPL	M	9.5	E	Yes	O	01/02/2022	82260	LB	ASP	YES	MED
29	221	542/11-12	AKE-MZL	Medak	C	M	5.5	E	No	O	01/02/2022	17064	LB	ASP	YES	MED
30	225	550/5-6	MZL-WDR	Medak	C	M	5.5	E	No	O	24/09/2021	4658	LB	ASP	YES	MED
31	228	555/6-7	WDR-ME	Medak	SPL	M	7.5	T	Yes	O	01/02/2022	127260	LB	ASP	YES	MED
32	231	559/12-13	WDR-ME	Medak	C	M	5.5	E	No	O	20/09/2022	17934	LB	ASP	YES	MED
33	235	570/2-3	ME-MOB	Medak	C	M	5.5	E	No	O	13/10/2022	18473	LB	ASP	YES	MED
34	236A	571/8-9	ME-MOB	Medak	SPL	M	5.5	E	Yes	O	01/02/2022	156065	LB	ASP	YES	MED
35	238	575/12-13	ME-MOB	Medak	C	M	5.5	E	No	O	13/10/2022	19943	LB	ASP	YES	MED
36	241	582/15-16	MOB-MED	Medak	C	M	5.5	E	No	O	21/10/2022	12688	LB	ASP	YES	MED
37	242A	588/22-23	MOB-MED	Medak	SPL	M	5.5	E	Yes	O	01/02/2022	71820	LB	ASP	YES	MED
38	246A	599/1-4	MED-GDPL	Medchal-Malkajgiri	SPL	M	7.5	E	Yes	O	24/09/2021	519414	LB	ASP	YES	MED
39	249	605/25-28	GDPL-BMO	Medchal-Malkajgiri	C	M	5.5	T	Yes	O	24/09/2021	17145	LB	ASP	YES	MED
40	250	607/1-4	BMO-CVB	Medchal-Malkajgiri	SPL	M	7.5	T	Yes	O	24/09/2021	226920	LB	ASP	YES	MED
41	255	616/19-22	CVB-MUF	Medchal-Malkajgiri	SPL	M	9.5	T	Yes	O	24/09/2021	322278	LB	ASP	YES	MED
42	2MLY	2/2-3	DYE-MLY	Medchal-Malkajgiri	SPL	M	5.5	T	Yes	O	01/02/2022	118260	LB	ASP	YES	MED

S. No.	LC No.	LC Location	Between Station	District	Class of Gate	M/U/M	Width in Meters	Engg/ Traffic	Inter Locked Pos. of gate to Rd Traffic	Census	TU	L-Barrier	Road Surface	Phone	ADEN HQ	
43	1/JB	13/12-13	JKM-BDHN	Nizamabad	SPL	M	7.5	E	Yes	O	08/11/2021	19070	LB	ASP	YES	NZB
44	4/JB	5/08-09	JKM-BDHN	Nizamabad	C	M	5.5	E	No	C	10/03/2024	3558	LB	ASP	YES	NZB
45	5/JB	6/15-7/01	JKM-BDHN	Nizamabad	A	M	5.5	E	Yes	O	22/10/2021	3894	LB	ASP	YES	NZB
46	7/JB	08/11-12	JKM-BDHN	Nizamabad	A	M	5.5	E	Yes	O	21/10/2021	6972	LB	ASP	YES	NZB
47	9/JB	9/14-15	JKM-BDHN	Nizamabad	C	M	5.5	E	No	O	10/03/2024	1686	LB	ASP	YES	NZB
48	10/JB	10/09-10	JKM-BDHN	Nizamabad	C	M	5.5	E	Yes	O	08/03/2024	10542	LB	ASP	YES	NZB
49	12/JB	12/09-10	JKM-BDHN	Nizamabad	SPL	M	9	E	Yes	O	03/11/2021	29110	LB	ASP	YES	NZB
50	17/JB	17/15-18/01	JKM-BDHN	Nizamabad	C	M	7.5	E	Yes	O	07/03/2024	12896	LB	ASP	YES	NZB
51	18/JB	19/02-03	JKM-BDHN	Nizamabad	SPL	M	9	T	Yes	O	06/11/2021	29438	LB	ASP	YES	NZB
MOB-KPHI SECTION																
52	1	41/5-6	GJWL-Siddipet	Gajwel	C	M	5.5	E	No	O	27-12-2021	179	LB	ASP	YES	MED
53	2	45/1-2	GJWL-Siddipet	Gajwel	C	M	7	E	No	O	06-01-2023	504	LB	ASP	YES	MED
54	4	71/450	GJWL-Siddipet	Siddipet	C	M	7.5	E	No	O	24-06-2023	12753	LB	ASP	YES	MED
SC-DHNE SECTION																
55	10	23/2,4,23/5-1	BDVL-UR	Rangareddy	SPL	M	5.50	E	Yes	O	02-03-2023	129720	LB	ASP	YES	KCG
56	12	25/28-30 ,25/29-27	BDVL-UR	Rangareddy	SPL	M	5.5	E	Yes	O	02-03-2023	103850	LB	ASP	YES	KCG
57	13	27/18-20 ,27/19-17	BDVL-UR	Rangareddy	SPL	M	5.5	T	Yes	O	25-03-2023	360467	LB	ASP	YES	KCG
58	19	37/9-11	UR-TMX	Rangareddy	B1	M	5.5	E	Yes	C	19-08-2023	64512	LB	ASP	YES	KCG
59	20	40/9-13	UR-TMX	Rangareddy	A	M	5.5	T	Yes	O	19-08-2023	63178	LB	ASP	YES	KCG
60	22	46/11-13	TMX-SHNR	Mahabubnagar	SPL	M	5.5	E	Yes	O	19-08-2023	153900	LB	ASP	YES	KCG
61	23/A	48/31-33	TMX-SHNR	Mahabubnagar	A	M	5.5	E	Yes	O	22-02-2023	0	LB	ASP	YES	KCG
62	24	53/7-8	TMX-SHNR	Mahabubnagar	C	M	5.5	E	No	O	12-02-2023	25551	LB	ASP	YES	KCG
63	27	58/19-23	TMX-SHNR	Mahabubnagar	SPL	M	6.5	T	Yes	O	26-08-2023	288750	LB	ASP	YES	KCG

S. No.	LC No.	LC Location	Between Station	District	Class of Gate	M/U/M	Width in Meters	Engg/ Traffic	Pos. of gate to Rd Traffic	Inter Locked	Census	TV	L-BARRIER	Road Surface	Phone	ADEN HQ
64	28	59/25-27	SHNR-BABR	Mahabubnagar	SPL	M	5.5	T	Yes	O	26-08-2023	302176	LB	ASP	YES	KCG
65	30	62/43-45	SHNR-BABR	Mahabubnagar	C	M	5.5	E	No	O	09-09-2023	18032	LB	ASP	YES	KCG
66	39	77/41-43	BABR-GLY	Mahabubnagar	SPL	M	3.5	E	Yes	O	30-09-2023	74400	LB	ASP	YES	KCG
67	45	91/13-15	GLY-JCL	Mahabubnagar	C	M	3.5	E	No	O	07-10-2023	8064	LB	ASP	YES	KCG
68	50	99/1-3,24	JCL-MBNR	Mahabubnagar	C	M	5.5	E	No	C	20-03-2022	1517	LB	ASP	YES	KRNT
69	57	108/39-109/02	MBNR-DTP	Mahabubnagar	C	M	9	E	No	O	13-04-2022	12710	LB	ASP	YES	KRNT
70	58	111/29-111/32	MBNR-DTP	Mahabubnagar	A	M	9	T	Yes	O	20-04-2022	34071	LB	ASP	YES	KRNT
71	59	113/36-37	MBNR-MQN	Mahabubnagar	SPL	M	9	T	Yes	O	27-04-2022	134120	LB	ASP	YES	KRNT
72	60	114/44-46	MBNR-MQN	Mahabubnagar	SPL	M	9	E	Yes	O	06-03-2022	246402	LB	ASP	YES	KRNT
73	60A	115/7-8	MBNR-MQN	Mahabubnagar	SPL	M	9	E	Yes	O	04-05-2022	79000	LB	ASP	YES	KRNT
74	61	115/13-14	MBNR-MQN	Mahabubnagar	B2	M	9	E	Yes	O	11-05-2022	29520	LB	ASP	YES	KRNT
75	65	122/4-5	MBNR-MQN	Mahabubnagar	C	M	5.5	E	No	O	13-04-2022	8000	LB	ASP	YES	KRNT
76	66	123/08-09	MBNR-MQN	Mahabubnagar	C	M	7.5	E	No	O	20-04-2022	13600	LB	ASP	YES	KRNT
77	68	126/12-13	MBNR-MQN	Mahabubnagar	C	M	7.5	T	Yes	O	04-05-2022	18680	LB	ASP	YES	KRNT
78	70	131/1-2	MQN-DKC	Mahabubnagar	C	M	7.5	E	No	O	17-06-2023	22800	LB	ASP	YES	KRNT
79	77	145/7-8	DKC-KQQ	Mahabubnagar	C	M	7.5	E	No	O	20-04-2022	9200	LB	ASP	YES	KRNT
80	79	147/10-12	DKC-KQQ	Mahabubnagar	B1	M	7.5	T	Yes	O	04-05-2022	27320	LB	ASP	YES	KRNT
81	84	157/7-8	KQQ-WPR	Wanaparthi	C	M	7.5	E	No	O	17-06-2023	20862	LB	ASP	YES	KRNT
82	90A	165/10-11	WPR-SRNR	Wanaparthi	SPL	M	7.5	T	Yes	O	13-04-2022	133560	LB	ASP	YES	KRNT
83	92	169/2-3	WPR-SRNR	Wanaparthi	C	M	7.5	E	No	O	20-04-2022	4760	LB	ASP	YES	KRNT
84	93	171/13-14	WPR-SRNR	Wanaparthi	C	M	7.5	E	No	O	17-06-2023	21546	LB	ASP	YES	KRNT
85	94	172/23-24	WPR-SRNR	Wanaparthi	C	M	7.5	E	No	O	04-05-2022	6520	LB	ASP	YES	KRNT
86	95	176/12-13	SRNR-GWD	Wanaparthi	C	M	7.5	E	No	O	11-05-2022	15080	LB	ASP	YES	KRNT

S. No.	LC No.	LC Location	Between Station	District	Class of Gate	M/U/M	Width in Meters	Engg/ Traffic	Pos. of gate to Rd. Traffic	Census	TU	Road Surface	Phone	ADEN HQ		
87	96	180/1-2	SRNR-GWD	Wanaparthi	C	M	7.5	E	No	C	13-04-2022	4720	LB	ASP	YES	KRNT
88	98	186/12-13	SRNR-GWD	Wanaparthi	SPL	M	9	T	Yes	O	20-04-2022	69800	LB	ASP	YES	KRNT
89	103	194/14-15	GWD-PDO	Jogulamba-Gadwal	C	M	5	E	No	O	08-06-2023	24012	LB	ASP	YES	KRNT
90	104	196/9-10	PDO-IKI	Jogulamba-Gadwal	C	M	5	T	Yes	O	01-05-2022	9727	LB	ASP	YES	KRNT
91	111	208/6-7	IKI-MOA	Jogulamba-Gadwal	C	M	5.5	E	No	O	08-06-2023	2660	LB	ASP	YES	KRNT
92	127	233/10-11	MOA-ALPR	Jogulamba-Gadwal	SPL	M	9	E	Yes	O	01-05-2022	70881	LB	ASP	YES	KRNT
93	133	245/4-5	KRNT-DUU	Kurnool	SPL	M	6	E	Yes	O	01-05-2022	175038	LB	ASP	YES	KRNT
94	138	253/3-4	KRNT-DUU	Kurnool	C	M	5	T	Yes	O	01-05-2022	14601	LB	ASP	YES	KRNT
95	141	258/9-10	DUU-UKD	Kurnool	C	M	5	E	No	O	08-04-2021	4135	LB	ASP	YES	KRNT
96	142	260/9-10	DUU-UKD	Kurnool	SPL	M	11	E	Yes	O	01-05-2022	62262	LB	ASP	YES	KRNT
97	145	265/8-9	UKD-VDI	Kurnool	C	M	5.5	T	Yes	O	07-02-2021	15522	LB	ASP	YES	KRNT
98	149	271/2-3	UKD-VDI	Kurnool	C	M	5.5	E	No	O	08-06-2023	4297	LB	ASP	YES	KRNT
99	155	278/11-12	VDI-BVO	Kurnool	SPL	M	16	T	Yes	O	01-05-2022	71253	LB	ASP	YES	KRNT

**STANDARD OF INTERLOCKING, TYPE OF BLOCK INSTRUMENT AND SIGNALS  
(SC-DHNE SECTION)**

Sl. No	Station Name	Station Code	Section (between major junctions with code)	Types of Signals (MACLS)	Standard of Interlocking Old I, II, III. New Revised IR, IIR, IIIR. Latest I, II, II, IV.	Type of Block Instruments (PTJ/DAIDO /SGE/UFSBI /SSBPAC-D)	Data logger (Y / N)
1	SITHAPHAL MANDI'A'	STPD' A'	SC - DHNE	MACLS	STD IIR	Auto section	NO
2	KACHEGUDA	KCG	SC - DHNE	MACLS	STD IIR	Auto section	YES
3	FALAKNUMA	FM	SC - DHNE	MACLS	STD IIIR	Auto section	NO
4	BUDVEL	BDVL	SC - DHNE	MACLS	STD IIIR	Auto section	NO
5	UMDANAGAR	UR	SC - DHNE	MACLS	STD IIIR	Auto section/ UFSBI	YES
6	JUKAL	JKTP	SC - DHNE	MACLS	STD III	UFSBI	NO
7	TIMMAPUR	TMX	SC - DHNE	MACLS	STD IIIR	UFSBI	NO
8	SHADNAGAR	SHNR	SC - DHNE	MACLS	STD IIIR	UFSBI	NO
9	BALANAGAR	BABR	SC - DHNE	MACLS	STD IIIR	UFSBI	NO
10	GOLLAPALLI	GLY	SC - DHNE	MACLS	STD III	UFSBI	NO
11	JADCHERLA	JCL	SC - DHNE	MACLS	STD III	UFSBI	NO
12	DIVITPALLY	DTP	SC - DHNE	MACLS	STD III	UFSBI	NO
13	MAHABOOBNAGAR	MBNR	SC - DHNE	MACLS	STD IIR	UFSBI	YES
14	MANYAMKONDA	MQN	SC - DHNE	MACLS	STD IIR	UFSBI	NO
15	DEVARAKADRA	DKC	SC - DHNE	MACLS	STD IIR	UFSBI	NO
16	KAUKUNTLA	KQQ	SC - DHNE	MACLS	STD IIR	UFSBI	NO
17	PERUR	PERR	SC - DHNE	MACLS	STD II	UFSBI	NO
18	WANAPARTHI ROAD	WPR	SC - DHNE	MACLS	STD IIR	UFSBI	NO
19	SRIRAMNAGAR	SRNR	SC - DHNE	MACLS	STD IIR	UFSBI	NO
20	GADWAL	GWD	SC - DHNE	MACLS	STD IIR	UFSBI	NO
21	POODOOR	PDO	SC - DHNE	MACLS	STD IIR	UFSBI	NO
22	ITIKYALA	IKI	SC - DHNE	MACLS	STD IIR	UFSBI	NO
23	MANOPAD	MOA	SC - DHNE	MACLS	STD IIR	UFSBI	NO
24	ALAMPUR ROAD	ALPR	SC - DHNE	MACLS	STD IIR	UFSBI	NO
25	KURNOOL TOWN	KRNT	SC - DHNE	MACLS	STD IIR	UFSBI	YES
26	DUUPADU	DUU	SC - DHNE	MACLS	STD IIR	UFSBI	NO
27	ULINDAKONDA	UKD	SC - DHNE	MACLS	STD IIR	UFSBI	NO
28	VELDURTHI	VDI	SC - DHNE	MACLS	STD IIR	UFSBI	NO
29	BOGOLU	BVO	SC - DHNE	MACLS	STD IIR	UFSBI	NO
<b>DKC-KSN SECTION</b>							
1	MARIKAL	MRKL	DKC-KSN	MACLS	STD II	UFSBI	NO
2	JAKLAIR	JKAR	DKC-KSN	MACLS	STD II	UFSBI	NO
3	MAKTHAL	MKTL	DKC-KSN	MACLS	STD II	UFSBI	NO
4	MAGANOOR	MNDK	DKC-KSN	MACLS	STD II	UFSBI	NO

GWD-RC SECTION							
1	PANDURANGASWAMY ROAD	PASR	GWD-RC	MACLS	STD IIR	UFSBI	NO
SC-MUE SECTION							
1	SITHAPHALMANDI'B'	STPD' B'	SC - MUE	MACLS	STD IIR	Auto section	NO
2	MALAKAJGIRI	MJF	SC - MUE	MACLS	STD IIR	Auto section	NO
3	MALAKAJGIRI BP CABIN	MJF BP	SC - MUE	MACLS	STD IIR	Auto section	NO
4	MOULA-ALI GATE CABIN	MLY	SC - MUE	MACLS	STD III	Auto section	YES
5	CAVALARY BARRACKS	CVB	SC - MUE	MACLS	STD IIR	Auto section	NO
6	BOLARUM	BMO	SC - MUE	MACLS	STD IIR	Auto section	NO
7	GUNDLAPOCHAMPALLI	GDPL	SC - MUE	MACLS	STD IIR	Auto section	NO
8	MEDCHAL	MED	SC - MUE	MACLS	STD IIR	Auto section/ UFSBI	YES
9	MANOHARABAD	MOB	SC - MUE	MACLS	STD IIR	UFSBI	YES
10	GAJWEL	GJWL	MOB-KOP	MACLS	STD II	UFSBI	NO
11	SIDDIPET	SIPT	MOB-KOP	MACLS	STD I	UFSBI	NO
12	MASAIPET	ME	SC - MUE	MACLS	STD IIR	UFSBI	NO
13	WADIARAM	WDR	SC - MUE	MACLS	STD IIR	UFSBI	NO
14	MIRZAPALLI	MZL	SC - MUE	MACLS	STD IIR	UFSBI	NO
15	AKKANAPET	AKE	SC - MUE	MACLS	STD IIR	UFSBI	NO
16	MEDAK	MDAK	AKE-MDAK	MACLS	STD I	UFSBI	NO
17	BIKNUR	BKU	SC - MUE	MACLS	STD IIR	UFSBI	NO
18	TALAMADLA	TMD	SC - MUE	MACLS	STD IIR	UFSBI	NO
19	KAMAREDDY	KMC	SC - MUE	MACLS	STD IIR	UFSBI	NO
20	UPPALVAI	UPW	SC - MUE	MACLS	STD IIR	UFSBI	NO
21	SIRNAPALLI	SCP	SC - MUE	MACLS	STD IIR	UFSBI	NO
22	INDALVAI	IDL	SC - MUE	MACLS	STD IIR	UFSBI	NO
23	DICHPALLI	DHP	SC - MUE	MACLS	STD IIR	UFSBI	NO
24	NIZAMABAD	NZB	SC - MUE	MACLS	STD IIR	UFSBI	YES
25	JANAKAMPET JN.	JKM	SC - MUE	MACLS	STD IIR	UFSBI	NO
26	NAVIPET	NVT	SC - MUE	MACLS	STD IIR	UFSBI	NO
27	BASAR	BSX	SC - MUE	MACLS	STD IIR	UFSBI	NO
28	DHARMABAD	DAB	SC - MUE	MACLS	STD IIR	UFSBI	YES
29	KERKHELI	KEK	SC - MUE	MACLS	STD IIR	UFSBI	NO
30	BOLSA	BOLSA	SC - MUE	MACLS	STD IIR	UFSBI	NO
31	UMRI	UMRI	SC - MUE	MACLS	STD IIR	UFSBI	NO
32	SIVUNGAON	SVN	SC - MUE	MACLS	STD IIR	UFSBI	NO
JKM-BDHN SECTION							
1	BODHAN	BDHN	JKM-BDHN	MACLS	STD I	UFSBI	YES

LOCATION OF RIGHT HAND SIGNALS								
Sl. No.	Station Name	Section (between major junctions with code)	Block Section with codes	Single/ Double/ Triple/ Quadru ple Line	Direction [UP/DN/ Bi - Directional (3rd Line)]	Signal number	Signal Description	KM of that direction
1	MJF	SC-MUE	STPD-MJF	2	Dn	S40	Home	617/9-8
2	MJF	SC-MUE	CVB-MJF	2	Up	S5	Routing Home	616/2-3
3	LC60	SC-DHNE	MBNR-MQN	1	Dn	S5	Gate Home	114/6-7
4	LC127	SC-DHNE	MOA-ALPR	1	Dn	S1	Gate Home	233/3-4
5	KRNT	SC-DHNE	KRNT-DUU	1	Dn	S7	Goods loop starter	243/6-7
6	KCG	SC-DHNE	KCG-FM	2	Dn	S6	Adv Starter	7/41-43
7	Auto Section	SC-DHNE	KCG-FM	2	Dn	S213	Auto signal	9/33-35
8	Auto Section	SC-DHNE	KCG-FM	2	Dn	S217	Auto signal	11/09-11
9	Auto Section	SC-DHNE	FM-KCG	2	Dn	S210	Auto signal	8/44-42

**PLATFORM LENGTHS  
SC-DHNE SECTION**

S. No.	Station Name	Station Code	Section	At Km	PF No	Height (cms)	Length (m)	Breadth (m)
1	Sitaphal mandi	STPD	SC-DHNE	2.37	1&2	84	288	15
2	Sitaphal mandi	STPD	SC-DHNE	2.37	3&4	84	308	13
3	Arts college	ATC	SC-DHNE	3.36	1	80	328	6
4	Arts college	ATC	SC-DHNE	3.36	2	80	326	6
5	Jamia osmania	JOO	SC-DHNE	4.12	1	80	350	6
6	Jamia osmania	JOO	SC-DHNE	4.12	2	80	350	8
7	Vidyanagar	VAR	SC-DHNE	5.48	1	84	350	6
8	Vidyanagar	VAR	SC-DHNE	5.48	2	84	350	6
9	Kacheguda	KCG1	SC-DHNE	7.36	1	84	550	15
10	Kacheguda	KCG1	SC-DHNE	7.36	2 & 3	84	550	10
11	Kacheguda	KCG1	SC-DHNE	7.36	4&5	84	560	9
12	Malakpet	MXT	SC-DHNE	8.87	1	84	420	10
13	Malakpet	MXT	SC-DHNE	8.87	2	84	420	10
14	Dabirpura	DQR	SC-DHNE	10.04	1	80	305	6.7
15	Dabirpura	DQR	SC-DHNE	10.04	2	80	300	6.3
16	Yakutpura	YKA	SC-DHNE	10.93	1	84	295	5
17	Yakutpura	YKA	SC-DHNE	10.93	2	84	295	8.6
18	Huppuguda	HPG	SC-DHNE	13.28	1	80	325	9
19	Huppuguda	HPG	SC-DHNE	13.28	2	80	330	9
20	Falaknuma	FM	SC-DHNE	14.54	1	80	420	7
21	Falaknuma	FM	SC-DHNE	14.54	2 & 3	80	460	9.8
22	Sivarampalli	NSVP	SC-DHNE	19.20	1	84	300	6
23	Sivarampalli	NSVP	SC-DHNE	19.20	2	84	300	7
24	Budvel	BDVL	SC-DHNE	21.25	1	84	300	7
25	Budvel	BDVL	SC-DHNE	21.25	2	84	420	6.85
26	Umdanagar	UR	SC-DHNE	27.74	1	81	420	10
27	Umdanagar	UR	SC-DHNE	27.74	2&3	84	420	10
28	Timmapur	TMX	SC-DHNE	44.30	1	84	420	14
29	Timmapur	TMX	SC-DHNE	44.30	2	84	420	5.5
30	Kottur	KOTT	SC-DHNE	46.38	1	84	350	6
31	Kottur	KOTT	SC-DHNE	46.38	2	84	350	6
32	HBL Nagar	HBLN	SC-DHNE	48.25	1	84	450	6

S. No.	Station Name	Station Code	Section	At Km	PF No	Height (cms)	Length (m)	Breadth (m)
33	HBL Nagar	HBLN	SC-DHNE	48.25	1	84	450	6
34	Shadnagar	SHNR	SC-DHNE	59.06	1	84	586	8.9
35	Shadnagar	SHNR	SC-DHNE	59.06	2 & 3	84	553	10.5
36	Shadnagar	SHNR	SC-DHNE	59.06	4	84	553	8
37	Burgula	BRGL	SC-DHNE	69.18	1	84	350	6
38	Burgula	BRGL	SC-DHNE	69.18	2	84	350	6
39	Balanagar	BABR	SC-DHNE	72.59	1	84	420	11.32
40	Balanagar	BABR	SC-DHNE	72.59	2	0	415	15
41	Balanagar	BABR	SC-DHNE	72.59	4	84	450	9
42	Rangareddi guda	RRGA	SC-DHNE	77.87	1	84	350	6
43	Rangareddi guda	RRGA	SC-DHNE	77.87	2	84	350	6
44	Rajapur	RJAP	SC-DHNE	83.17	1	84	350	6
45	Rajapur	RJAP	SC-DHNE	83.17	1	84	350	6
46	Gollapalli	GLY	SC-DHNE	87.82	1	84	420	14
47	Gollapalli	GLY	SC-DHNE	87.82	1	84	420	8
48	Jedcharla	JCL	SC-DHNE	95.33	1	84	550	12
49	Jedcharla	JCL	SC-DHNE	95.33	2	84	550	11.66
50	Divitipalli	DTP	SC-DHNE	103.08	1	84	450	14
51	Divitipalli	DTP	SC-DHNE	103.08	2	84	450	8
52	Yenugonda	YNG	SC-DHNE	108.9	1	84	350	6
53	Yenugonda	YNG	SC-DHNE	108.9	2	84	350	6
54	Mahbubnagar	MBNR	SC-DHNE	112.98	1	84	554	10.5
55	Mahbubnagar	MBNR	SC-DHNE	112.98	2&3	84	554	10
56	Mahbubnagar town	MHBT	SC-DHNE	115.50	1	84	180	6
57	Manyamkonda	MQN	SC-DHNE	126.93	1	84	300	11
58	Kota katra	TKA	SC-DHNE	131.28	1	0	181	6
59	Devarkakra	DKC	SC-DHNE	137.41	1	84	305	9
60	Devarkakra	DKC	SC-DHNE	137.41	2	84	305	6
61	Kaukuntla	KQQ	SC-DHNE	147.98	1	84	305	9.5
62	Kurumurthy	KXI	SC-DHNE	153.1	1	0	350	13
63	Konnur	KONN	SC-DHNE	161.33	1	0	180	7
64	Wanaparthi Road	WPR	SC-DHNE	166.25	1	84	560	10
65	Wanaparthi Road	WPR	SC-DHNE	166.25	2	84	560	10
66	Ajikollu	AJK	SC-DHNE	172.32	1	0	200	6
67	Sriramnagar	SRNR	SC-DHNE	175.64	1	84	420	6.2
68	Sriramnagar	SRNR	SC-DHNE	175.64	2	84	420	7.5
69	Arepalli	ARPL	SC-DHNE	180	1	0	180	6
70	Gadwal	GWD	SC-DHNE	187.95	1	84	560	9
71	Gadwal	GWD	SC-DHNE	187.95	2	84	560	12
72	Poodoor	PDO	SC-DHNE	196	1	84	420	6.7
73	Peddadinne	PDNA	SC-DHNE	202.65	1	0	180	6
74	Itikyala	IKI	SC-DHNE	206.21	1	84	419	10
75	Manopad	MOA	SC-DHNE	219.79	1	84	418	6
76	Sri Balabramaresh wara Jogulamba	SBBJ	SC-DHNE	233.60	1	0	420	6
77	Alampur road	ALPR	SC-DHNE	235.89	1	0	420	9.4
78	Kurnool town	KRNT	SC-DHNE	243.42	1	84	550	10
79	Kurnool town	KRNT	SC-DHNE	243.42	2&3	84	550	10
80	Kotla	KOLA	SC-DHNE	245.59	1	84	250	6
81	Dupadu	DUU	SC-DHNE	254.21	1	80	358	5
82	Ulindikonda	UKD	SC-DHNE	265.37	1	84	300	5
83	Veldurthi	VDI	SC-DHNE	277.43	1	84	330	7
84	Bogolu	BVO	SC-DHNE	287.36	1	84	302	7
85	Pandurangaswamy Road	PASR	GWD-RC	29.89	1	84	180	5.5
86	Marikal	MRKL	DKC-KSN	51.30	1	84	420	6
87	Jaklair	JKAR	DKC-KSN	37.48	1	84	420	6
88	Makthal	MKTL	DKC-KSN	26.42	1	84	420	10

S. No.	Station Name	Station Code	Section	At Km	PF No	Height (cms)	Length (m)	Breadth (m)
89	Maganur	MNDK	DKC-KSN	12.68	1	84	350	8
90	Kunsi	KUSI	DKC-KSN	6.20	1	84	300	8

SC-MUE Section									
Sl. No.	Station Name	Station Code	Section	Km	Category	PF No.	Heig ht (cm)	Length (m)	Breadth (m)
1	Sivangoan	SVN	SC-MUE	378.03	NSG6	1	84	250	8
2	Shalgaon	SLGH	SC-MUE	383.54	HG3	1	0	340	6
3	Umri	UMRI	SC-MUE	391.55	NSG5	1	84	555	7
4	Umri	UMRI	SC-MUE	391.55	NSG5	2	84	400	6.9
5	Bolsa	BLSA	SC-MUE	400.05	NSG6	1	84	340	6
6	Karkheli	KEK	SC-MUE	407.44	NSG6	1	84	470	6.5
7	Samrala	SQE	SC-MUE	414.70	HG3	1	0	350	6
8	Dharmabad	DAB	SC-MUE	421.02	NSG5	1	84	578	7
9	Dharmabad	DAB	SC-MUE	421.02	NSG5	2	84	350	7
10	Basar	BSX	SC-MUE	430.83	NSG4	1	84	555	8.5
11	Basar	BSX	SC-MUE	430.83	NSG4	2	84	555	6.8
12	Fakrabad	FKB	SC-MUE	438.52	HG3	1	0	340	6
13	Navipet	NVT	SC-MUE	445.39	NSG6	1	84	340	10
14	Jankampet	JKM	SC-MUE	453.89	NSG6	1	84	350	9
15	Nizamabad	NZB	SC-MUE	460.19	NSG3	1	84	560	7.5
16	Nizamabad	NZB	SC-MUE	460.19	NSG3	2&3	84	560	10
17	Dichpalli	DHP	SC-MUE	473.02	NSG6	1	84	350	8.4
18	Indalvai	IDL	SC-MUE	482.49	NSG6	1	84	250	9
19	Indalvai	IDL	SC-MUE	482.49	NSG6	2	84	250	8
20	Sirnapalli	SCP	SC-MUE	490.33	NSG6	1	84	350	7.6
21	Uppalwai	UPW	SC-MUE	500.78	NSG6	1	84	350	7
22	Kamareddi	KMC	SC-MUE	512.03	NSG5	1	84	600	6.7
23	Kamareddi	KMC	SC-MUE	512.03	NSG5	2&3	84	559	10
24	Tadmadla	TMD	SC-MUE	521.87	NSG6	1	84	372.8	10
25	Tippa pur	THPR	SC-MUE	527.50	HG3	1	0	200	6
26	Biknur	BKU	SC-MUE	531.45	NSG6	1	84	325	12
27	Akkannapet	AKE	SC-MUE	538.69	NSG6	1	84	573.6	11
28	Akkannapet	AKE	SC-MUE	538.69	NSG6	2	84	580	8.5
29	Mirzapalli	MZL	SC-MUE	548.43	NSG6	1	84	566.5	11
30	Mirzapalli	MZL	SC-MUE	548.43	NSG6	2	84	560	11
31	Wadiaram	WDR	SC-MUE	554.90	NSG6	1	84	548	9.7
32	Srinivasnagar	SHAN	SC-MUE	562.30	HG2	1	84	350	6
33	Masaipet	ME	SC-MUE	565.53	NSG6	1	84	345	11
34	Brahmanpalli	BMPL	SC-MUE	571.07	HG3	1	0	350	8
35	Manoharabad	MOB	SC-MUE	579.69	NSG6	1	84	345	8.5
36	Manoharabad	MOB	SC-MUE	579.69	NSG6	2	84	360	7.2
37	Dabilpur	DBV	SC-MUE	588.95	HG3	1	84	345.5	6
38	Medchal	MED	SC-MUE	592.93	NSG5	1	84	560	8
39	Medchal	MED	SC-MUE	592.93	NSG5	2&3	84	537.5	10
40	Medchal	MED	SC-MUE	592.93	NSG5	4&5	84	300	10
41	Gowdavalli	GWV	SC-MUE	596.37	HG3	1	84	350	6
42	Gowdavalli	GWV	SC-MUE	596.37	HG3	2	84	300	7
43	Gundlapocham palli	GDPL	SC-MUE	601.26	NSG6	1	84	340	6
44	Gundlapocham	GDPL	SC-MUE	601.26	NSG6	2	84	340	6

SC-MUE Section									
Sl. No.	Station Name	Station Code	Section	Km	Category	PF No.	Height (cm)	Length (m)	Breadth (m)
	palli								
45	Bolarum	BMO	SC-MUE	606.80	NSG5	1	80	533	8.6
46	Bolarum	BMO	SC-MUE	606.80	NSG5	2&3	84	401	10.6
47	Bolarum bazar	BOZ	SC-MUE	608.61	HG2	1	80	280	7
48	Bolarum bazar	BOZ	SC-MUE	608.61	HG2	2	80	280	7
49	Alwal	ALW	SC-MUE	609.96	HG2	1	84	282	6
50	Alwal	ALW	SC-MUE	609.96	HG2	2	84	280	8
51	Cavalry barracks	CVB	SC-MUE	611.21	NSG6	1&2	80	350	30
52	Cavalry barracks	CVB	SC-MUE	611.21	NSG6	3	80	248	6
53	Ammuguda	AMQ	SC-MUE	612.55	HG3	1	80	281	7
54	Ammuguda	AMQ	SC-MUE	612.55	HG3	2	84	285	7
55	Ramakista puram	RKO	SC-MUE	613.61	HG2	1	84	306	9
56	Ramakista puram	RKO	SC-MUE	613.61	HG2	2	84	308	10
57	Safilguda	SFX	SC-MUE	615.31	HG2	1	84	281	8
58	Safilguda	SFX	SC-MUE	615.31	HG2	2&3	80	282	9
59	Dayanandnagar	DYE	SC-MUE	616.09	HG2	1	84	410	6
60	Dayanandnagar	DYE	SC-MUE	616.09	HG2	2	80	317	6
61	Malkajgiri	MJF	SC-MUE	616.89	NSG5	1&2	80	550	27
62	Malkajgiri	MJF	SC-MUE	616.89	NSG5	3	84	550	7
63	Lallaguda gate	LGDH	SC-MUE	617.95	HG2	1&2	84	280	8.8
JKM-BDHN Section									
64	Gandhipark	GPBN	JKMJ-BDHN	19.01	HG2	1	0	300	6
65	Bodhan	BDHN	JKMJ-BDHN	20.05	NSG6	1	70	340	8
AKE-MDAK Section									
66	Lakshmapur	LSMP	AKE-MDAK	4.70	HG3	1	84	440	5.75
67	Shamnapur	SMAP	AKE-MDAK	10.60	HG3	1	84	440	5.75
68	Medak	MDAK	AKE-MDAK	16.63	NSG6	1	84	580	8
MOB-SIPT Section									
69	Nacharam	NCRM	MOB-SIPT	13.45	HG3	1	84	420	10
70	Gajwel	GJWL	MOB-SIPT	30.10	NSG6	1	84	420	10
71	Gajwel	GJWL	MOB-SIPT	30.10	NSG6	2&3	84	420	10
72	Kodakandla	KDKL	MOB-SIPT	42.60	HG3	1	84+0	180(RL) + 240(HL) + 180(RL)	6
73	Lakdaram	LKDM	MOB-SIPT	48.42	NSG6	1	84	450	10
74	Duddeda	DDDA	MOB-SIPT	64.15	NSG6	1	84	600	10
75	Siddipet	SIPT	MOB-SIPT	75.20	NSG6	1	84	600	8
76	Siddipet	SIPT	MOB-SIPT	75.20	NSG6	2&3	84	600	15

## DETAILS OF STATION CSR

Sl. No.	Name of the Station	Station Code	Km/ Chainage	Main line/ Loop Line/ Common Loop/ Siding Line	CSR in m
<b>SC-DHNE SECTION</b>					
1	SITAFALMANDI	STPD	2.22	DN Main Line	686
				DN Loop Line	686
				UP main Line	712
				Common Loop Line	780.4
2	KACHEGUDA	KCG	7.36	DN Main line	704
				Road -3	610
				Road -4	579
				Road-5	585
				Pit Line-1	615
				Pit Line-2	615
				Pit Line-3	583
				pit line-4	583
				Stabling line	700
				UP Main Line	694
				Parcel Siding	688
3	FALAKNUMA	FM	14.54	DN Loop Line	711
				DN Main Line	711
				UP main Line	775
				Common Loop line	720
				R&D line	358.6
				Goods Siding	345
				PQRS Siding	510
4	BUDVEL	BDVL	21.24	DN Main Line	994
				UP main Line	814
				Common Loop line	814
5	UMDANAGAR	UR	27.73	DN Main Line	745.6
				UP Main line	740
				UP Loop Line	720
				Common Loop line	745.6
				MMTS Line-1	350
				MMTS Line-2	350
6	JUKAL	JKTP	39.51	UP Main Line	728
				UP Common loop	728
				DN Common loop	728
				DN main line	728
7	TIMMAPUR	TMX	44.25	Common Loop-1	738
				DN Main line	738
				UP main line	738
				Common loop-2	738
8	SHADNAGAR	SHNR	59.07	DN Main Line	733
				Common Loop Line	733
				UP Main Line	780
				UP loop Line	780
				TM Siding	300
9	BALANAGAR	BABR	72.54	DN Main Line	852.28
				DN loop line	720
				UP Main Line	843.7

Sl. No.	Name of the Station	Station Code	Km/ Chainage	Main line/ Loop Line/ Common Loop/ Siding Line	CSR in m
				Common loop Line	843.7
				Goods Siding	720
10	GOLLAPALLI	GLY	87.82	DN Main Line	720
				UP main Line	731
				UP Loop Line	731
				Common Loop Line	720
				Ballast Siding	325
11	JADCHERLA	JCL	95.37	UP main Line	720
				UP Loop Line	720
				Goods loop Line	720
				Common Loop	720
				DN Main Line	787
12	DIVITIPALLI	DTP	103.07	UP Loop Line	796
				Common Loop Line	720
				DN Main Line	720
				UP main Line	796
13	MAHBUBNAGAR	MBNR	112.98	Main line	672
				Loop line-1	694
				Loop Line-2	699
				Goods Loop line	699
				MEMU Line	190
				Tower car Siding	125
				TM siding	300
14	MANYAMKONDA	MQN	126.93	Main line	724
				Loop line	704
15	DEVARKADRA	DKC	137.41	Main line	715
				Loop line-1	715
				Loop line-2	715
16	KAUKUNTLA	KQQ	147.98	Main line	673
				Loop line-1	673
				Loop line-2	673
				Ballast Siding	530
17	PERUR	PERR	156	Loop Line-1	750
				Main line	750
				Loop line-2	750
18	WANAPARTI ROAD	WPR	166.27	Main line	720
				Loop line	720
19	SRIRAMNAGR	SRNR	175.65	Main line	723
				Loop line	702
20	GADWAL	GWD	187.95	Main line	716
				Loop line-1	735
				Loop line-2	727
				Goods R&D Line	706
21	PODOOR	PDO	196.22	Main line	715
				Loop line	715
22	ITIKYALA	IKI	206.23	Main line	716
				Loop line	712
23	MANOPAD	MOA	219.64	Main line	727
				Loop line	714
24	ALAMPUR ROAD	ALPR	235.89	Main line	714
				Loop line	702
				Dead End Siding	686

Sl. No.	Name of the Station	Station Code	Km/ Chainage	Main line/ Loop Line/ Common Loop/ Siding Line	CSR in m
25	KURNOOL TOWN	KRNT	243.11	Main line	724
				Loop Line-1	730
				loop line-2	722
				R&D line-1	700
				R&D line-2	699
				Saloon Siding	51
				Goods Siding-1	273
				Goods Siding-2	265
26	DUPADU	DUU	253.87	Main line	720
				Loop line	702
27	ULINDAKONDA	UKD	265.11	Main line	716
				Loop line	705
28	VELDURTHI	VDI	277.43	Main line	718
				Loop line-1	742
				loop line-2	742
29	BOGOLU	BVO	287.15	Main line	716
				Loop line-1	746
				loop line-2	746
<b>GWD-RC SECTION</b>					
1	PANDURANGA SWAMY ROAD	PASR	29.887	Main line	715
				Loop line-1	715
<b>DKC-KSN SECTION</b>					
1	MAGANUR	MNDK	13.17	Main line	750
				Loop line-1	805
				Loop line-2	805
2	MAKTHAL	MKTL	26.424	Main line	750
				Loop Line-1	805
				Loop Line-2	842
				Tower car Siding	238
				TM Siding	324
3	JAKLAIR	JKAR	37.48	Main line	715
				Loop line-1	772
				Loop line-2	772
4	MARIKAL	MRKL	51.3	Main line	715
				Loop line-1	770
				Loop line-2	770
<b>SC- MUE SECTION</b>					
1	MALKAJGIRI	MJF	616.89	DN Main Line	686
				UP Main Line	686
				Passenger Loop	686
				Goods loop	686
2	DAYANANDNAGAR	DYE	616	DN Main Line	302
				UP Main Line	302
3	CAVALRY BARRACKS	CVB	611.21	DN Main Line	752
				UP Main Line	752.4
				DN Loop Line	752
				Common Loop	715
4	BOLARUM	BMO	606.8	DN Main Line	715
				UP Main Line	715
				Loop Line 1	715
				Loop Line 2	715
				Loop Line 3	715

Sl. No.	Name of the Station	Station Code	Km/ Chainage	Main line/ Loop Line/ Common Loop/ Siding Line	CSR in m
5	GUNDLA POCHAMPALLI	GDPL	601.26	DN Main Line	838.3
				UP Main Line	715
				Common Loop	715
6	MEDCHAL	MED	592.93	DN Main Line	767
				UP Main Line	767
				Common Loop 1	767
				Common Loop 2	720
				MMTS Loop 1	373
				MMTS Loop 2	373
7	MANOHARABAD	MOB	579.69	Main Line	715
				Loop Line 1	715
				Loop Line 2	715
8	MASAIPET	ME	565.53	Main Line	715
				Loop Line	715
9	WADIARAM	WDR	554.9	Main Line	715
				Loop Line 1	715
				Loop Line 2	731
				Siding	526
10	MIRZAPALLI	MZL	548.43	Main Line	715
				Loop Line 1	715
				Loop Line 2	715
11	AKANAPET	AKE	538.69	Main Line	715
				Loop Line 1	715
				Loop Line 2	715
12	BHIKNUR	BKU	531.45	Main Line	715
				Loop Line	715
13	TALMADLA	TMD	521.87	Main Line	715
				Loop Line	715
14	KAMAREDDI	KMC	512.03	Main Line	715
				Loop Line 1	715
				Loop Line 2	715
				Loop Line 3	715
15	UPPALAVAI	UPW	500.78	Main Line	715
				Loop Line 1	715
				Loop Line 2	715
				Ballast siding	475
16	SIRNAPALLI	SCP	490.33	Main Line	715
				Loop Line	715
17	INDALVAI	IDL	482.49	Main Line	715
				Loop Line	715
				TTMS Siding	340
18	DICHPALLI	DHP	473.02	Main Line	715
				Loop Line 1	715
				Loop Line 2	715
19	NIZAMABAD	NZB	460.19	Main Line	950
				Loop Line 1	818
				Loop Line 2	715
				Goods loop 1	715
				Goods loop 2	715
				Shunting Neck	697
20	JANAKAMPET	JKM	453.89	Main Line	1160
				Common Loop Line	937

Sl. No.	Name of the Station	Station Code	Km/ Chainage	Main line/ Loop Line/ Common Loop/ Siding Line	CSR in m
				Additional loop	937
21	NAVIPET	NVT	445.39	Main Line	715
				Loop Line	715
22	BASAR	BSX	430.83	Main Line	715
				Loop Line 1	715
				Loop Line 2	715
23	DHARMABAD	DAB	421.02	Main Line	715
				Loop Line 1	715
				Loop Line 2	715
24	KARKHELI	KEK	407.44	Main Line	715
				Loop Line	715
25	BOLSA	BLSA	400.05	Main Line	715
				Loop Line	715
26	UMRI	UMRI	391.55	Main Line	715
				Loop Line	715
29	SIVUNGAON	SVN	378.03	Main Line	715
				Loop Line 1	715
				Loop Line 2	715
<b>JKM -BDHN SECTION</b>					
1	BODHAN	BDHN	20.05	Main Line	715
				Loop Line	715
				Goods loop	715

### STATION TELEPHONE NUMBERS

#### SECUNDERABAD-MUDKHED SECTION

Sl. No.	STATION NAME	STN CODE	AUTO No.	STATION CUG	SS-CUG
1	SITAFALMANDI 'B' CABIN	STDB	83051	9281035650	9701372475
2	MALKAJGIRI	MJF	83079	9281035651	9701372460
3	MALKAJGIRI CABIN	MJFB	87782	9281035652	9701372460
4	CAVALRY BARRACKS	CVB	83052	9281035653	9701372455
5	BOLARUM	BMO	83053	9281035654	9701372740
6	GUNDLAPOCHAMPALLI	GDPL	83064	9281035655	9701372741
7	MEDCHAL	MED	83055	9281035656	9701372949
8	MANOHARABAD JN.	MOB	83056	9281035657	9701372945
9	MASAIPET	ME	83057	9281035658	9701372942
10	WADIARAM	WDR	83058	9281035659	9701372940
11	MIRZAPALLI	MZL	83851	9281035660	9701372939
12	AKANAPET JN.	AKE	83852	9281035661	9701372938
13	BHIKNUR	BKU	83853	9281035662	7670905225
14	TALMADLA	TMD	83854	9281035663	9701372935
15	KAMAREDDI	KMC	83855	9281035664	9701372934
16	UPPALVAI	UPW	83857	9281035665	9701372933
17	SIRNAPALLI	SCP	83753	9281035667	9701372932
18	INDALVAI	IDL	83752	9281035668	9701372931
19	DICHPALLI	DHP	83751	9281035669	9701372930
20	NIZAMABAD JN.	NZB	83655	9281035670	9701372928
21	JANKAMPET JN.	JKM	83656	9281035671	9701372927
22	NAVIPET	NVT	83657	9281035672	9701372923

23	BASAR	BSX	83658	9281035673	9701372921
24	DHARMABAD	DAB	83806	9281035674	9730471920
25	KARKHELI	KEK	83804	9281035675	9730471684
26	BOLSA	BLSA	83802	9281035676	9701372493
27	UMRI	UMRI	83820	9281035677	9730471916
28	SIVUNGAON	SVN	83800	9281035679	8600030276
29	MOULA-ALI GATE CABIN	MLYG	83221	9281035680	9701372461
30	GAJWEL	GJWL	83076	9281035681	8688820993
31	SIDDIPET	SIPT	83074	9281035683	9281495949
32	MEDAK	MDAK	83856	9281035682	8688821263
33	BODHAN	BDHN	83654	9281035684	9701372926

### SECUNDERABAD-DHONE SECTION

Sl. No.	STATION NAME	STATION CODE	AUTO NO.	STATION-CUG	SS-CUG
1	SITAFALMANDI 'A' CABIN	STPD	84455	9281035601	9701372475
2	KACHEGUDA	KCG	84438	9281035602	9701372468
3	FALAKNUMA	FM	83000	9281035603	9701372474
4	BUDVEL	BDVL	83001	9281035604	9701372477
5	UMDANAGAR	UR	83002	9281035605	9701372479
6	JUKAL	JKTP	83011	9281035606	9281495950
7	TIMMAPUR	TMX	83003	9281035607	9701372480
8	SHADNAGAR	SHNR	83004	9281035608	9701372483
9	BALANAGAR	BABR	83005	9281035609	9701372485
10	GOLLAPALLI	GLY	83006	9281035610	9701372488
11	JADCHERLA	JCL	83007	9281035611	9701372489
12	DIVITIPALLI	DTP	83008	9281035612	9701300730
13	MAHBUBNAGAR	MBNR	83543	9281035613	9701372492
14	MANYAMKONDA	MQN	83544	9281035614	9701372495
15	DEVARKADRA JN.	DKC	83545	9281035615	9701372497
16	KAUKUNTALA	KQQ	83100	9281035616	9701372498
17	PERUR	PERR	83546	9281035617	9281495951
18	WANAPARTI ROAD	WPR	83101	9281035618	9701372551
19	SRIRAMNAGAR	SRNR	83102	9281035619	9701372553
20	GADWAL JN.	GWD	83103	9281035620	9701372555
21	POODOOR	PDO	83104	9281035621	9701342036
22	ITIKYALA	IKI	83105	9281035622	9701372559
23	MANOPAD	MOA	83106	9281035624	9701372560
24	ALAMPUR ROAD	ALPR	83107	9281035625	9701372562
25	KURNOOL CITY	KRNT	83953	9281035626	9701372563
26	DUPADU	DUU	83954	9281035627	9701372565
27	ULINDAKONDA	UKD	83955	9281035628	9701372478
28	VELDURTI	VDI	83956	9281035629	9701372567
29	BOGOLU	BVO	83957	9281035630	9701372568
30	MARIKAL	MRKL	83559	9281035631	9281495948
31	JAKLAIR	JKAR	83521	9281035632	9281495952
32	MAKTHAL	MKTL	83522	9281035633	9281495947
33	MAGANUR	MNDK		9281035634	9281495953
34	PANDURANGASWAMY ROAD	PASR	83120	9281035623	9701301197

### TELEPHONE NUMBERS OF CREW LOBBIES

No.	Lobby	Contact numbers
1	KCG Enquiry	84429/84416
2	KCG Station Director	84491
3	KCG Lobby	84484
4	NZB Lobby	83638/7670905027
5	MBNR Lobby	83520
6	GWD Lobby	83112

### TELEPHONE NUMBERS OF CONTROL OFFICE

Description	Rly Auto No.	Mobile No.
CHIEF CTRL	88294	9701371918/ 9701371920
Dy.CHIEF CTRL	88257	7670904719
COMM CTRL	86656	9701372961
POWER CTRL	86027 88298	7670905106 7670905120
TPC CTRL	85299	7670905214
SECURITY CTRL	898259	9701372079
ENGG CTRL	85070	7670905128
ELEC CTRL	86087	9100041630
CTRL BOARD 1	86719	7670904694
CTRL BOARD 11	88287	7670905237
SIGNAL CTRL	85500	7670904776
<b>LOBBY</b>		
KCG	84491(Driver)	7670905084
	84484(Guard)	7670905097
MBNR	83516	
NZB	83638	7670905027

JURISDICTION OF SSE/P.Ways									
SI	DEN	ADEN	SSE/P.Way	Section	Km		Contact Number		
					From	To			
1	North	MED	SSE/P.Way/MED	MJF-MLY chord line	0.000	4.867	9701372225		
				SC-MUE	619.653	585.900			
2		NZB	SSE/P.Way/WDR	SC-MUE	585.900	530.800	9063310500		
				AKE-MDAK	0.000	17.338			
			SSE/P.Way/NZB	MOB-SIPT	0.000	76.135			
3			SSE/P.Way/NZB	SC-MUE	530.800	452.500	9701372220		
				JKM-BDHN	0.600	20.567			
4		KCG	SSE/P.Way/UMRI	SC-MUE	452.500	373.250	9730471215		
5			SSE/P.Way/KCG	STPD chord line	0.000	0.730	9701372252		
				SC-DHNE	1.830	35.400			
6			SSE/P.Way/SHNR	SC-DHNE	35.400	96.300	9701392228		
7	Lines	KRNT	SSE/P.Way/MBNR	SC-DHNE	96.300	154.700	9182220671		
				DKC-KSN	65.450	37.500			
8			SSE/P.Way/GWD	SC-DHNE	154.700	200.400	9703172288		
				GWD-RC	56.855	1.490			
9			SSE/P.Way/KRNT	SC-DHNE	200.400	295.800	9701372263		

**IMPORTANT TELEPHONE NUMBERS OF LOCAL/CIVIL AUTHORITIES**

<b>District Name</b>	<b>Designation</b>	<b>Office Phone</b>	<b>E Mail</b>
Adilabad	Collector	08732-227402	collector_adbd@telangana.gov.in
	Additional Collector	08732-226557	jc_adbd@telangana.gov.in
	IPS SP of Police	08732-226246	sp@add.tspolice.gov.in
Hyderabad	IAS Collector	040-23202833	collector_hyd@telangana.gov.in
	Additional Collector	040-23201575	jc_hyd@telangana.gov.in
	IPS, Commissioner of Police	040-23261666	cp@hyd.tspolice.gov.in
	D.I.G./I.G./Additional D.G.of Police	040-23232185	-
Jogulamba Gadwal	Isolator	9100901600	collector_gdwl@telangana.gov.in
	Additional Collector	-	jc-gdwl@telangana.gov.in
	SP of Police	08546-273000/01	spjimb@jimb.tspolice.gov.in
Kamareddy	IAS Collector	8468220252	collector-kmr@telangana.gov.in
	-	8468220253	jc-kmr@telangana.gov.in
	IPS, SP of Police	8332931100	sp@kmr.tspolice.gov.in
Karimnagar	IAS Collector	0878-2265206	collector_krmn@telangana.gov.in
	Additional Collector	0878-2240749	jc_krmn@telangana.gov.in
	Commissioner of Police	0878-2262303	cp@knr.tspolice.gov.in
Mahabubnagar	D.I.G./I.G./Additional D.G.of Police	08542-23232185	-
Medak	IAS, Collector	08452-223111	collector_mdk@telangana.gov.in
	-	08452-223222	jc_mdk@telangana.gov.in
	IAS Additional Collector (Local Bodies)	08452-223222	-
	IPS -SP of Police	08452-221666/67	sp@mdk.tspolice.gov.in
Medchal	Collector (FAC)	040-29700824	collector-mdl@telangana.gov.in
	Additional Collector	040-29700822	jc-mdl@telangana.gov.in
	SP of Police	040-27854081	-
Nagarkurnool	Collector	9100101425	collector-nqkl@telangana.gov.in
	Additional Collector	08540-230222	jc-nqkl@telangana.gov.in
	SP of Police	08540-230333	sp@nkl.tspolice.gov.in
Nizamabad	IAS Collector & District Magistrate	08462-	collector_nzbd@telangana.gov.in
	Additional Collector	08462-232051	jc_nzbd@telangana.gov.in
	Commissioner of Police	08462-232203	cp@nzb.tspolice.gov.in
Rangareddy	Additional Collector	040-23237417	jc_rr@telangana.gov.in
	IPS-SP of Police	08416-255601	-
Wanaparthy	IAS Collector	9100986626	collector-wnp@telangana.gov.in
		08545-233550	
	Additional Collector	08545-233550	jc-wnp@telangana.gov.in
	IPS -SP of Police	08545-233321	sp@wnp.tspolice.gov.in
	District Collector, Nanded	08685-242504	Collector.nanded@maharashtra.gov.in
	S.P NANDED	02462-234504	Sp.nanded@mahapolice.gov.in
Nanded,	Additional Collector,	02462-237101	adcnanded@gmail.com

<b>District Name</b>	<b>Designation</b>	<b>Office Phone</b>	<b>E Mail</b>
Maharashtra	Nanded		
Kurnool, Andhra Pradesh	District Collector, Kurnool	8518220006	collector_krnl@ap.gov.in
	Joint Collector & Addl District Magistrate	8518220328	jc_krnl@ap.gov.in
	SP of Police	08518225700	

## **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 (ORT)**

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

### **PARA MEDICAL STAFF ON DISASTER MANAGEMENT QUICK RESPONSE TEAM**

Sl. No.	NAME OF THE STAFF	DESIGNATION	MOBILE NO.
	RAJ KUMAR	SENIOR MALE NURSING SUPDT.	9908636863
	SREENATH SASIDHAR	SENIOR MALE NURSING SUPDT.	8639968813
	JINCE RAJAN	MALE NURSING SUPDT.	9496325214
	ARUN M.K.	MALE NURSING SUPDT.	8301834184
	NIRANJAN KUMAR S	DRESSER	9652638080
	A.DOMNIC MARIO	DRESSER	9908839090
	G MADHU	DRESSER	8121356062
	RAJASEKAR	DRESSER	8074103951
	T RAJU	HOSPITAL ATTENDANT	8317561018
	PRAKASH LAXMAN PARATE	HOSPITAL ATTENDANT	7995417088
	GAURAV	HOSPITAL ATTENDANT	7396551701
	B S SHIV KUMAR	HOSPITAL ATTENDANT	8639126114, 9700378406

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

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

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

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

## **MEDICAL FACILITIES**

S.No	Description	Remarks
1	Updated data of the availability of Health Units on SCR along with ART, MRV, etc.,	Total Five Health Units are available in HYB Division. KCG, MLY, MBNR, KRNT & NZB. SPMRV Scale-I available at NZB & Scale-II at MBNR.
2	Details of the Health Emergency Telephone numbers.	
3	Details of Disaster Management Quick response team and other details	Copy of details mailed
4	Lockup Dispensaries	Not available in this Division

## **TELEPHONE NUMBERS OF MEDICAL OFFICERS**

Sl.No.	Designation	Railway Number	CUG Mobile No
1	CMS	86990	9701372500
2	ACMS/KCG	84454	9701372502
3	DMO/KCG	84442	9701372503
4	Sr.DMO/MBNR	83507	9701372505
5	Sr.DMO/KRNT	83941	9701372506
6	DMO/MLY	89713	9701372501
7	DMO/NZB	83644	9701372504

## **MEDICAL FACILITIES INFORMATION**

Name of the Station	Nearest Health Unit with Jurisdiction	Medical facilities available both Rly/ Govt/Pvt. Hospitals with address	ADDRESS	Phone Nos
TIMMAPUR	KCG	GOVT	PRIMARY HEALTH CENTRE,TMX GOVT HOSP SHNR	08548-252055
UMDANAGAR	KCG	GOVT	GOVT.HOSPITAL/ SHAMSHABAD	
		PVT	INDRA HOSPITAL	08413-223333 OR 22511
BUDVEL	KCG	GOVT	GOVT.HEALTH CENTRE, RAJENDRANAGAR OSMANIA HOSPITAL	2460012
		PVT	RAGHAVENDRA SUPER SPECIALITY HOSPITAL	24362203 OR 24015519

		PVT	DR.KRISHNA HOSPITAL,BDVL	9440482935
FALAK NUMA	KCG	PVT	LIFE LINE HOSPITAL	2444119 OR 65944119
		PVT	ESRA HOSPITAL	040-24523798
		PVT	DURRU SHEHUAR HOSPTL	24520548
KACHE GUDA	KCG	RLY	HEALTH UNIT/KCG	27551596
		PVT	WOOD LAND HOSPITAL,BARKATH PURA,HYB	27555000 OR 27569802 OR 27562314
		PVT	Dr.SHAMKANTH BHASALE,GEETHA CLINC,BARAKTH PURA,HYB	27560505 OR 27569183
		PVT	SAIKRISHNA SUPERSPECIALITY NUERO HOSPITAL,KCG	27551414 TO 16
		PVT	PRATHIMA HOSPITAL	040-43454345
SHADNAGAR	MBNR	GOVT	GOVT HOSP SHNR	9849225655
		PVT	PVT .LOCAL HSPTL(ABHISHEK)	9885080633
		PVT	VIJAYAJYOTHI	7207731799
BALANAGAR	MBNR	GOVT	PRIMARY HEALTH UNIT	9701188664
		GOVT	GVT HOSPITAL	08548-204402
JADCHARLA	JCL	GOVT	GOVT HOSPITAL	8465844772
MAHABUBNGAR	MBNR	RLY	HEALTH UNIT/MBNR	4027783506
		GVT	GVT HOSPITAL	8333891710
		PVT	S.V.S HOSPITAL	6303444232
		PVT	NAVODAYA	9246080808
DEVARKADRA	MBNR	GVT	PRIMARY HEALTH UNIT	9985373893
KAUKUNTLA	MBNR	GVT	GVT HOSPITAL	8951362979
WANAPARTHY	MBNR	GVT	PRIMARY HEALTH UNIT	9493857250
SITAFALMANDI	KCG	GVT	RLY HOSPITAL/LGD	040-27001134

**LIST OF TRAINS ESCORTED BY RPF/GRP**

Sl. No.	Tr.No.	Name of the Train	Escorted by RPF		Escorted by GRP	
			From	To	From	To
1	17642	Intercity Exp	-	-	NZB	BSX
2	17405	Krishna Exp	SC	MUE	BMO	NZB
3	12787	Nagarsol Exp	-	-	NZB	BSX
4	17664	Raichur Exp	MUE	SC	BSX	NZB
5	17603	Yalahanka Exp	KCG	KRNT	KCG	MBNR
6	17604	Kacheguda Exp	DHNE	KCG	MBNR	KCG
7	12785	Mysuru Exp	KCG	DHNE	-	-
8	12786	KCG Exp	DHNE	KCG	-	-
9	17252	Chengalpattu Exp	KCG	DHNE	-	-
10	12769	Seven Hills Exp	DHNE	KCG	-	-
11	12797	Venkatadri Exp	KCG	KRNT	-	-
12	12798	Venkatadri Exp	KRNT	KCG	-	-
13	17651	Chengalpattu-KCG Exp	KRNT	KCG	-	-
14	17232	Nagarsol-Narsapur Exp	MUE	KMC	-	-
15	17064	Ajanta Exp	MJF	MUE	-	-
16	17406	Krishna Exp	MUE	SC	-	-
17	19714	SC-Jaipur Exp	SC	NED	-	-
18	17057	Devagiri Exp	NED	KMC	-	-
19	20703	Vande Bharat Exp	KCG	DMM	-	-
20	20704	Vande Bharat Exp	DMM	KCG	-	-
21	12766	Amaravathi Exp	KCG	DHNE	-	-
22	19301	Dr.Ambedkar Exp	KCG	KRNT	-	-
23	12649	Sampark Kranti Exp	KRNT	KCG	-	-
24	12765	Amaravathi Exp	KRNT	KCG	-	-
25	12770	Seven Hills Exp	KCG	KRNT	-	-
26	07606	Tirupati Special	KCG	KRNT	-	-
27	12193	Jabalpur Exp	KRNT	KCG	-	-
28	17027	Hundry Exp	KCG	KRNT	-	-
29	17063	Ajanta Exp	MUE	SC	-	-
30	19302	Dr.Ambedkar Exp	KCG	KMC	-	-
31	07275	Bodan- MBNR Pass	KMC	KCG	-	-
32	17663	Tandur Exp	SC	MUE	-	-
33	12788	NSL-NS Exp	MUE	SC	-	-
34	17231	NS-NSL Exp	KMC	MUE	-	-
35	17417	TPTY-SNSI Exp	KMC	NED	-	-
36	17418	SNSI -TPTY Exp	NED	SC	-	-
37	12720	HYB-JP Exp	SC	NED	-	-
38	18503	VSKP-SNSI Exp	SC	NED	-	-
39	18504	SNSI- VSKP Exp	NED	SC	-	-
40	17020	HYB-Jaipur Exp	SC	NED	-	-

### FIRE BRIGADES' DETAILS

Sl. No.	RPF Post	List of Fire Brigades in the Post/OP Jurisdiction	Fire Brigade Number	District/State
1	KCG	Musheerabad	04023449216	Ranga Reddy /Telangana
2		Gowliguda	04023449214	
3		Malakpet	04023449213	
4		Moghalpura	04023449226	
5		Bahadurpura	04023449219	
6		Rajendra Nagar	8712699460	
7	KRNT	Alampur	8712695351	Gadwal/Telangana
8		Dhone	08516222099	Nandyal/Andhra Pradesh
9		Gadwal	8712699365	Gadwal/Telangana
10		Kurnool	08518255105	Kurnool/Andhra Pradesh
11	MBNR	Kottakkota	8712699307	Mahabubnagar /Telangana
12		Shadnagar	8712699462	
13		Mahabubnagar	8712699350	
14		Jadcherla	8712699352	
15		Atmakur	8712699368	
16		Makthal	8712695349	
17		Narayanpet	8712699362	
18		Wanaparthy Town	8712699366	Wanaparthy/Telangana
19	MJF	Nacharam	8712699403	Medchal Malkajgiri/Telangana
20		Shameerpet	9505509249	
21		Medak	8712699145	Medak/Telangana
22		Gajwel	9499040564	
23	NZB	Ramayampet	8712699268	Nanded/Maharashtra
24		UMRI	8698553518	
25		Dharmabad	9011411130, 9767071634	
26		Indalwai	8712699230	
27		Bodhan	8712699226	Nizamabad /Telangana
28		Kamareddy	8712699270	
29		Medak	8722699262	Medak/Telangana
30		Nizamabad	8712699224	Nizamabad/Telangana
31	WS-LGD	Moulali	8712699434	Medchal Malkajgiri/Telangana

## FIRE BRIGADE'S DETAILS

<b>Sl. No</b>	<b>Station Name</b>	<b>RPF Post</b>	<b>Nearest Fire Brigade/Station &amp; Contact Details</b>
1	Arts College	Kachiguda	Museerabad 04023449216
2	Budvel	Kachiguda	Museerabad 04023449216
3	Dabirpura	Kachiguda	Museerabad 04023449216
4	Falaknuma	Kachiguda	Adikmet, Hyderabad,
5	Huppuguda	Kachiguda	Gowliguda 04023449214
6	Jamai Osmania	Kachiguda	Malkpet 04023449213
7	Jukal	Kachiguda	Malkpet 04023449213
8	Kacheguda	Kachiguda	Moghulpura 04023449226
9	Malakpet	Kachiguda	Gowliguda 04023449214
10	Shivarampally	Kachiguda	Bahadurpura 04023449219
11	Sitafalmandi	Kachiguda	Bahadurpura 04023449219
12	Umdanagar	Kachiguda	Bahadurpura 04023449219
13	Vidyanagar	Kachiguda	Rajendranagar 8712699460
14	Yakutpura	Kachiguda	Rajendranagar 8712699460
15	Alampur Road	Kurnool Town	Alampur FS. 8712695351
16	Bogolu	Kurnool Town	Dhone FS. 08516222099
17	Chandra Banda	Kurnool Town	Gadwal FS. 8712699365
18	Dupadu	Kurnool Town	Kurnool FS. 08518255105
19	Gadwal	Kurnool Town	Gwd FS. 8712699365
20	Itikyala	Kurnool Town	Gwd FS. 8712699365
21	Jogulamba	Kurnool Town	Alampur FS. 8712695351
22	Kotla Halt	Kurnool Town	Kurnool FS. 08518255105
23	Kurnool	Kurnool Town	Kurnool FS. 08518255105
24	Manopadu	Kurnool Town	Alampur FS. 8712695351
25	Panduranga Swamy Road	Kurnool Town	Gwd FS. 8712699365
26	Pooduru	Kurnool Town	Gwd FS. 8712699365
27	Priyadarshini Jurala Project Road	Kurnool Town	Gwd FS. 8712699365
28	Ullinda Konda	Kurnool Town	Dhone FS. 08516222099
29	Valluru	Kurnool Town	Alampur FS. 8712695351
30	Veldurthy	Kurnool Town	Dhone FS. 08516222099
31	Aarepalli Halt	Mahabubnagar	Kottakota FS. 8712699307
32	Ajjakollu Halt	Mahabubnagar	Kottakota FS. 8712699307
33	Balanagar	Mahabubnagar	Shadnagar FS. 8712699462
34	Burgula Halt	Mahabubnagar	Shadnagar FS. 8712699462
35	Devarkadra	Mahabubnagar	Mahabubnagar FS. 8712699350
36	Divitipalli	Mahabubnagar	Jadcherla FS. 8712699352
37	Dokur Halt	Mahabubnagar	Atmakur FS. 8712699368
38	Gollapalli	Mahabubnagar	Jadcherla FS. 8712699352
39	Hbl Nagar	Mahabubnagar	Shadnagar FS. 8712699462
40	Jadcherla	Mahabubnagar	Jadcherla FS. 8712699352
41	Jaklair	Mahabubnagar	Makthal FS. 8712695349
42	Kaukuntla	Mahabubnagar	Atmakur FS. 8712699368
43	Konnur Halt	Mahabubnagar	Atmakur FS. 8712699368
44	Kotakadra Halt	Mahabubnagar	Mahabubnagar FS. 8712699350
45	Kottur Halt	Mahabubnagar	Shadnagar FS. 8712699462
46	Kurumurthy Halt	Mahabubnagar	Atmakur FS. 8712699368
47	Maganoor	Mahabubnagar	Makthal FS. 8712695349
48	Mahabubnagar	Mahabubnagar	Mahabubnagar FS. 8712699350
49	Mahabubnagar Town Halt	Mahabubnagar	Mahabubnagar FS. 8712699350

<b>Sl. No</b>	<b>Station Name</b>	<b>RPF Post</b>	<b>Nearest Fire Brigade/Station &amp; Contact Details</b>
50	Makthal	Mahabubnagar	Makthal FS. 8712695349
51	Manyamkonda	Mahabubnagar	Mahabubnagar FS. 8712699350
52	Marikal	Mahabubnagar	Narayanpet FS. 8712699362
53	Rajapur Halt	Mahabubnagar	Jadcherla FS. 8712699352
54	Rangareddy Guda Halt	Mahabubnagar	Jadcherla FS. 8712699352
55	Shadnagar	Mahabubnagar	Shadnagar FS. 8712699462
56	Sreeram Nagar	Mahabubnagar	Kottakota FS. 8712699307
57	Timmapur	Mahabubnagar	Shadnagar FS. 8712699462
58	Wanaparthys Road	Mahabubnagar	Wanaparthys Town FS. 8712699366
59	Yenugonda Halt	Mahabubnagar	Mahabubnagar FS. 8712699350
60	Alwal	Malkajgiri	Naancharam FS. 8712699403
61	Ammuguda	Malkajgiri	Naancharam FS. 8712699403
62	Bolaram	Malkajgiri	Shameerpet FS. 9505509249
63	Bolaram Bazar	Malkajgiri	Naancharam FS. 8712699403
64	Brahamanapalli	Malkajgiri	Medak FS. 8712699145
65	Cavalry Barracks	Malkajgiri	Naancharam FS. 8712699403
66	Dabilpur	Malkajgiri	Medak FS. 8712699145
67	Dayanand Nagar	Malkajgiri	Naancharam FS. 8712699403
68	Duddeda	Malkajgiri	Gajwel FS. 9499040564
69	Gajwel	Malkajgiri	Gajwel FS. 9499040564
70	Gowdavalli	Malkajgiri	Shameerpet FS. 9505509249
71	Gundla Pochampally	Malkajgiri	Shameerpet FS. 9505509249
72	Kodakandla	Malkajgiri	Gajwel FS. 9499040564
73	Kuchavaram	Malkajgiri	Medak FS. 8712699145
74	Lakdaram	Malkajgiri	Gajwel FS. 9499040564
75	Lalaguda Gate	Malkajgiri	Naancharam FS. 8712699403
76	Malkajgiri	Malkajgiri	Naancharam FS. 8712699403
77	Manoharabad	Malkajgiri	Medak FS. 8712699145
78	Masaipet	Malkajgiri	Medak FS. 8712699145
79	Medchal	Malkajgiri	Shameerpet FS. 9505509249
80	Mirzapalli	Malkajgiri	Medak FS. 8712699145
81	Nacharam	Malkajgiri	Gajwel FS. 9499040564
82	Palata Potaram	Malkajgiri	Medak FS. 8712699145
83	Ramakistapuram	Malkajgiri	Naancharam FS. 8712699403
84	Safilguda	Malkajgiri	Naancharam FS. 8712699403
85	Siddipet	Malkajgiri	Gajwel FS. 9499040564
86	Srinivasa Nagar	Malkajgiri	Medak FS. 8712699145
87	Wadiaram	Malkajgiri	Medak FS. 8712699145
88	Akanapet	Nizamabad	Ramyampet FS. 8712699268
89	Basar	Nizamabad	Umri FS. 8698553518
90	Bhiknur	Nizamabad	Ramyampet FS. 8712699268
91	Bolsa	Nizamabad	Umri FS. 8698553518
92	Chikna	Nizamabad	Dharamabad FS. 9011411130, 9767071634
93	Dharmabad	Nizamabad	Dharamabad FS. 9011411130, 9767071634
94	Dichpalli	Nizamabad	Indalwai FS. 8712699230
95	Fakrabad	Nizamabad	Bhodhan FS. 8712699226
96	Indalvai	Nizamabad	Indalwai FS. 8712699230
97	Jankampet Junction	Nizamabad	Nizamabad FS. 8712699224
98	Kamareddi	Nizamabad	Kamareddy FS. 8712699270
99	Karkheli	Nizamabad	FS 9011411130, 9767071634
100	Laxmapur	Nizamabad	Ramyampet FS. 8712699268
101	Medak	Nizamabad	Medak FS. 8722699262

<b>Sl. No</b>	<b>Station Name</b>	<b>RPF Post</b>	<b>Nearest Fire Brigade/Station &amp; Contact Details</b>
102	Mirzapalli	Nizamabad	Ramyampet FS. 8712699268
103	Navipet	Nizamabad	Nizamabad FS. -8712699224
104	Nizamabad	Nizamabad	Nizamabad FS. -8712699224
105	Samarala	Nizamabad	Dharamabad FS.9011411130,9767071634
106	Shamanpur	Nizamabad	Ramyampet FS. 8712699268
107	Shankarpur Halt	Nizamabad	Ramyampet FS. 8712699268
108	Shelgaon	Nizamabad	Umri FS. 8698553518
109	Sirnapalli	Nizamabad	Indalwai FS. 8712699230
110	Sivungaon	Nizamabad	Umri FS. 8698553518
111	Talmadla	Nizamabad	Kamareddy FS. 8712699270
112	Tippapur	Nizamabad	Kamareddy FS. 8712699270
113	Umri	Nizamabad	Umri FS. 8698553518
114	Uppalavai	Nizamabad	Kamareddy FS. 8712699270
115	Lalaguda Workshop	Ws-Lgd	Moulali FS 8712699434

**LOCATION OF EMERGENCY SOCKETS**

**SECUNDERABAD - DHONE SECTION**

STPDA-KCG	JKTP-TMX	BABR-GLY	MBNR-MQN	MRKL-JKLR	MNDK-KSN	PERR-WPR	GWD-PASR	PASR-RC	MOA-ALPR	DUU-JKD
1/37-39	40/27-29	77/5-7	115/18-19	49/0-1	13/7-8	163/13-14	53/19-54/1	14/0-1	220/10-11	257/11-12
2/14-16	41/19-21	78/3-5	116/15-16	48/0-1	12/7-8	164/21-23	52/14-53/1	13/0-1	221/6-7	258/9-10
3/12-14	42/19-21	79/1-3	117/19-20	47/0-1	11/8-9	165/17-18	51/24-52/1	12/0-1	222/4-5	259/9-10
4/4-6	43/17-19	80/3-5	118/13-14	46/0-1	10/9-11/0	<b>WPR-SRNR</b>	51/1-51/18	11/0-1	222/16-223/1	260/9-10
4/33-35	<b>TMX-SHNR</b>	80/37-39	119/11-12	45/0-1	<b>90-1</b>	166/5-6	50/1-50/2	10/0-1	223/16-17	261/1-2
5/27-29	45/17-19	81/31-33	120/13-14	44/0-1	8/0-1	167/5-6	49/0-1	9/0-1	224/15-16	261/15-16
<b>KCG-FM</b>	46/5-7	82/31-33	121/12-13	43/0-1	7/0-1	168/5-6	48/0-1	8/0-1	225/13-14	262/14-15
8/42-44	47/3-5	83/35-37	122/6-7	42/0-1	6/1-2	169/4-5	47/0-1	7/0-1	226/13-14	263/14-15
9/17-19	47/47-49	84/23-25	123/6-7	41/0-1	5/2-3	170/4-5	46/0-1	6/0-1	227/12-13	<b>UKD-VDI</b>
10/7A-9	48/37-39	85/5-7	124/6-7	40/0-1	3/9-4/0	171/3-4	45/1-44/9	5/0-1	228/12-13	265/18-266/1
11/13-15	50/9-11	86/13-15	125/5-6	39/0-1	2/9-3/0	172/1-2	44/0-1	4/0-1	229/11-12	266/14-15
12/3-5	51/1-3	86/41 - 87/1	126/5-6	37/9-38/0	2/0-1	173/1-2	43/0-1	3/0-1	230/14-15	267/14-15
12/22-24(SSL)	51/31-33	<b>GLY-JCL</b>	<b>MQN-DKC</b>	<b>JKLR-MKTL</b>	1/0-1	173/9-174/0	42/0-1	2/0-1	231/9-10	268/14-15
13/8-10	52/5-7	88/37-39(SSL)	127/3-4	36/5-6	<b>DKC-KQQ</b>	175/1-2	41/0-1	56/50-1	232/9-10	269/11-12
13/23-25	53/21-23	89/7-9	128/3-4	35/6-7	137/15-16	<b>SRNR-G-WD</b>	40/0-1	<b>PD-O-JKI</b>	233/8-9	270/11-12
<b>FM-BDVL</b>	54/9-11	90/9-11	129/1-2	34/6-7	138/13-14	176/12-13	39/0-1	196/15-16	233/20-234/1	271/10-11
15/38-40	55/31-33	91/5-7	130/0-1	33/7-8	139/7-8	177/7-8	38/0-37/9	19/17/18	234/17-235/1	272/8-9
16/32-34	56/19-21	92/3-5	131/0-1	32/7-8	140/7-8	178/6-7	37/0-36/9	19/8/13-14	<b>ALPR-KRNT</b>	273/7-8
17/25-27	57/9-11	93/1-3	131/9-132/0	31/8-9	141/4-5	179/4-5	36/0-1	19/9/12-13	236/7-8	274/6-7
18/27-29	57/37-39 (SSL)	94/29-31	132/8-9	30/8-9	142/5-6	180/6-7	35/0-1	20/0/11-12	237/10-11	275/6-7
19/29-31	58/9-11	<b>JCL-DTP</b>	133/8-9	29/11-12	143/5-6	181/3-4	34/8-9	20/1/14-15	238/8-9	276/7-8
20/27-29	<b>SHNR-BABR</b>	95/35-37	134/8-9	29/1-2	144/4-5	181/6-7	33/0-1	20/2/10-11	239/11-12	<b>VDI-BVO</b>
<b>BDVL-UR</b>	59/41-43	96/33-35	135/7-8	28/2-3	145/4-5	182/6-7	32/0-1	20/3/8-9	240/6-7	278/3-4
23/5-7	60/31-33	97/33-35	136/7-8	27/2-3	146/4-5	183/10-11	31/0-1	20/4/8-9	240/15-16	278/14-15
24/1-3	61/39-41	98/25-27	<b>DKC-MRKTL</b>	26/Stn	147/4-5	184/7-8	30/0-1	20/5/11-12	241/20-21	279/9-10
25/3-5	62/29-31	99/25-27	63/4-5	<b>MKTLMNNDK</b>	<b>KQQ-PERR</b>	185/4-5	<b>PASR-RC</b>		243/1-2	280/9-10
26/9-11	63/21-23	100/23-25	62/7-8	25/5-6	148/3-4	186/6-7	29/2-3	<b>IKL-MOA</b>	<b>KRNT-DUU</b>	281/7-8
27/3-5 (SSL)	64/23-25	101/19-21	61/3-4	24/7-8	149/2-3	187/4-5	28/0-1-27/9	20/7/1-2	244/2-3	282/5-6
<b>UR-JKTP</b>	65/23-25	<b>DTP-MBNR</b>	60/11-12	23/7-8	150/2-3	<b>GWD-PDO</b>	27/0-1	20/8/1-2	245/7-8	283/5-6
29/3-5	66/23-25	104/15-17	59/16-17	22/9	151/2-3	188/20-189/1	26/0-1	20/9/1-2	246/6-7	284/3-4

29/41-43	67/15-17	105/13-15	58/11-12	21/9	152/2-3	190/5-6	25/0-1	210/1-2	247/4-5	285/8-9
30/33-35	68/11-13	106/9-11	57/12-13	21/1-2	153/2-3	191/4-5	24/0-1	210/16-21/1	248/3-4	286/8-9
31/34-36	69/17-19	107/7-9	56/11-12	20/2-3	154/1-2	192/2-3	23/0-1	211/16-17	249/2-3	<b>BYO-DHNE</b>
32/33-35	70/15-17	108/5-7	55/14-15	19/3-4	155/1-2	193/1-2	22/0-1	212/13-14	250/2-3	288/1-2
33/29-31	71/19-21(SSL)	109/1-3	54/8-9	18/3-4	157/2-3	193/15-16	21/0-1	213/14-15	251/2-3	289/4-5
34/33-35	71/31-33	109/39-41	53/8-9	17/6-7	158/1-2	195/2-3	20/0-1	214/11-12	251/18-25/1	290/3-4
35/23-25	<b>BABR-RRGA</b>	110/37-39	52/8-9	16/6-7	<b>PERR-WPR</b>		19/0-1	215/11-12	252/14-15	292/1-2
36/27-29	73/11-13	111/33-35	52/0-1	15/7-8	159/9-160/1	<b>GWD-PASR</b>	18/0-1	216/10-11	<b>DUU-UKD</b>	293/1-2
37/27-29	74/21-23	<b>MBNR-MQN</b>	<b>MRKL-JKLR</b>	14/8-9	160/15-16	56/7-8	17/0-1	217/14-15	254/13-14	294/17-18
38/23-25	75/15-17	114/1-2	50/9-51/0	14/1-2	161/14-15	55/19-20	16/0-1	218/15-16	255/13-14	295/15-16
	76/11-13	115/1-2	50/0-1		162/15-16	54/18-55/1	15/0-1	256/12-13	296/11-12	

### SECUNDERABAD -MUDKHED SECTION

MJF 'B'-MLY/G	MED-MOB	GWL-Kodakanda	Duddeda-Siddipeta	WDR-MZL	BKU-TMD	SCP-IDL	JKMJ-BDHN	NVT-BSX	BLSA-UMRI
0/26-1/1	587/18-19	31/0	66/7-8	550/1-2	528/9-10	489/8	2/3	433/17-18	395/1-394/9
1/26-27	586/0-587/1	31/8-9	67/6-7	550/12-13	527/15-16	488/11	3/3	432/11-12	394/4-5
2/28-29	586/3-4	32/8-9	68/6-7	549/-4-5	527/1-2	487/11	4/2	431/17-18	393/5
3/15-16	585/5-6	33/6-7	69/6-7	<b>MZL-AKE</b>	526/2-3	486/14	5/2	<b>BSX-DAB</b>	392//7-8
4/22-23	584/8-9	34/6-7	70/5-6	547/8-9	525/4-5	485/10	6/1	429/16-43/0/1	UMRI-SVN
SC-MJF	583/11-12	35/5-6	71/4-5	546/3-4	524/8	484/12	6/950	429/1-2	390/11-12
6/18/23-25	582/14-15	36/5-7	72/3-4	544/7-8	523/10-11	483/19	7/950	428/5-6	389/9-10
6/17/27-29	581/15-16	37/4-5	73/4-5	543/8-9	522/14	483/7	8/8	427/6-7	388/12
6/16/27-29	580/21-22	38/4-5	74/4-5	543/1-542/16	<b>TMD-KMC</b>	<b>IDL-DHP</b>	9/750	426/7-8	387/12-13
<b>MJF-CVB</b>	<b>MOB-GJWL</b>	39/2-3	75/1-2	542/1-2	520/14-15	4828/3-4	10/650	425/6-7	386/1-385/1-2
6/15/51-53	1/8	40/0-1	<b>MOB-ME</b>	541/2-3	519/13-14	481/6-7	11/6	424/8-9	385/0-1
6/15/1-3	2/6-7	41/6-7	579/1-2	540/3-4	518/14-15	480/10-11	12/6	423/0-11	384/2-3
6/14/5-7	3/6-7	42/5-6	578/2-3	539/4-5	517/15	479/13-14	13/5	422/11-12	383/2-3
6/13/9-11	4/5-6	43/1-2	577/3-4	<b>AKE-MDK</b>	517/1-2	478/10-11	14/2-3	421/15-16	382/7-8

612/21-23	5/5-6	44/1-2	576/5-6	1/1-2	516/9-10	477/11-12	15/2	<b>DAB-KEK</b>	381/10-11
611/21-23	6/4-5	45/0-1	575/8-9	2/0-1	515/2-3	476/10-11	16/2	420/3-4	380/10
<b>CVB-BMO</b>	7/6-7	45/9-46/0	574/12-13	3/0-1	514/3-4	475/15-16	17/2	419-4-5	379/8-9
610/29-31	8/5-6	46/9-47/0	573/11-12	3/9-4/0	513/11-12	474/11-12	18/2	418/5-6	378/10-11
609/29-31	9/5-6	47/8-9	572/13-14	5/1-2	512/19-20	473/18-19	19/1	417/6-7	SVN-MUE
608/29-31	10/3	48/7-8	571/16-17	6/0-1	<b>KMC-UPW</b>	<b>DHP-NZB</b>	<b>JKM-NVT</b>	416/15-16	376/13-14
607/41-43	11/0-1	49/5-6	571/0-1	6/9-7/0	511/3-4	472/4-5	453/7-8	416/1-2	375/15-16
<b>BMO-GDPL</b>	12/0-1	50/5-6	570/1-2	7/7-8	510/4-5	471/5-6	452/2-3	415/2-3	374/17-18
605/41-43	13/0-1	51/4	569/2-3	8//7-8	509/4-5	470/7-8	451/4-5	414/2-3	373/27-28
605/5-7	14/2-3	52/2-3	568/3-4	9/6-7	508/6-7	469/7-8	450/5	413/4-5	373/7-8
604/7-9	15/4	53/4-5	567/4-5	10/5-6	507/6-7	468/9-10	449/4-5	412/3-4	372/34-36
603/11-13	16/2-3	54/3	566/4-5	11/4-5	506/7-8	467/8-9	448/8-9	411/4-5	
602/16-18	17/2-3	55/1-2	<b>ME-WDR</b>	12/4-5	505/8-9	466/10-11	447/6-7	410/5	
<b>GDPL-MED</b>	18/1-2	<b>Kodakanda-Duddeda</b>	564/6-7	13/2-3	504/11	465/11	446/9-10	409/8-9	
600/15-17	18/8-9	55/9-56/0	63/7	14/3-4	503/9-10	464/11	<b>NVT-BSX</b>	408/6-7	
599/17-19	19/1-2	56/8-9	562/8-9	15/0-1	502/13-14	463/12-13	444/6-7	<b>KEK-BLSA</b>	
598/19-21	20/5-6	57/6-7	562/0-56/19	16/0-1	502/6-7	462/19	443/9-10	406/7-8	
597/21-23	21/4-5	58/5-6	561/0-1	<b>AKE-BKU</b>	501/10	462/2	442/16	405/9-10	
596/29-31	22/7-8	59/4	560/1-2	536/5-6	499/12-13	<b>NZB-JKM</b>	441/1-2	403/11-12	
595/41-43	23/6-7	60/2-3	559/5-6	536/1	498/21	458/17-18	440/2-3	402/12-13	
594/1-3	24/5-6	61/0-1	558/5-6	535/1	497/20-21	458/8	439/3-4	401/12-13	
<b>MED-MOB</b>	26/4-5	62/8-9	556/10-11	534/1-2	496/21	457/9	438/6-7	400/17-18	
592/1-2	27/3-4	63/7-8	555/14-15	533/2-3	495/25	456/8-6	437/7-8	<b>BLSA-UMRI</b>	
591/4-5	28/0	<b>Duddeda-Siddipeta</b>	<b>WDR-MZL</b>	532/8-9	494/3	455/9-10	436/8-9	399/1-2	
590/9-10	28/9-29/1	64/1-2	<b>BKU-TMD</b>	493/4	454/15-16	435/9-10	397/17-18		
589/12-13		64/7-8	552/13	530/13-14	492/6	<b>JKM-BDHN</b>	434/9-10	396/12-13	
588/17-18		<b>65/7-8</b>	<b>551/1-2</b>	<b>529/8-9</b>	<b>491/7-8</b>	<b>1/4</b>		<b>395/17-18</b>	

**B 41 (HYB)**

STATUS OF ARME, ART & CRANE							
List of ARTs							
Div	SINo.	Location	Type of ART	Make of HRE	Year of HRE	Make and Capacity of Crane	
HYB	1	NZB	"B" Class	MFD	2007	-	
HYB	2	KCG	Road Mobile	BEMCO	2016	---	
LIST OF ARMES							
Div	SINo.	Location	Type of ARME Scale-I	Make of HRE	Year of HRE	Make HRD	Year of HRD
HYB	1	NZB	SPARMV	BEMCO	2018	HOLMATRO	2018
BEAT OF ART WITH ITS NORMAL JURISDICTION							
Div	Station	ART Type (Class)	HRE/Model/Vintage	Beat			
HYB	NZB	"B" Class	MFD/2007	NZB-MDAK NZB-SPT		LUKAS HRD	
BEAT OF ARMV WITH ITS NORMAL JURISDICTION							
Div	Station	ART Type (Class)	HRE/Model/Vintage	Beat			
HYB	NZB	Scale-I SPARMV	BENCO HRE/2018	NZB-MDAK NZB-SPT			

HYDERABAD DIVISION LOAD TABLE (DIESEL TRACTION) WTT-79									
Section	Load	WDM2/3		WDG3A		WDG4		Remarks	
		SH	MU	SH	MU	SH	MU		
MLY-DHNE ( Distance: 305 km; Gradient:1/100; Loop Line capacity:686 meters except UR:440 meters)	42 BCNL/42 BCNAL	NP	P*	NP	P	P*\$	P	*Train not to be stopped at home signal of MJF, FM, NSVP(Gate), BDVL, SHNR, MBNR & GWD . \$ Banker to be provided from MLY - BDVL for CC+6+2t and above loads.	
	58 BCNHL/59 BOXNL	NP	NP	NP	P*	NP	P		
	45 BOST/45 CONCORD	NP	P*	NP	P*	P*\$	P		
	43 BRN/50 BTPN/45BLC	NP	P*	NP	P*	P*\$	P		
DHNE-MLY ( Distance: 305 km; Gradient:1/100; Loop Line capacity:686 meters except UR:440 meters)	42 BCNL/42 BCNAL	NP	P*	NP	P*	P*\$	P	Run through to be given at DTP , MQN & BABR station. Train not to be stopped at Home signal at DUU, SHNR, UR and STPD . \$ Banker to be provided from FM to SC/ MJF for CC+ 6+ 2t and above loads.	
	58 BCNHL/59 BOXNL	NP	NP	NP	P*\$	NP	P		
	45 BOST/45 CONCORD	NP	NP	NP	P*	P*\$	P		
	43 BRN/50 BTPN/45BLC	NP	NP	NP	P*	P*\$	P		
MLY-MUE ( Distance: 305 km; Gradient:1/100; Loop Line capacity:686 meters)	42 BCNL/42 BCNAL	NP	P*	NP	P*	P*\$	P	Train not to be stopped at home signal of MJF and chord line starter. \$ Banker to be provided from MLY to BMO for CC+6+2t and above loads.	
	58 BCNHL/59 BOXNL	NP	NP	NP	P*	NP	P		
	45 BOST/45 CONCORD	NP	NP	NP	P*	P*\$	P		
	43 BRN/50 BTPN/45BLC	NP	NP	NP	P*	P*\$	P		
MUE-MLY ( Distance: 305 km; Gradient:1/100; Loop Line capacity:686 meters)	42 BCNL/42 BCNAL	NP	P*	NP	P*	P*\$	P	* Train not to be stopped at MED home signal and run through to be given at SCP. \$ banker to be provided from IDL to UPW for CC+6+2t and above loads.	
	58 BCNHL/59 BOXNL	NP	NP	NP	P*	NP	P		
	45 BOST/45 CONCORD	NP	NP	NP	P*	P*\$	P		
	43 BRN/50 BTPN/45BLC	NP	NP	NP	P*	P*\$	P		
Note: P: Permitted, NP: Not Permitted.									
1. In addition to trailing loads mentioned, brake van is permitted.									
2. In case of stalling the LP should not indefinitely try to pull the load thus causing wheel slip and damage to rails. Instead ask for relief /banker engine or work in two portions as per necessity.									
3. SH of any class of any Loco can take full length of empty train.									
4. In case of in climate weather or CD or SR of 30 KMPH and below is imposed at foot or peak of gradient, banker Loco to be provided .									
5. Load Table is prepared for standard composition rakes. A) for BCN/BCNA 42, B)BCNHL 58, C) BOX/BOXNL 59, D)BOST/CONCORD 45, E) BRN 43, F)BTPN 50 & G)BLC 45									

HYDERABAD DIVISION LOAD TABLE (DIESEL TRACTION) WTT-79														
Section	Load		WDM2/3		WDG3A		WDG4		Remarks					
			SH	MU	SH	MU	SH	MU						
MLY-DHNE ( Distance: 305 km; Gradient:1/100; Loop Line capacity:686 meters except UR:440 meters)	42 BCNL/42 BCNAL		NP	P*	NP	P	P*\$	P	*Train not to be stopped at home signal of MJF, FM, NSVP(Gate), BDVL, SHNR, MBNR & GWD \$ Banker to be provided from MLY - BDVL for CC+6+2t and above loads.					
	58 BCNHL/59 BOXNL		NP	NP	NP	P*	NP	P						
	45 BOST/45 CONCORD		NP	P*	NP	P*	P*\$	P						
	43 BRN/50 BTPN/45BLC		NP	P*	NP	P*	P*\$	P						
DHNE-MLY ( Distance: 305 km; Gradient:1/100; Loop Line capacity:686 meters except UR:440 meters)	42 BCNL/42 BCNAL		NP	P*	NP	P*	P*\$	P	Run through to be given at DTP , MQN & BABR station. Train not to be stopped at Home signal at DUU, SHNR, UR and STPD \$ Banker to be provided from FM to SC/ MJF for CC+ 6+ 2t and above loads.					
	58 BCNHL/59 BOXNL		NP	NP	NP	P*	NP	P						
	45 BOST/45 CONCORD		NP	NP	NP	P*	P*\$	P						
	43 BRN/50 BTPN/45BLC		NP	NP	NP	P*	P*\$	P						
MLY-MUE ( Distance: 305 km; Gradient:1/100; Loop Line capacity:686 meters)	42 BCNL/42 BCNAL		NP	P*	NP	P*	P*\$	P	Train not to be stopped at home signal of MJF and chord line starter. \$ Banker to be provided from MLY to BMO for CC+6+2t and above loads.					
	58 BCNHL/59 BOXNL		NP	NP	NP	P*	NP	P						
	45 BOST/45 CONCORD		NP	NP	NP	P*	P*\$	P						
	43 BRN/50 BTPN/45BLC		NP	NP	NP	P*	P*\$	P						
Note: P: Permitted, NP: Not Permitted.														
1. In addition to trailing loads mentioned, brake van is permitted.														
2. In case of stalling the LP should not indefinitely try to pull the load thus causing wheel slip and damage to rails. Instead ask for relief /banker engine or work in two portions as per necessity.														
3. SH of any class of any Loco can take full length of empty train.														
4. In case of in climate weather or CD or SR of 30 KMPH and below is imposed at foot or peak of gradient, banker Loco to be provided .														
5. Load Table is prepared for standard composition rakes. A) for BCN/BCNA 42, B)BCNHL 58, C) BOX/BOXNL 59, D)BOST/CONCORD 45, E) BRN 43, F)BTPN 50 & G)BLC 45														

HYDERABAD DIVISION- LOAD TABLE-79 FOR GOODS TRAINS (ELECTRIC TRACTION)										
Section	Wagon Type	WAG5		WAG7		WAG9		WAG12		Remarks
		SH	MU	SH	MU	SH	MU	SH		
MLY- DHNE	42 BCNL	NP	P	P*\$	P	P*\$	P	P	P	* - TRAIN NOT TO BE STOPPED AT HOME SIGNAL OF MJF, FM, NSVP(GATE), BDVL, TMX, SHNR, MBNR, GWD, DUU, BVO, DHNE. \$ - BANKER TO BE PROVIDED FROM MLY- BDVL for CC+6+2t and above.
	58BCNHL/59 BOXNL	NP	NP	NP	P*	NP	P	P	P*\$	
	45BOOST/45 CONCORD/ 43 BRN/50BTPN/45 BLC	NP	P	P*\$	P	P*\$	P	P	P	
	42 BCNL	NP	P	P	P	P	P	P	P	
GWD- RC	58BCNHL/59 BOXNL	NP	NP	NP	P	NP	P	P	P	
	45BOOST/45 CONCORD/ 43 BRN/50BTPN/45 BLC	NP	P	P	P	P	P	P	P	
	42 BCNL	NP	P	P	P	P	P	P	P	
	58BCNHL/59 BOXNL	NP	NP	NP	P	NP	P	P	P	
RC- GWD	42 BCNL	NP	P	P	P	P	P	P	P	
	58BCNHL/59 BOXNL	NP	NP	NP	P	NP	P	P	P	

	45BOOST/45 CONCORD/ 43 BRN/50BTPN/45 BLCL	NP	P	P	P	P	P	P		
DHNE- MLY	42 BCNL	NP	P	P*\$	P	P*\$	P	P	RUN THROUGH TO BE GIVEN AT MQN, BABR, UR, STPD - A, STPD - B. * - TRAIN NOT TO BE STOPPED AT HOME SIGNAL OF MBNR, SHNR, UR, STPD - A., STPD- B Cabin starter. \$ - BANKER TO BE PROVIDED FROM KCG - MJF.	
	58BCNHL/59 BOXNL	NP	NP	NP	P*	NP	P	P*\$		
	45BOOST/45 CONCORD/ 43 BRN/50BTPN/45 BLCL	NP	P	P*\$	P	P*\$	P	P		
MLY - MUE	42 BCNL	NP	P	P*\$	P	P*\$	P	P	* - TRAIN NOT TO BE STOPPED AT Home Signal of MJF Chord Line Starter, BMO Home Signal and WDR Home Signal..	
	58BCNHL/59 BOXNL	NP	NP	NP	P*	NP	P	P*\$		
	45BOOST/45 CONCORD/ 43 BRN/50BTPN/45 BLCL	NP	P	P*\$	P	P*\$	P	P		
MUE- MLY	42 BCNL	NP	P	P*	P	P*	P	P	RUN THROUGH TO BE GIVEN AT SCP *-TRAIN NOT TO BE STOPPED AT UPW, TMD, BKU, WDR, MOB AND MED HOME SIGNALS	
	58BCNHL/59 BOXNL	NP	NP	NP	P*	NP	P	P*		
	45BOOST/45 CONCORD/ 43 BRN/50BTPN/45 BLCL	NP	P	P*	P	P*	P	P		
PERMITTED LOAD IN TONNES ON 1 IN 133 GRADIENT FOR DRY AND WET RAIL CONDITION NOTE : P : PERMITTED, NP : NOT PERMITTED										
1) IN ADDITION TO TRAILING LOADS MENTIONED, BRAKE VAN IS PERMITTED.										
2) IN CASE OF STALLING THE LP SHOULD NOT INDEFINIRELY TRY TO PULL THE LOAD THUS CAUSING WHEEL SLIP AND DAMAGE TO RAILS. INSTEAD ASK FOR RELIEF / BANKER ENGINE OR WORK IN TWO PORTIONS AS PER NECESSITY.										
3) SH OF ANY CLASS OF ANY LOCO CAN TAKE FULL LENGTH OF EMPTY TRAIN.										
4) IN CASE OF INCLIMATE WEATHER, OR SR OF 30KMPH AND BELOW IS IMPOSED AT FOOT OR PEAK OF GRADIENT AND WHERE FREQUENT STALLING OCCURS BANKER LOCO TO BE PROVIDED										
5) LOAD TABLE IS PREPARED FOR STANDARD COMPOSITION RAKES. A) FOR BCN/BCNA 42 B) BCNHL 58 C) BOX/BOXNL 59 D) BOST/CONCORD 45 E) BRN 43 F) BTPN 50 G) BLCL 45										
6) BANKER TO BE PROVIDED FOR ALL LOADED GOODS TRAINS HAULED BY WAG-7&9 SH - AC TRACTION BETWEEN MLY-MJF & MLY-BMO DUE TO NEUTRAL SECTION IN CHORD LINE AND SECTIONAL SPEED OF 30 KMPH.										
7) 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										

JSC Data for Coaching Stock																							
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
From Km.	To Km.	Sec. speed																					
<b>Speed certified by RDSO</b>					130	130	130	130	160	130	160	160	160	160	160	160	160	160	160	160	130	130	
<b>RBCRS Sanctioned speed</b>					130	130	130	130	160	130	160	160	160	160	160	160	160	160	160	160	130	130	
<b>Sanctioned for max.speed in SCR</b>					130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	
1 Mudkhed — Basar (SL)	371.87	430.83			110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	
2 Basara — Medchal (SL)	430.83	592.93			110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	
3 Medchal - Bolaram (UP & DN)	592.93	606.8			110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	
4 Bolaram - Secunderabad (UP&DN)	606.8	620.65			90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	
5 Secunderabad-Falaknuma (UP&DN)	0	14.54			80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	
6 Falaknuma (Excl)-Mahbubnagar(UP)	14.5	112.98			110	105	105	105	110	105	105	105	110	110	110	110	110	110	110	110	110	110	
7 Falaknuma (Excl)-Mahbubnagar(DN)	14.5	112.98			110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	
8 Mahabubnagar - Dhone (SL)	112.98	297.12			110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	
9 Malkajgiri - Moula Ali Chord Line (SL)	0	4.9			30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
10 Raichur — Pandurangswamy Road (SL)	0	29.89			75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	
11 Pandurangswamy Road — Gadwal (SL)	29.89	57.16			100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	
12 Devarakadra-Jamairi(SL)	65.825	37.48			100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	
13 Jaklair - Makthal(SL)	37.48	26.003			100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	
14 Makthal- Maganur - Krishna (SL)	26.003	0			100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	
15 Mahabubnagar - Gajwel-Duddeda - Siddipet(SL)	0	66.135			60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
Chord line bet. Sitafalmandi 'A' Cabin on SC-DHNE section and	1	1.366	20G/30P		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
17 Sitafalmandi 'B' Cabin on SC-MUE section	0	17.338			70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	
18 Bye-Pass line towards Mudkhed i.e., Dayanandnagar Bye-Pass Line connecting <b>MLY-MJF</b> Chord Line to SC-MUE Main Line	0	0.610			15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	
19 Jankampet - Bodhan (SL)	0	20.050			75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	

			JSC Data for Coaching Stock																			
			20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
From Km.	To Km.	Sec. speed	130	160	130	160	130	130	160	130	160	130	160	160	160	160	160	160	160	160	160	160
<b>Speed certified by RDSO</b>			130	160	130	160	130	130	160	130	160	130	160	160	160	160	160	160	160	160	160	160
<b>RB/CRS Sanctioned speed</b>			130	160	130	160	130	130	160	130	160	130	160	160	160	160	160	160	160	160	160	160
<b>Sanctioned for max speed in SCR</b>			130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130
1Mudkhed – Basar (SL)	371.87	430.83	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
2Basara – Medchal (SL)	430.83	592.93	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
3Medchal - Bolaram (UP & DN)	592.93	606.8	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
4Bolarum - Secunderabad (UP&DN)	606.8	620.65	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
5Secunderabad-Falaknuma (UP&DN)	0	14.54	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
6Falaknuma (Excl)-Mahabubnagar(UP)	14.5	112.98	110	105	110	105	110	110	110	110	110	110	110	110	105	105	105	105	105	105	105	105
7Falaknuma (Excl)-Mahabubnagar(DN)	14.5	112.98	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
8Mahabubnagar - Dhone (SL)	112.98	297.12	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
9Malkajigiri - Moula Ali Chord Line (SL)	0	4.9	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
10Raichur – Pandurangaswamy Road (SL)	0	29.89	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75
11Pandurangaswamy Road – Gadwal (SL)	29.89	57.16	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
12Devarakadra-Jamairi(SL)	65.825	37.48	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
13Jakair Makhal(SL)	37.48	26.003	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
14Makthal - Maganur - Krishna (SL)	26.003	0	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
15Manoharabad - Gajwel-Duddeda - Siddipet(SL)	0	66.135	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
16Akanapet- Medak(SL)	0	17.338	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
Chord line bet. Sitafalmandi 'A' Cabin on SC-DHNE section and 17Sitafalmandi 'B' Cabin on SC-MUE section	1	1.366	20G/30P	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
18Bye-Pass line towards Mudkhed i.e. Dayanandnagar Bye-Pass Line connecting ML Y-MJF Chord Line to SC-MUE Main Line	0	0.610	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
19Jankampet - Bodhan (SL)	0	20.050	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75

		JSC Data for Coaching Stock																						
			39	40	41	42	43	44	45	46	47	48	49	50	51									
		From Km.	To Km.																					
		Sec. Speed																						
<b>Speed certified by RDSO</b>																								
<b>RBCRS Sanctioned speed</b>																								
<b>Sanctioned for max.speed in SCR</b>																								
1	Mudkhed – Basar (SL)	371.87	430.83	110	110	-	105	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	160
2	Basara — Medchal (SL)	430.83	592.93	110	110	-	105	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	NA
3	Medchal - Bolarum (UP & DN)	592.93	606.8	110	110	-	105	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	130
4	Bolarum - Secunderabad (UP&DN)	606.8	620.65	90	90	-	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
5	Secunderabad-Falaknuma (UP&DN)	0	14.54	80	80	-	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
6	Falaknuma (Excl)-Mahabubnagar(UP)	14.5	112.98	110	105	-	105	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	105
7	Falaknuma (Excl)-Mahabubnagar(DN)	14.5	112.98	110	110	-	105	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
8	Mahabubnagar - Dhone (SL)	112.98	297.12	110	110	-	105	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
9	Malkajgiri - Moula Ali Chord Line (SL)	0	4.9	30	30	-	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
10	Raichur - Pandurangaswamy Road (SL)	0	29.89	75	75	-	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75
11	Pandurangaswamy Road — Gadwal (SL)	29.89	57.16	100	100	-	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
12	Devarakadra-JaMairi(SL)	65.825	37.48	100	100	-	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
13	Jakkir - Makthal(SL)	37.48	26.003	100	100	-	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
14	Makthal- Maganur - Krishna (SL)	26.003	0	100	100	-	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
15	Manoharabad - Gajwel-Duddeda - Siddipet(SL)	0	66.135	60	60	-	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
16	Akanapet- Medak(SL)	0	17.338	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
17	Chord line bet. Sitalaimandi 'A' Cabin on SC-DHNE section and Sitalaimandi 'B' Cabin on SC-MUE section	1	1.366	20G30P	30	-	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
18	Bye-Pass line towards Mudkhed i.e. Dayanandnagar Bye-Pass Line connecting <b>MLY-MJF</b> Chord Line to SC-MUE Main Line	0	0.610	15	15	-		15		15		15		15		15		15		15		15		15
19	Jankampet - Bodhan (SL)	0	20.050	75	75	-	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75

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

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

Sl. No.	Section	From km	To km	Maximum Permissible speed in kmph
1	Mudkhed – Medchal (SL)	371.87	592.93	110
2	Medchal – Bolarum (UP & DN)	592.93	606.80	110
3	Bolarum -Secunderabad (UP&DN)	606.80	620.65	90
4	Secunderabad-Falaknuma (UP&DN)	0.00	14.54	80
5	Falaknuma (Excl) – Mahabubnagar(UP&DN)	14.54	112.98	110
	Mahabubnagar – Dhone (SL)	112.98	297.12	110
6	Malkajgiri – Moula Ali Chord Line (SL)	0.00	4.90	30
7	Raichur – Pandurangaswamy Road (SL)	0.00	29.89	100\$
	Pandurangaswamy Road – Gadwal (SL)	29.89	57.16	100
8	Krishna – Devarakadra (SL)	0.00	65.825	100*
9	Chord line bet. Sitafalmandi ‘A’ Cabin on Secunderabad – Dhone section and Sitafalmandi ‘B’ Cabin on Secunderabad – Mudkhed section (SL)	0.62673	1.3662	30
10	Bye-Pass line towards Mudkhed i.e., Dayanandnagar Bye-Pass Line connecting MLY-MJF Chord Line to SC-MUE Main Line (SL)	0.00	0.610	15
11	Jankampet - Bodhan (SL)	0.00	20.05	75

*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.*

PCME

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

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

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

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

\$ - SR on New lines/Doubling/Tripling is as per CRS Authorisation/Existing speed. However, maximum permissible speed can be permitted after raising speed by competent Authority.				
S. no.	Between stations	From km	To km	SR (kmph)
<b>HYDERABAD DIVISION</b>				
1.	Raichur – Pandurangaswamy Road (SL)	0.00	29.89	75

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

S. no.	Between stations	km from	km to	SR (kmph)	Reason
<b>HYDERABAD DIVISION</b>					
*PSRs on Krishna - Devarakadra					
1	Krishna – Maganur (SL)	1.053	1.082	70	Due to 4.24° curves
2	Jaklair - Devarakadra (SL)	59/2	59/7	30	SEJs existing at 50m from abutments

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:

Sl. no.	Station	From Loc.	To Loc.	Remarks
<b>HYDERABAD DIVISION</b>				
1	Manopad-S.B.B.Jogulamba(SL)	230/12	230/15	90 kmph due to Tramway OHE under ROB no. 436 A

PCME

PCST

PCEE

PCOM

PCE

1. Permanent Speed Restriction on TRD:			
Station	From Loc.	To Loc.	Remarks
Hyderabad Division			
Manopad-S.B.B. Jogulamba (SL)	230/12	230/15	90 kmph due to Tramway OHE under ROB no. 436A
For LWSCZDAC1 3050mm wide(Double Decker)Coach			
MOA-SBBJ	230/12	230/15	Permitted with OHE in on condition with SR 15 Kmph & TRD staff to accompany Due to less clearance between coach and contact wire under ROB no. 436A

**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 (LWACCNA) fitted with pneumatic suspension (160 kN capacity) at the secondary stage on FIAT Bogies over BG sections of South Central Railway.

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

Sl. No.	Between stations	km from	km to	SR (kmph)	Reason
<b>HYDERABAD DIVISION</b>					
*Permanent Speed Restriction on Devarakadra-Jaklair					
1	Devarakadra-Jaklair (SL)	59/2	59/7	30	SEJs are existing at 50 m from abutments

*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.*

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

S.No.	Station	From Loc.	To Loc.	Remarks
<b>HYDERABAD DIVISION</b>				
1	Manopad-S.B.B.Jogulamba (SL)	230/12	230/15	90 kmph due to Tramway OHE under ROB no. 436 A

**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.

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

S. No.	Between stations	km from	km to	SR (kmph)	Reason
<b>HYDERABAD DIVISION</b>					
*Permanent Speed Restriction on Devarakadra-Jaklair					
1	Devarakadra-Jaklair (SL)	59/2	59/7	30	SEJs are existing at 50 m from abutments

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.

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

S.No.	Station	From Loc.	To Loc.	Remarks
<b>HYDERABAD DIVISION</b>				
1	Manopad-S.B.B. Jogulamba (SL)	230/12	230/15	90 kmph due to Tramway OHE under ROB no. 436 A







JSC Data for Wagons

B 55 (HYB)

JSC Data for Wagons																		
<b>Speed certified by RDSO</b>																		
<b>RB/CRS Sanctioned speed</b>																		
<b>Sanctioned for max.speed in SCR</b>																		
1 Mudkhed - Basar (SL)	430.83	110	100	60	100	60	100	60	100	60	100	60	100	60	100	60	100	60
2 Basara - Medchal (SL)	430.83	110	100	60	100	60	100	60	100	60	100	60	100	60	100	60	100	60
3 Medchal - Bolaram (UP & DN)	592.93	110	100	60	100	60	80	60	100	60	100	75	100	75	100	75	100	75
4 Bolaram - Secunderabad (UP&DN)	606.8	90	60	45	60	45	80	60	45	60	45	60	45	60	45	60	45	60
5 Secunderabad-Faknuma (UP&DN)	0	14.54	80	-	-	-	80	60	-	-	-	-	-	-	-	65	65	50
6 Secunderabad-Faknuma (UP)	0	14.54	80	-	-	-	80	60	-	-	-	-	-	-	-	65	65	50
7 Secunderabad-Faknuma (DN)	0	14.54	80	-	-	-	80	60	-	-	-	-	-	-	-	65	65	50
8 Falaknuma (Excl)-Mahabubnagar(UP)	14.5	112.98	110	-	-	-	80	60	-	-	-	-	-	-	-	65	65	50
9 Falaknuma (Excl)-Mahabubnagar(DN)	14.5	112.98	110	-	-	-	80	60	-	-	-	-	-	-	-	65	65	50
10 Mahabubnagar - Dhone (SL)	112.98	29.12	110	-	-	-	80	60	-	-	-	-	-	-	-	65	65	50
11 Malkalgiri - Moula Ali Chord Line (SL)	0	4.9	30	30	30	30	20	30	30	30	30	30	30	30	30	30	30	30
12 Raichur - Pandurangaswamy Road (SL)	0	29.89	75	-	-	-	75	60	-	-	-	-	-	-	-	65	65	50
13 Pandurangaswamy Road - Gadwal (SL)	29.89	57.16	100	-	-	-	80	60	-	-	-	-	-	-	-	65	65	50
14 Devarakadra-Jakkair(SL)	65.825	37.48	100	-	-	-	75	60	-	-	-	-	-	-	-	65	65	50
15 Jakkair - Makhrai(SL)	37.48	26.003	100	-	-	-	60	60	-	-	-	-	-	-	-	60	60	40
16 Makhrai - Maganur - Krishna (SL)	26.003	0	100	-	-	-	70	60	-	-	-	-	-	-	-	65	65	70
17 Manoharabad - Gajwel-Duddeda - Siddipet(SL)	0	76.135	60	-	-	-	60	60	-	-	-	-	-	-	-	60	60	60
18 Akantapur- Medak(SL)	0	17.338	70	70	40	70	40	70	40	70	40	70	40	-	-	65	65	70
Chord line bet. Sitafalmandi 'A' Cabin on Secunderabad - Dhone section and Sitafalmandi 'B' Cabin on Secunderabad - Mudkhed section	0.62673	1.3662	20G/30P	-	-	20	20	-	-	-	-	-	-	-	-	30	20	30
19 Bye-Pass line towards Mudkhed i.e., Dayanandagar Bye-Pass Line connecting MLY- Mf Chord Line to SC-MUE Main Line	0	0.61	15	15	15	15	15	15	15	15	15	15	-	-	-	15	15	15
20 Jankampet - Bodhan (SL)	0	20.05	75	60	45	75	50	60	45	60	45	60	45	-	-	65	65	50
21 Mahabubnagar - Devarakadra(SL)	112.98	137.41	-	-	-	-	-	-	-	-	-	-	-	-	-	60	75	65

		JSR Data for Wagons												FLATCOIL3 (22.9 t)												
		Fro Km.	To Km.	Sec. speed	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75							
<b>Speed certified by RDSO</b>					E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L
<b>RB/CRS Sanctioned speed</b>					100	100	90	75	75	80	100	90	65	65	65	65	65	65	65	65	65	65	65	65	65	65
<b>Sanctioned for max speed in SCR</b>					100	100	90	75	75	80	100	90	65	65	65	65	65	65	65	65	65	65	65	65	65	65
1 Mudkhed - Basar (SL)	371.87	430.83	110	100	75	75	80	100	90	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
2 Basara - Medchal (SL)	430.83	592.93	110	100	75	75	80	100	90	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
3 Medchal - Bolaram (UP & DN)	592.93	606.8	110	100	75	90	60	75	75	100	85	65	60	60	65	60	65	65	65	65	65	65	65	65	65	65
4 Bolaram - Secunderabad (UP&DN)	606.8	620.65	90	65	50	60	45	75	75	65	50	65	45	60	50	65	60	65	50	65	50	65	50	65	50	65
5 Secunderabad-Falaknuma (UP&DN)	0	14.54	80	80	75	-	-	75	75	80	80	65	60	60	65	60	65	60	65	60	65	60	65	60	65	60
6 Secunderabad-Falaknuma (UP)	0	14.54	80	80	75	-	-	75	75	80	80	65	60	60	65	60	65	60	65	60	65	60	65	60	65	60
7 Secunderabad-Falaknuma (DN)	0	14.54	80	80	75	-	-	75	75	80	80	65	60	60	65	60	65	60	65	60	65	60	65	60	65	60
8 Falaknuma (Excl)-Mahabubnagar(UP)	14.5	112.98	110	65	50	-	-	75	80	65	50	65	45	60	50	65	65	65	50	90	75	100*	75*	100	100	100
9 Falaknuma (Excl)-Mahabubnagar(DN)	14.5	112.98	110	100	75	-	-	75	80	100	90	65	60	60	65	65	60	65	60	65	60	65	60	65	60	65
10 Mahabubnagar - Dhone (SL)	112.98	297.12	110	100	75	-	-	75	75	100	85	65	60	60	65	60	65	60	65	60	65	60	65	60	65	60
11 Malkajgiri - Moula Ali Chord Line (SL)	0	4.9	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
12 Raichur - Pandurangaswamy Road (SL)	0	29.89	75	75	-	-	75	75	75	75	65	60	60	65	65	75	75	75	75	75	75	75	75	75	75	75
13 Pandurangaswamy Road - Gadwal (SL)	29.89	57.16	100	100	75	-	-	75	80	100	90	65	60	60	65	65	100	70	90	80	100\$	75	100	100	100	100
14 Devarakadra-Jakkair (SL)	65.825	37.48	100	75	75	-	-	75	75	75	75	65	65	65	75	75	75	75	75	75	75	75	75	75	75	75
15 Jakkair - Makhthal(SL)	37.48	26.003	100	60	60	-	-	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
16 Makhthal-Maganur - Krishna (SL)	26.003	0	100	70	70	-	-	70	70	70	70	65	60	60	65	65	70	70	70	70	70	70	70	70	70	70
17 Manoharabad - Gajwel-Duddeda - Siddipet(SL)	0	76.135	60	60	60	-	-	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
18 Akanapet-Medak(SL)	0	17.338	70	70	70	40	70	70	70	70	70	65	60	60	65	65	70	70	70	70	70	70	70	70	70	70
19 Chord line bet. Sitafalmandi 'A' Cabin on SC-DHNE section and Sitafalmandi 'B' Cabin on SC-MUE section	0.62673	1.3662	20G/30P	30	20	-	-	30	20	30	20	20	20	20	20	20	30	20	30	20	30	20	30	20	30	20
Bye-Pass line towards Mudkhed i.e., Dayanandagar Bye-Pass Line connecting	0	0.61	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
20 MLY- MJF Chord Line to SC-MUE Main Line	0	20.05	75	65	50	60	45	75	75	65	50	65	45	60	50	65	65	50	75	75	65	50	75	75	65	50
21 Jankampet- Bodhan (SL)	0	112.98	137.41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22 Mahabubnagar - Devarakadra(SL)	112.98	137.41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

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

<b>HYDERABAD DIVISION</b>					
<b>Between stations</b>	<b>km From</b>	<b>km To</b>	<b>SR (kmph)</b>		<b>Reason</b>
			<b>Loaded</b>	<b>Empty</b>	
<b>*PSRs on Krishna - Devarakadra</b>					
Krishna Maganur (SL) —	1.053	1.082	60	70	Due to 4.24° curves
Jaklair - Devarakadra-(SL)	59/2	59/7	30	30	SEJs are existing at 50m from abutments

(C) – 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.**

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

<b>S. no.</b>	<b>Station</b>	<b>From Loc.</b>	<b>To Loc.</b>	<b>Remarks</b>
<b>HYDERABAD DIVISION</b>				
1	Manopad-S.B.B.Jogulamba (SL)	230/12	230/15	90 kmph due to Tramway OHE under ROB no. 436 A

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

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

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

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

<b>HYDERABAD DIVISION</b>						
<b>Sl. no.</b>	<b>Between stations</b>	<b>km from</b>	<b>km to</b>	<b>SR (kmph)</b>		<b>Reason</b>
				<b>Loaded</b>	<b>Empty</b>	
<b>*PSRs on Krishna - Devarakadra</b>						
1	Krishna – Maganur (SL)	1.053	1.082	60	70	Due to 4.24 degree curves
2	Jaklair - Devarakadra- (SL)	59/2	59/7	30	30	SEJs are existing at 50m from abutments

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

**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 in sections of SCR:**

<b>HYDERABAD DIVISION</b>					
<b>S. no.</b>	<b>Between stations</b>	<b>km from</b>	<b>km to</b>	<b>SR (kmph)</b>	<b>Reason</b>
<b>*PSR on Krishna - Devarakadra</b>					
1	Jaklair - Devarakadra- (SL)	59/2	59/7	30	SEJs are existing at 50m from abutments

**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.

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

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.

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

<b>HYDERABAD DIVISION</b>					
<b>S. no.</b>	<b>Between stations</b>	<b>km from</b>	<b>km to</b>	<b>SR (kmph)</b>	<b>Reason</b>
<b>*PSR on Krishna - Devarakadra</b>					
1	Jaklair - Devarakadra- (SL)	59/2	59/7	30	SEJs are existing at 50m from abutments

**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.

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

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

**South Central Railway**  
**Joint Safety Certificate no. M/W-053**

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

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

<b>S. no.</b>	<b>Station</b>	<b>From Loc.</b>	<b>To Loc.</b>	<b>Remarks</b>
<b>HYDERABAD DIVISION</b>				
1	Manopad-S.B.B.Jogulamba (SL)	230/12	230/15	90 kmph due to Tramway OHE under ROB no. 436 A

**South central railway**  
**Joint Safety Certificate no. M/W-063**

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

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

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

**\$ - SR on New lines/Doubling/Tripling is as per CRS Authorisation/Existing speed. However, maximum permissible speed can be permitted after raising speed by competent Authority.**

**HYDERABAD DIVISION**

1	Manoharabad - Siddipet (SL)	0.00	76.135	60	60
2	Akanapet - Medak (SL)	0.00	17.338	70	70

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

Sl. no.	Section	From km	To km	SR (Kmph)	
				Empty	Loaded
<b>HYDERABAD DIVISION</b>					
1	Falaknuma (Excl)- Mahabubnagar (UP)	14.54	112.98	65	50

**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.

**( c ) 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					
<b>HYDERABAD DIVISION</b>										
<b>*PSRs between Krishna- Devarakadra</b>										
1	Krishna – Maganur (SL)	1.053	1.082	70	70	Due to 4.24° curves				
2	Jaklair - Devarakadra- (SL)	59/2	59/7	30	30	SEJs existing at 50 m from abutments				
<b>*SR between Raichur – Gadwal (SL)</b>										
1	Raichur – Pandurangaswamy Road (SL)	0.00	29.89	75	-	--				

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

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

S. no.	Station	From Loc.	To Loc.	Remarks
<b>HYDERABAD DIVISION</b>				
1	Manopad-S.B.B.Jogulamba (SL)	230/12	230/15	kmph due to Tramway OHE under ROB no. 436 A

**South central railway**  
**Joint Safety Certificate no. M/W-063**

**Speed Restrictions as per Signalling Certificate issued by HQrs. S&T Department:**  
**SRs at the stations from interlocking point of view:**

Station	Standard of Interlocking	Speed restriction at stations from interlocking point of view (in kmph)
AKE(Excl.)–MDAK(Terminal)	I	15 kmph
SIDDIPET	I	50 kmph
JKM(Excl.)–BDHN(Terminal)	I	50 kmph

**SRs imposed on account of EBD, over the sections in which 4 aspect Automatic signaling is provided but inter signal distances are less than 1 km:**

S. no.	Section	Gradient (Down)	Lowest Inter signal distance in meters	EBD in meters Empty	EBD in meters Loaded	SRs in kmph Empty	SRs in kmph Loaded
<b>@ SRs on Secunderabad-Falaknuma section of Hyderabad Division</b>							
1	SC-KCG	1 in 105	692	---	657	---	65
2	KCG-FM	1 in 105	617	---	577	---	60
<b>@ SRs on Medchal - Bolaram section of Hyderabad Division</b>							
3	BMO-MED	1 in 133	620	582	548	80	60
<b>@ SRs on Secunderabad-Wadi section of Secunderabad Division</b>							
4	HSJ-HFZ	1 in 150	760	756	691	95	70
5	HFZ-LPI	Level	660	634	596	90	70

**Speed Restriction to be followed for each Aspect in the above sections mentioned under item 4(ii):**

When the approaching signal displays Green (Proceed) Aspect, no speed restriction is required, and the train may proceed at the MPS of the rolling stock.

When the approaching signal displays a Double Yellow (Attention) Aspect, speed restriction, if any, imposed against the above sections shall be observed.

When the approaching signal displays Yellow (Caution) Aspect, Loco pilot must reduce the train's speed to ensure that it can stop safely within the available braking distance.

**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 in sections of SCR:**

S. no.	Between stations	km from	km to	SR (kmph)		Reason
				Loaded	Empty	
<b>*PSRs on Krishna - Devarakadra</b>						
1	Krishna - Maganur (SL)	1.053	1.082	60	70	Due to 4.24° curves
2	Jaklair - Devarakadra- (SL)	59/2	59/7	30	30	SEJs are existing at 50m from abutments

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

S. no.	Station	From Loc.	To Loc.	Remarks
1	Manopad-S.B.B.Jogulamba (SL)	230/12	230/15	90 kmph due to Tramway OHE under ROB no. 436 A

**EMU TRAINS**  
**Secunderabad division**

S.No	Section from - to	Max. Permissible Speed	
		Conv. EMU	3-Phase EMU
1	Secunderabad - Hyderabad -Lingampalli (UP & DN) (Incl. Chord line at Hussainsagar Jn.)	100	100
2	Lingampalli – Telapur(UP&DN)	100	100
3	Telapur – Ramachandrapuram (SL)	100	70
4	Moula-Ali ‘C’ Cabin – Ghatkesar (3 <sup>rd</sup> & 4 <sup>th</sup> Lines)	100	100
5	Secunderabad – Lallaguda (3rd Line) ( for rake maintenance)	50	50
6	Secunderabad – Moula-ali (UP & DN)( for rake maintenance)	100	100
7	Sanathnagar – Moula-ali “C” Cabin (Bye pass) (UP&DN)	100	100

**Hyderabad Division**

Sl. No	Section from - to	Max. Permissible Speed	
		Conv. EMU	3-Phase EMU
1	Secunderabad - Falaknuma (UP&DN)	80	80
2	Falaknuma – Umdanagar ( UP & DN)	100	100
3	Secunderabad – Bolarum (UP&DN)	--	90
4	Secunderabad - Malkajgiri (UP &DN)	80	--
5	Malkajgiri – Bolaram (UP & DN)	90	--
6	Bolarum - Medchal (SL)	100	100
7	Malkajgiri – Moula Ali ( C-cabin) (SL)	30	30
8	Chord line between Sitalmandi ‘A’ Cabin on Secunderabad – Dhone section and Sitalmandi ‘B’ Cabin on Secunderabad – Mudkhed section	20	20
9	MLY Gate Cabin (‘G’ Cabin) – EMU Car Shed / MLY (Empty rake only)	15	15

**Annexure-I**

JSC for MEMU		Locomotive Name	
Section	From Km.	To Km.	Sec. speed
<b>Axle Load(t)</b>			
<b>Rly Bd./CR/CGM Sanctioned speed</b>			
<b>Speed certified by RDSO</b>			
<b>HYDERABAD DIVISION</b>			
1	Mudkhed – Basar (SL)	371.87	430.83
2	Basara – Medchal (SL)	430.83	592.93
3	Medchal - Bolaram (UP & DN)	592.93	606.8
4	Bolarum - Secunderabad (UP&DN)	606.8	620.65
5	Secunderabad-Falaknuma (UP&DN)	0	14.54
6	Falaknuma (Excl)-Mahbubnagar(UP)	14.5	112.98
7	Falaknuma (Excl)-Mahbubnagar(DN)	14.5	112.98
8	Mahbubnagar - Dhone (SL)	112.98	297.12
9	Malikgiri - Moula Ali Chord Line (SL)	0	4.9
10	#Raichur – Pandurangaswamy Road (SL)	0	29.89
11	Pandurangaswamy Road – Gadwal (SL)	29.89	57.16
12	Devarakadra- Krishna (SL)	65.825	0
13	Chord line bet. Sitafalmandi 'A' Cabin on Secunderabad – Dhone section and Sitafalmandi 'B' Cabin on SC-MUE section	0.62673	1.3662
14	Bye-Pass line towards Mudkhed i.e., Dayanandnagar Bye-Pass Line connecting MLY-MJF Chord Line to SC-MUE Main Line	0	0.61
15	Jankampet - Bodhan (SL)	0	20.05

**SOUTH CENTRAL RAILWAY**  
**Joint Safety Certificate No. PCME/3 PHASE MEMU OB Mod. Suspension/17**

1	Mudkhed – Medchal (SL)	371.87	592.93	110
2	Medchal - Bolarum (UP & DN)	592.93	606.80	110
3	Secunderabad-Falaknuma (UP&DN)	0.00	14.54	80
4	Falaknuma (Excl) – Mahabubnagar (UP&DN)	14.54	112.98	110*
	Mahabubnagar - Dhone (SL)	112.98	297.12	110
5	Malkajgiri - Moula Ali Chord Line (SL)	0.00	4.90	30
6	Raichur – Pandurangaswamy Road (SL)	0.00	29.89	100\$
	Pandurangaswamy Road – Gadwal (SL)	29.89	57.16	100
7	Krishna - Devarakadra (SL)	0.00	65.825	100*
8	Chord line bet. Sitalmandi ‘A’ Cabin on Secunderabad – Dhone section and Sitalmandi ‘B’ Cabin on Secunderabad – Mudkhed section (SL)	0.62673	1.3662	30
9	Bolarum -Secunderabad (UP&DN)	606.80	620.65	65
10	Bye-Pass line towards Mudkhed i.e., Dayanandnagar Bye-Pass Line connecting MLY-MJF Chord Line to SC-MUE Main Line (SL)	0.000	0.610	15
11	Jankampet – Bodhan (SL)	0.00	20.05	65

*\$ and \* Speed Restrictions are as per Annexure-B*

Note: In case of pneumatic suspension in deflated condition the speed shall be restricted to 60 kmph or the sectional speed whichever is lower.

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

* SR on 52 Kg (72 UTS) Rail					
S.No	Between stations	From Km	To km	SR (Kmph)	
		318.916	319.300	65	
1	Falaknuma (Excl)- Mahabubnagar (UP)	14.54	112.98	65	

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

S.No	Between stations	Reason	Km from	Km to	SR (Kmph)
<b>*PSR on Krishna - Devarakadra</b>					
1	Krishna – Maganur (SL)	Due to 4.24 degree curves	1.053	1.082	70
2	Jaklair - Devarakadra (SL)	SEJs existing at 50m from abutments	59/2	59/7	30

Speed Restrictions as per ‘Bridge certificate’ issued by HQrs. Engineering Department: NIL

\*Speed Restrictions as per ‘OHE certificate’ issued by HQrs. Electrical Department:

Sl. No.	Station	From Loc.	To Loc.	Remarks
1	Manopad-S.B.B. Jogulamba (SL)	230/12	230/15	90 kmph due to Tramway OHE under ROB no. 436A

**JSC Data for Electric Locos**

Section	From Km	To Km	Section Speed	RDSO Certified Speed(kMph)	JSC Data for Electric Locos																				
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1 MUE-BSX(SL)	371.87	430.83	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2 BSX-MED(SL)	430.83	592.93	110	110	110	105	110	110	105	110	110	105	105	80	105/100	80	105	100	90	90	95	90	95	90	110
3 MED-BMO(UP&DN)	592.93	606.8	110	110	110	105	110	110	105	110	110	105	105	80	105/100	80	105	100	90	90	95	90	95	90	110
4 BMO-SC(UP&DN)	606.8	620.65	90	90	90	90	90	90	90	90	90	90	90	80	80	80	80	80	80	80	80	80	80	80	80
5 SC-FM(UP&DN)	0	14.54	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
6 FM-MBNR(UP)	14.54	112.98	110	110	110	90	105	105	100	100	110	90	105	80	105/100	80	105	100	75	75	75	75	75	75	75
7 FM-MBNR(DN)	14.5	112.98	110	110	110	105	110	110	100	110	110	105	105	80	105/100	80	105	100	90	90	95	90	95	90	110
8 MBNR-DHNE(SL)	112.98	297.12	110	110	105	110	110	100	110	-	110	105	105	80	105/100	80	105	100	90	90	95	90	95	90	110
9 MF-MLY Chord Line(SL)	0	4.9	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
10 RC-PASR(SL)	0	29.89	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75
11 PASR-GWDS(SL)	29.89	57.16	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	
12 DKC-JKAR(SL)	65.825	37.48	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	
13 JKAR-MKTL(SL)	37.48	26.003	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	
14 MKTL-MNDK-KSN(SL)	26.003	0	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	
15 MOB-GIWL-DUDDA-SIPT(SL)	0	66.135	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
16 AKE-MDAK(SL)	0	17.336	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Chord Line Bet. STPD'A' Cabin on SC-DHNE Sec. & STPD 'B' Cabin on SC-MUE Sec.	0.62673	1.3662	20G-30P	30	30	30	30	20	30	-	30	20	20	20	20	20	20	20	20	20	20	20	20	20	
By pass line towards MUE DYE By pass Line connecting MLY-Mif Chord Line to SC-MUE Main Line	0	0.61	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	
JKM-BDHN(SL)	0	20.05	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	

S.No	Section	From Km	To Km	Section Speed	JSC Data for Diesel Locos													
					1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	Mudkhed - Basar (SL)	371.87	430.83	110	120	105	120	120	110	105	100	100	100	95	160	130	135	95
2	Basara - Medchal (SL)	430.83	592.93	110	110	105	110	110	110	105	100	90	90	90	110	110	95	100
3	MED-BMO(UP&DN)	592.93	606.8	110	110	105	110	110	110	105	100	90	90	90	110	110	95	100
4	BMO-SC(UP&DN)	606.8	620.65	90	90	90	90	90	90	75	90	60	50	80	90	90	90	90
5	SC-FM(UP&DN)	0	14.54	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
6	FM(Excl)-MBNR(UP)	14.5	112.98	110	110	105	110	110	110	105	100	60	50	80	110	110	95	100
7	FM(Excl)-MBNR(DN)	14.5	112.98	110	110	105	110	110	110	105	100	90	90	90	110	110	95	100
8	MBNR-DHNE(SL)	112.98	297.12	110	110	105	110	110	110	105	100	90	90	90	110	110	95	100
9	MF-MLY Chord Line(SL)	0	4.9	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
10	RC-PASR(SL)	0	29.89	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75
11	PASR-GWD(SL)	29.89	57.16	100	100	100	100	100	100	100	100	100	90	90	100	100	95	100
12	DKC-JKAR(SL)	65.825	37.48	100	100	100	100	100	100	100	100	100	90	90	100	100	95	100
13	JKAR-MIKTL(SL)	37.48	26.003	100	100	100	100	100	100	100	100	100	100	100	100	100	95	100
14	MIKTL-NMDK-KSN(SL)	26.003	0	100	100	100	100	100	100	100	100	100	100	100	100	100	95	100
15	MOB-GIWL-DDDA(SL)	0	65	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
16	Akanapet- Medak(SL)	0	17.338	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
17	Chord line STPD A on SC-DHNE and STPD B on SC-MUE	0.62673	1.3662	20G/ 30P	30	30	30	30	30	30	20	20	20	20	30	30	30	30
18	Bye-Pass line towards Mudkhed i.e., Dayanandnagar Bye-Pass Line connecting MLY-MJF Chord Line to SC-MUE Main Line	0	0.61	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
19	Jankampet- Bodhan (SL)	0	20.05	75	75	75	75	75	75	75	75	60	50	75	75	75	75	75

JSC Data for Diesel Locos																				
S.No	Section	From Km	To Km	Section Speed	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	RDSO Certified Speed				105	135	65	105	105	105	105	115	105	75	100	100	95	105	100	
	Rly Bd/CRS/GM Sanction Speed				105	110	55	105	100	90	105	110	110	105	105	100	100	95	105	100
1	Mudkhed – Basar (SL)	371.87	430.83	110	105	105	55	105	100	90	105	110	110	105	60	100	100	95	105	100
2	Basara – Medchal (SL)	430.83	592.93	110	105	105	55	105	100	90	105	110	110	105	60	100	100	95	105	100
3	MED-BMO(UP&DN)	592.93	606.8	110	105	105	55	105	100	90	105	110	110	105	60	100	100	95	105	100
4	BIMO-SC(UP&DN)	606.8	620.65	90	90	90	55	90	90	90	90	90	90	90	60	90	90	90	90	90
5	SC-FM(UP&DN)	0	14.54	80	80	80	55	80	80	80	80	80	80	80	80	80	80	80	80	80
6	FM(Excl)-MBNR(UP)	14.5	112.98	110	105	105	55	105	100	90	105	110	110	105	60	100	100	95	105	100
7	FM(Excl)-MBNR(DN)	14.5	112.98	110	105	105	55	105	100	90	105	110	110	105	60	100	100	95	105	100
8	MBNR-DHNE(SL)	112.98	297.12	110	105	105	55	105	100	90	105	110	110	105	60	100	100	95	105	100
9	MJF-MLY Chord Line(SL)	0	4.9	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
10	RC-PASR(SL)	0	29.89	75	75	55	75	75	75	75	75	75	75	75	60	75	75	75	75	75
11	PASR-GWD(SL)	29.89	57.16	100	100	55	100	100	90	100	100	100	100	60	100	100	95	100	100	
12	DKC-JKAR(SL)	65.825	37.48	100	100	55	100	100	90	100	100	100	100	60	100	100	95	100	100	
13	JKAR-MKTL(SL)	37.48	26.003	100	100	55	100	100	90	100	100	100	100	60	100	100	95	100	100	
14	MKTL-NMDK-KSN(SL)	26.003	0	100	100	55	100	100	90	100	100	100	100	60	100	100	95	100	100	
15	MOB-GIWL-DDA(SL)	0	65	60	60	55	60	60	60	60	60	60	60	60	60	60	60	60	60	60
16	Akanapet- Medak(SL)	0	17.338	70	70	55	70	70	70	70	70	70	70	70	70	70	70	70	70	70
17	Chord line STPD A on SC-DHNE and STPD B on SC-MUE	0.62673	1.3662	20G/ 30P	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
18	Bye-Pass line towards Mudkhed i.e., Dayanandnagar Bye-Pass Line connecting MLY- MJF Chord Line to SC-MUE Main Line	0	0.61	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
19	Jankampet - Bodhan (SL)	0	20.05	75	75	55	75	75	75	75	75	75	75	60	75	75	75	75	75	75

***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.)
<b>I      LOCOMOTIVES</b>		
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
<b>II    COACHES</b>		
	AC 1 <sup>st</sup>	1687
	AC 2Tier	2020
	AC 3Tier	1913
	AC Chair Car	2044
	Sleeper	1297
	General	1242
	II Chair	1303
	II+Lug+Brake	1480
	Pantry	1173
<b>III    WAGONS</b>		
	BCN	1273
	BOXN	1309
	Bogie BCNHL	1533
	Bogie BTPN	1145

Minimise "**Detentions**" Keep Rolling Stock "**Moving**"  
Enhance Revenue, Reduce Expenses, Improve

**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)***

**B 70 (HYB)**

### 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	<b>AT STATION:</b>		
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	<b>IN BLOCK SECTION:</b>		
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

<b>Sl. No.</b>	<b>Description</b>	<b>Speed Restriction</b>	<b>With Ref to Rule No.</b>
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 2 <sup>nd</sup> 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

<b>Sl. No.</b>	<b>Description</b>	<b>Speed Restriction</b>	<b>With Ref to Rule No.</b>
	Loco Pilot working to clear up to next block station where relief can be arranged		
27.	When rail breakage is upto 30 mm 1 <sup>st</sup> train can pass	10 kmph	S.R. 6.01.3.1
28.	When rail breakage is upto 30 mm 2 <sup>nd</sup> 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	<b>SPEED WHILE PERFORMING SHUNTING:</b>		
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)**

<b>Sl. No.</b>	<b>Div.</b>	<b>Location</b>	<b>Type of ARTs</b>	<b>Make and Capacity of the Crane</b>
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:**

<b>No.</b>	<b>Particulars</b>	<b>Location</b>				
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):**

#### **(RARVs):**

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

<b>Sl. No.</b>	<b>Div.</b>	<b>Location</b>
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**

<b>Sl. No.</b>	<b>Div/Unit</b>	<b>Rank</b>	<b>Contact Nos. for Casualty and Disaster Management</b>
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***

<b>Div</b>	<b>Stn</b>	<b>ART Type (Class)</b>	<b>Beat</b>
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

<b>Div</b>	<b>Stn</b>	<b>ART Type (Class)</b>	<b>Beat</b>
			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
			KZJ-KI
SC	KZJ	Scale-I HS- SPARMV	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
			NDN-NS

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

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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
<b>TOTAL CC+8+2t ROUTE Km</b>			<b>5567.914</b>	
<b>Total Route Km of S.C.Railway</b>			<b>6532.475</b>	
<b>Percentage of CC+8_2t Route</b>			<b>85.23</b>	

**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
			<b>TOTAL</b>	<b>1040.543</b>

SI.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<sup>2</sup>

FP Pressure in Brake van.....Kg/cm<sup>2</sup>

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<sup>2</sup>.
  - 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 locked / 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).

**3.PB Isolation (Parking Brake)**

**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. EBL Bypass (Emergency Brake Loop)**

##### **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 bypassed 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. No loaded goods train shall be allowed to run unless USFD testing is completed. 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/ BCNL).
- 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
GNL	-	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 as ROH 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 Type of examinations:**

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 be 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 12<sup>th</sup> 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 15<sup>th</sup> 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.

<b>Sl. No</b>	<b>SSE/JE (C&amp;W) revalidation Check List</b>
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 12 <sup>th</sup> 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.

**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	Any other remark	Signature of 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

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**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.

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**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 thereafter 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	<i>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 as 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.</i>
3.6.2	<i>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&amp;W staff is posted they should assist the Guard in this</i>
3.6.3	<i>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&amp;W staff. After correction of any fault, Brake continuity test commencing at step 3.3 to 3.6 must be repeated.</i>
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.

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## 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.
<p>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.</p> <p>Para 2.5.2: The dead locomotives to be treated as piped vehicle</p> <ul style="list-style-type: none"> <li>i) If the dead locos brake are functional but it is not attached next to working locomotive or.</li> <li>ii) MR &amp; BC equalizing pipes are not connected.</li> <li>iii) Dead locomotives brakes are not functional.</li> </ul> <p>The conditions to be satisfied in these cases are as under</p> <ul style="list-style-type: none"> <li>a) Only one dead diesel/electric locomotive is permitted to haul.</li> <li>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.</li> </ul> <p>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.</p>	<p>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.</p> <p>Para 2.6.1.2: Dead locomotive may be attached at originating station or enroute provided that the brake power of mail/express/passenger trains(excluding dead locos) is at least 90% when dead locomotive is attached.</p> <p>Para No.2.6.2:Dead locomotive brakes are not functional and it is hauled as piped vehicle.</p> <ul style="list-style-type: none"> <li>i) Only one dead diesel/electric locomotive is permitted to haul.</li> <li>ii) Brake power of mail/express/passenger trains (Excluding dead locos) is at least 90% when dead locomotive is attached.</li> </ul>
<p>Note: -It should be ensured that the brakes of dead locomotive is functional/ piped (synchronization of brakes), <i>when attached in rear of the train as last vehicle</i>.</p> <ul style="list-style-type: none"> <li>i) Only one dead locomotive is permitted to haul.</li> <li>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.</li> </ul>	

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.*

**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 drain 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/cm<sup>2</sup> in FP in engine by the LP and 5.8 kg/cm<sup>2</sup> 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/cm<sup>2</sup> in engine by the LP and 4.8 kg/cm<sup>2</sup> 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 pantographs 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	<p>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.</p> <p>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.</p> <p>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.</p> <table border="1"> <thead> <tr> <th rowspan="2">Depot</th> <th rowspan="2">Date</th> <th rowspan="2">Train No.</th> <th rowspan="2">Running days</th> <th rowspan="2">Run time (hrs)</th> <th colspan="2">Use on HOG</th> <th colspan="2">Use on Dsl</th> <th rowspan="2">Diesel consumption liters</th> <th rowspan="2">Reason for Dsl running</th> </tr> <tr> <th>Hrs</th> <th>KWH generated</th> <th>Hrs</th> <th>KWH generated</th> </tr> </thead> <tbody> <tr> <td></td> </tr> </tbody> </table>	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										
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**

- 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."
- 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.
- 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 Gomty / 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 collision 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.***

\*\*\*\*

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 weigment 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**

<b>Sl. No</b>	<b>Coach Type</b>	<b>SpringType/ Suspension</b>	<b>Observation</b>	<b>Action to be taken</b>	<b>Max. Speed Restriction</b>	<b>Reference</b>
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 MC/SPC 17.01.1991 L.No. dated
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 MC/SPC 17.01.1991 L.No. dated
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 isolating 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
				<p>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.</p> <p>3. The broken spring is not displaced form its position.</p> <p>4. The coach is to be escorted upto destination accompanied with TXR staff.</p> <p>Note: At the destination, broken spring should necessarily be replaced and detailed investigation of failure should be carried out.</p>		

#### 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 SLEEPER (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 SLEEPER 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 overBuffer s(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)	Accommodation (Seating/Sleeping)
1	AC 1 <sup>st</sup> Class	SWGFA	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 1 <sup>st</sup> class cum 2 tier sleeper	SWGFCWA C	24000	23540	3240	1320	47.20	3.16	14900	2896	16.25	10-1st 28- 2 tier
5	AC First class cum 3 tier sleeper	WGFCNAC	24000	23540	3240	1320	49.10	4.96	14900	2896	16.25	10- 1st 38- 3 tier
6	AC 2 tier cum 3 tier sleeper	WGWCNA C	24000	23540	3240	1320	48.70	5.24	14900	2896	16.25	24-2 tier 40- 3tier
7	AC chair car	WGSCZAC	24000	23540	3240	1320	44.66	5.10	14900	2896	16.25	83 seats
8	AC 3 tier sleeper cum AC pantry car	WGCBNAC	24000	23540	3240	1320	51.2	6	14900	2896	16.25	35/35
9	2 <sup>nd</sup> class cum luggage & brake van with AC & Non AC disabled compartment	SGSLRDAC	24000	23540	3240	1320	48.1	10.3	14900	2896	16.25	40-2 <sup>nd</sup>
10	2 <sup>nd</sup> 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	2 <sup>nd</sup> class	SGS	24000	23540	3240	1320	37.6	12	14900	2896	13	99 seat
13	2 <sup>nd</sup> class sleeper	WGSCN	24000	23540	3240	1320	39.6	6	14900	2896	13	80/80
14	2 <sup>nd</sup> class with disabled friendly compartment lug & brake van	SGSLRD	24000	23540	3240	1320	37.9	3.3	14900	2896	13	30-2 <sup>nd</sup> 4- disabled
15	2 <sup>nd</sup> 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	2 <sup>nd</sup> class day coach	SSGCZ	24000	23540	3240	1320	42.4	8.8	14900	2896	13	86-seat
17	Non AC Pantry cum sleeper class	WGCBN	24000	23540	3240	1320	40.2	6.2	14900	2896	13	40/40 12- pantry
18	Chair car (Non AC)	WGSCZ	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)	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 I <sup>st</sup> 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	LWGAWNAC	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-attendant
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 1st 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 1st 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 1st 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 1st 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	LWACCNA	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)	(NDTC/ EC)	24000	23100	3240	1320	48.397	4.416	14900	2700	17	Passenger – 52
4	NON DRIVING TRAILER COACH (NDTC/ EC2)	(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	Desc & ratio n	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, 1 centre pivot	Bolsterless high adhes HTSC CO-CO type, 4 side load pads, 1 centre pivot	Bolsterless high adhes HTSC CO-CO type, 4 side load pads, 1 centre pivot	Bolsterless high adhes HTSC CO-CO type, 4 side load pads, 1 centre 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%	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	Desc & option	WDM2	WDM 3A	WDG 3A	WDP1	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	100
16	Min.continue s 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 <sup>3</sup> /4			0.16m <sup>3</sup> /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	269/200	269/200	440	440
24	Engine RPM Max	1000	1050		1000	1050		904	904	954	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	1085-1100	1150	1150
26	Type of Transmission	DC/DC	AC/DC	AC/DC	AC/DC	AC/DC		AC/AC	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		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	EMD/Siemens-Full truck to be isolated in which defective motor is available Medha-Individual motor	EMD/Siemens-Full truck to be isolated in which defective motor is available Medha-Individual motor	EMD/Siemens-Full truck to be isolated in which defective motor is available Medha-Individual motor	EMD/Siemens-Full truck to be isolated in which defective motor is available Medha-Individual motor	EMD/Siemens-Full truck to be isolated in which defective 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 arrangement	LLR/LRR	LLR/LR R	LLL/RRR	LR/RL	LLR/LRR		LLL/RRR	LL/RR	LLL/RRR	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	6		
33	Gear ratio	18/65		18/74		18/65		17/90	17/77	17/77	17/77	17/90	18/85	16/85			
34	Engine cranking done by	Traction Generator	Exciter & Auxilary generator		Exciter & Auxilary 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	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/m <sup>3</sup>	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	2950/3 200	1950/ 3233	6524	2260	1000	22.32	22.53	66.75	2.96	89.28	58	3871	8.33	56.29	60/80	CBC	CTR伯	A
2	BOXNM1- 22.82t	9784	10713	9784	2950/3 200	1950/ 3233	6524	2260	1000	22.82	22.53	68.75	3.01	91.28	58	3987	8.52	56.29	60/80	CBC	CTR伯	A
3	BOXNM2- 22.82t	9784	10713	9784	2950/3 200	1950/ 3233	6524	2260	1000	22.82	22.53	68.75	3.01	91.28	58	3987	8.52	56.29	75/100	CBC	CTR伯	A
4	BOXNHS- 20.32t	9784	10713	9784	2950/3 200	1950/ 3233	6524	2260	1000	20.32	22.51	58.77	2.61	81.28	58	3410	7.59	56.29	100/100	CBC	CTR伯	A
5	BOXNHSM1- 22.32t	9784	10713	9784	2950/3 200	1950/ 3233	6524	2260	1000	22.32	22.53	66.75	2.96	89.28	58	3871	8.33	56.29	60/90	CBC	CTR伯	A
6	BOXNHSM1- 22.82t	9784	10713	9784	2950/3 200	1950/ 3233	6524	2260	1000	22.82	22.53	68.75	3.05	91.28	58	3987	8.52	56.29	60/80	CBC	CTR伯	A
7	BOXNHSM2- 22.82t	9784	10713	9784	2950/3 200	1950/ 3233	6524	2260	1000	22.9	22.53	69.07	3.06	91.6	58	4006	8.59	56.29	75/100	CBC	CTR伯	A
8	BOXNHA- 22.82t	9784	10713	9784	2950/3 200	2175/ 3450	6524	2260	1000	22.82	23.17	68.11	2.94	91.28	58	3950	8.52	62.8	75/100	CBC	CTR伯	A
9	BOXNHAM- 22.82t	9784	10713	9784	2950/3 200	1950/ 3233	6524	2260	1000	22.82	23.1	68.18	2.95	91.28	58	3954	8.52	56.28	75/100	CBC	CTR伯	A
10	BOXNHL-22.9t	10034	10963	10034	3022/3 250	2028/ 3301	6690	2260	1000	22.9	20.52	71.08	3.46	91.6	58	4123	8.35	61.5	75/100	CBC	CTR伯	A
11	BOXNHL-25t	10034	10963	10034	3022/3 250	2028/ 3301	6690	2260	1000	25	20.52	79.48	3.87	100	58	4610	9.12	61.5	45/100	CBC	CTR伯	A
12	BOXNEL-25t	9784	10713	9784	2950/3 200	1950/ 3233	6524	2260	1000	25	22.77	77.23	3.39	100	59	4556	9.33	56.29	45/85	CBC	CTR伯	A
13	BOXNS-22.9t	9784	10713	9784	3111/3 135	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	CTR伯	A
14	BOXNS-25t	9784	10713	9784	3111/3 135	2300/ 3581	6524	2260	840	25	19.85	80.15	4.04	100	59	4729	9.33	69.36	45/100	CBC	CTR伯	A
15	BOXNRM2	9784	10713	9784	2954/3 176	2127/ 3408	6524	2260	1000	22.9	21.2	70.4	3.32	91.6	58	4083	8.55	61.47	75/100	CBC	CTR伯	A
16	BOXNRHS- 22.9t	9784	10713	9784	2954/3 176	2127/ 3408	6524	2260	1000	22.9	21.2	70.4	3.32	91.6	58	4083	8.55	61.47	75/100	CBC	CTR伯	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/m <sup>3</sup>	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	3022/3 250	1990/ 3263	6524	2260	1000	22.82	20.52	70.76	3.45	91.28	58	4104	8.52	58.84	75/100	CBC	CTRIB	A
18	BOST-20.32t	12800	13729	12800	2850/3 100	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	CTRIB	A
19	BOST-22.9t	12800	13729	12800	2850/3 101	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	CTRIB	A
20	BOSTM1-22.32	12800	13729	12800	2850/3 100	1805/ 3077	8800	2260	1000	22.32	25.5	63.78	2.5	89.28	45	2870	6.5	65.79	60/65	CBC	CTRIB	A
21	BOSTHS- 20.32t	12800	13729	12800	2850/3 100	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	CTRIB	A
22	BOSTHSM1- 22.9t	12800	13729	12800	2850/3 100	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	CTRIB	A
23	BOSTHSM2- 22.32t	12800	13729	12800	2850/3 100	1805/ 3078	8800	2260	1000	22.32	25.5	63.78	2.5	89.28	45	2933	6.5	65.79	75/100	CBC	CTRIB	A
24	BOSTHSM3- 22.32t	12800	13729	12800	2850/3 100	1805/ 3078	8800	2260	1000	22.32	25.3	64.03	2.54	89.28	45	2933	6.5	65.79	75/100	CBC	CTRIB	A
25	BOMN-16.4t	18460	19724	18460	3100/3 200	1275	13890	2260	1000	16.4	29.78	35.85	1.2	65.62	31	-	3.324	-	75/75	CBC	CTRIB	A
26	BCNM1-22.32t	14500	15429	14494	2944/3 100	2446/ 3789	10000	2260	1000	22.32	27.2	62.08	2.28	89.28	40	2483	5.79	104	60/80	CBC	CTRIB	A
27	BCNM1-22.82t	14500	15429	14494	2944/3 100	2446/ 3789	10000	2260	1000	22.82	27.2	64.08	2.36	91.28	40	2563	5.92	104	60/80	CBC	CTRIB	A
28	BCNM2-22.82t	14500	15429	14494	2944/3 100	2446/ 3789	10000	2260	1000	22.82	27.2	64.08	2.36	91.28	41	2627.28	5.92	104	75/100	CBC	CTRIB	A
29	BCNHSM1- 22.32t	14500	15429	14494	2944/3 100	2446/ 3786	10000	2260	1000	22.32	27.2	62.08	2.28	89.28	41	2545	5.79	104	60/90	CBC	CTRIB	A
30	BCNHSM1- 22.82t	14500	15429	14494	2944/3 100	2446/ 3786	10000	2260	1000	22.82	27.2	64.08	2.36	91.28	41	2627	5.92	104	75/90	CBC	CTRIB	A
31	BCNHL-22.9t	10034	10963	10034	3345/3 450	3024/ 4305	7153	2260	1000	22.9	20.8	70.8	3.4	91.6	58	4106	8.35	92.54	75/70	CBC	CTRIB	A
32	BCNAM1- 22.32t	13521	14450	13515	2944/3 200	2677/ 4017	9500	2260	1000	22.32	24.6	64.73	2.63	89.28	44	2848	6.18	103.4	60/80	CBC	CTRIB	A
33	BCNAM1- 22.82t	13521	14450	13515	2944/3 200	2677/ 4017	9500	2260	1000	22.82	24.6	66.73	2.71	91.28	44	2936	6.32	103.4	60/80	CBC	CTRIB	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	CTRIB	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/m <sup>3</sup>	Cubic Capacity in Cu.m	Speed (Load/Empty) in kmph	Type of Coupler	Type of Bearing.	Braking system (Air/Vacuum)
	20.32t				200	4017																
35	BCNAHSM1- 22.32	13521	14450	13515	2944/3 200	2677/ 4017	9500	2260	1000	22.32	24.6	64.73	2.63	89.28	43	2783	6.18	103.4	60/100	CBC	CTRIB	A
36	BCNAHSM1- 22.82t	13521	14450	13515	2944/3 200	2677/ 4017	9500	2260	1000	22.9	24.6	67	2.72	91.6	43	2881	6.34	103.4	75/100	CBC	CTRIB	A
37	BCNAHSM2- 22.82t	13521	14450	13515	2944/3 200	2677/ 4017	9500	2260	1000	22.82	24.6	66.98	2.71	91.6	44	2947	6.32	103.4	75/100	CBC	CTRIB	A
38	BCBFG	11861	12790	11770	3140/3 250	/4260	8661	2260	1000	21.82	25.96	61.32	2.36	87.28	48	2942	6.82	81.76	75/75	CBC	CTRIB	A
39	BCCNR-A- 10.5t	19071	20000	-	2895/3 150	/4265	13621	2260	840	10.5	28.3	13.7	0.484	42	12	164.4	2.1	-	75/75	CBC	CTRIB	A
40	BCCNR-B- 10.5t	19071	20000	-	2895/3 150	/4265	13621	2260	840	10.5	28.3	13.7	0.484	42	18	246.6	2.1	-	75/75	CBC	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	A
45	BCFC-22.32	9784	10713	10084	3128/3 245	/4165	6684	2260	1000	22.32	22	67.3	3.06	89.3	58	3904	8.335	72.8	60/65	CBC	CTRIB	A
46	BCFCM-22.9	9784	10713	10084	3128/3 245	/4265	6684	2260	1000	22.9	23.1	68.5	2.97	91.6	59	4041.5	8.55	78.98	60/100	CBC	CTRIB	A
47	BCFCM1-22.9	9784	10713	10084	3128/3 245	/4265	6684	2260	1000	22.9	23.1	68.5	2.97	91.6	59	4041.5	8.55	78.98	75/100	CBC	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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/m <sup>3</sup>	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	A
68	BTPGLN-19.8t	18000	18929	17960	2400/3 049	2400/ 4285	12970	2260	1000	19.8	41.6	37.6	0.9	79.2	31	-	4.184	79.48	90/90	CBC	CTRIB	A
69	BTFLN-20.32t	11491	12420	11522	2950/3 191	2950/ 4358	8391	2260	1000	20.32	23.33	57.95	2.48	81.28	47	2724	6.54	76	65/65	CBC	CTRIB	A
70	BTFLNM1- 20.32t	11491	12420	11522	2950/3 191	2950/ 4359	8391	2260	1000	20.32	23.53	57.75	2.45	81.28	47	2714.25	6.54	76	85/100	CBC	CTRIB	A
71	BTCS	9784	10713	9760	2300/2 834	2300/ 4110	6524	2260	1000	20.32	24.77	55.28	2.23	81.28	-	-	7.59	38.75	60/60	CBC	CTRIB	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	CTRIB	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	CTRIB	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/m <sup>3</sup>	Cubic Capacity in Cu.m	Speed (Load/Empty) in kmph	Type of Coupler	Type of Bearing.	Braking system (Air/Vacuum)
74	BLCS-A- 22.32t(S.S)	13625	14554	-	/2438	3893 *	9675	2260	840	25	19.2	80.8	4.21	100	18	1454.4	6.87	-	60/65	CBC/ SDB	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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	CTRIB	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/m <sup>3</sup>	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	3340/3 500	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	CTRIB	A
89	BOBRNHS	9671	10600	9327	3340/3 500	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	CTRIB	A
90	BOBRNHSM 1 - 22.9t	9671	10600	9327	3340/3 500	2466/ 3735	6790	2260	1000	22.9	25.61	65.99	2.5767	91.6	58	-	8.65	56.78	65/65	CBC	CTRIB	A
91	BOBRNHSM 2-22.32t	9671	10600	9327	3340/3 500	2466/ 3735	6790	2260	1000	22.32	25.61	63.67	2.48	89.28	58	-	8.42	56.78	75/100	CBC	CTRIB	A
92	BOBRNEL	9671	10600	9327	3340/3 500	2466/ 3735	6790	2260	1000	25	26.61	74.39	2.8	100	58	4314.62	8.6415	-	45+5/6 0+5 (provi sional)	CBC	CTRIB	A
93	BOBRNAL	9671	10600	9327	3316/3 500	2466/ 3735	6790	2260	1000	20.32	22.4	58.88	2.62	81.28	58	3414	7.67	56.6	-	CBC	CTRIB	A
94	BOBRNAL HSM1	9671	10600	9327	3316/3 501	2466/ 3736	6790	2260	1000	21.82	23.54	63.74	2.7077	87.28	58	-	-	-	60/65	CBC	CTRIB	A
95	BOBSN-22.9	10668	11597	9296	2743/3 020	/3301	7112	2260	1000	22.9	30	61.6	2.07	91.6	-	-	7.9	34	45/60	CBC	CTRIB	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	CTRIB	A
97	BOBSNM1(25t)	10668	11597	9296	2743/3 020	/3301	7112	2260	1000	25	30	70	2.33	100	-	-	8.62	34	45/55	CBC	CTRIB	A
98	BOBY/BOBYN	10718	11647	9000	2863/3 189	2018/ 3287	7470	2260	1000	22.9	25.2	66.4	2.6	91.6	54	3320	7.86	46.1	65/65	CBC	CTRIB	A
99	BOBYNM1 (22.32)	10718	11647	9000	2863/3 189	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	CTRIB	A
100	BOBYNHSM 1-22.9t	10718	11647	9000	2863/3 189	2024/ 3293	7470	2260	1000	22.9	25.2	66.4	2.6	91.6	54	3586	7.86	46.16	75/100	CBC	CTRIB	A
101	BOSM - 22.9t	12600	13529	12592	3052/3 250	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	CTRIB	A
102	BOY/IR BOY/ Iron ore Spl	11000	11929	10990	2924/3 134	1175/ 2450	7330	2260	1000	22.9	20.71	70.89	3.422	91.6	52	3686	7.678	37.8	65	CBC	CTRIB	A
103	BOYEL	11000	11929	10990	2924/3 134	1175/ 2450	7330	2260	1000	25	20.71	70.89	3.422	91.6	52	-	8.38	37.8	45/100	CBC	CTRIB	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/m <sup>3</sup>	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	2944/3 100	2446/ 3788	10000	2260	1000	20.32	27.2	54.08	1.99	81.28	40	2163	5.268	104	75/80	CBC	CTRIB	A
105	BCCNA	19071	20000	-	2895/3 150	/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	2950/3 200	1950/ 3233	6524	2260	1000	22.82	23.1	68.18	2.95	91.28	58	3954	8.52	56.29	75/80	CBC	CTRIB	A
108	BOXN-22.32	9784	10713	9784	2950/3 200	1950/ 3233	6524	2260	1000	22.32	23.1	66.18	2.86	89.28	58	3838	8.33	56.29	75/80	CBC	CTRIB	A
109	BOXNR	9784	10713	9784	2594/3 176	2127/ 3408	6524	2260	1000	22.9	21.2	70.04	4.32	91.6	58	-	8.55	61.47	75/100	CBC	CTRIB	A
110	BOXNCR	9784	10713	9784	2950/3 200	1950/ 3233	6524	2260	1000	20.32	23.2	58.08	2.5	81.28	58	-	7.59	56.29	75/80	CBC	CTRIB	A
111	BOXNLW	9784	10713	9784	2066/3 341	1990/ 3263	6524	2260	1000	20.32	20.41	60.87	2.98	81.28	58	3530	7.59	58.84	100/100	CBC	CTRIB	A
112	BOXNAL	9784	10713	9784	3022/3 250	2066/ 3341	6524	2260	1000	20.32	18.26	63.02	3.45	81.28	58	3655	7.59	61.09	-	CBC	CTRIB	A
113	BFAT	14500	15782	-	/3550	/4406	10000	-	-	20	45	75	-	120	-	-	-	-	25/40	CBC	Cylind rical	V
114	BAFRDR	-	-	-	/2438	/3910	-	2260	1000	20.32	-	-	-	-	50	-	-	-	70/75	CBC	CTRIB	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	CTRIB	A
116	FMP-22.0t (B Car)	12871	13800	-	/2990	/4080	8681	2260	840	22	24	60/64	-	88			6.38	-		CBC	CTRIB	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	CTRIB	A
118	ACT1	18343	19272	-	2500/2 600	/4875	13700	2260	840	20.32	30	14	0.47	44	33	462	2.28	-	95/100	CBC	CTRIB	A

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

C-76 (SCR)

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

<b>Situations</b>	<b>Absolute</b>		<b>Automatic</b>	
	<b>SL</b>	<b>DL</b>	<b>SL</b>	<b>DL</b>
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	

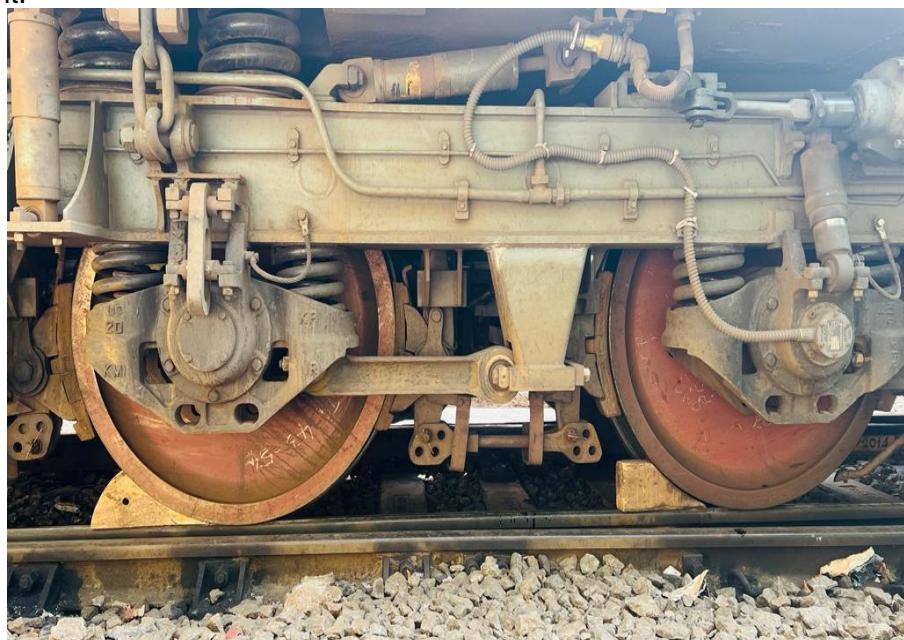
Situations	Absolute		Automatic	
	SL	DL	SL	DL
Track Machine into block section and return to starting station				
Authority to proceed for Material Train into block section and clear to next station	T/A 465			
Shunting Order	T/806			
Authority to perform shunting up to LSS on single line	T/806+Shunt Key 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/cm<sup>2</sup> 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.

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

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 from 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 काश्य रेलवे**  
**SOUTH CENTRAL RAILWAY**  
**SYSTEM MAP मान चित्र**  
**AS ON 31-03-2024**



**DIVISION LEGEND**

SECUNDERABAD	HYDERABAD	VIJAYAWADA	GUNTAKAL	GUNTUR	NANDED
					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

