

नांदेड मंडल

Nanded DIVISION

NANDED DIVISION



दक्षिण मध्य रेलवे
South Central Railway

कार्य संचालन समय सारणी WORKING TIME TABLE

केवल कार्यालयीन उपयोग हेतु
For Official use only

01 जनवरी 2025 से प्रभावी
FROM 01st JANUARY 2025

के. पदमजा

प्रधान मुख्य परिचालन प्रबंधक

K. Padmaja

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
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

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

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

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

SOUTH CENTRAL RAILWAY

NANDED DIVISION

WORKING TIME TABLE NO - 79

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

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

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

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

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

Part B includes the non-timings aspects of all the sections that is Corridor Blocks, PSRs, Level Crossing gates, Signaling System, Block Instruments, Std of Interlocking, Location of RSS & RHS, Load Table, Phone Nos, Medical facilities, ARTs, MRVs, Load Table of Coaching, Emergency Sockets Etc.

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

2. Standard Time is kept at all stations. The timings of trains are shown in this book from 00 to 24 Hours from midnight to midnight, i.e., 12:35 AM is shown as 00:35 and 06:30 PM as 18:30 and so on.
3. The abstract timing showing the departure of all passenger carrying trains at new crossing stations or block cabins opened after publication of the Time Table, should be notified to all concerned by the Divisional Railway Manager irrespective of whether the station is opened for passenger booking or not.

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

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

All previous Working Time Tables are cancelled.

K. PADMAJA

Principal Chief Operations Manager

S. RAMESH BABU

Chief Passenger Transportation Manager

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JURISDICTION OF NANDED DIVISION

S. No.	FROM	TO	RKM _s
1	MUDKHED (MUE)	MANMAD (MMR) (Excl)	371.87
2	PARBHANI (PBN)	PARLI VAIJNATH (PRLI) (Excl)	63.61
3	MUDKHED (MUE)	PIMPALKUTTI (PMKT) (Excl)	182.95
4	PURNA (PAU)	AKOLA (AK) (Excl)	209.22
5	AKOLA (AK)	KHANDWA (KNW)	173.59
	TOTAL RKM_s		1001.24

SECTIONAL SPEED

S. No.	SECTION	DIRECTION	SPEED
1	MUDKHED - PARBHANI	UP & DN	110 KMPH
2	PARBHANI - JALNA	UP & DN	100 KMPH
3	JALNA-ANKAI	UP & DN	110 KMPH
4	ANKAI-MANMAD	UP & DN	105/110 KMPH
5	PARBHANI - PARLI VAIJNATH	UP & DN	100 KMPH
6	PURNA - AKOLA	UP & DN	100 KMPH
7	AKOLA - AKOT	UP & DN	60 KMPH
8	AMLAKHURD - KHANDWA	UP & DN	60 KMPH
9	MUDKHED - PIMPALKUTTI	UP & DN	100 KMPH

All directional Passenger first loops are permitted with SR 30 kmph unless until notified with PSR or TSR from time to time for Passenger/Goods trains (except 4-wheeler tank wagons & BCACBM auto car wagons).

Speed involving cross over movement negotiating multiple cross overs shall be 15 kmph.

LIST OF NON DAILY TRAINS

S. No.	Train No.	Frequency	Originating		Taking Over		Handing Over		Destination.	
			Station	Days	Station	Days	Station	Days	Station	Days
1	11045	Weekly	KOP	F	PRLI	F	PMKT	Sa	DHN	Su
2	11046	Weekly	DHN	M	PMKT	Tu	PRLI	W	KOP	W
3	11403	Bi-Weekly	NGP	Tu, Sa	AK	Tu, Sa	PRLI	W, Su	KOP	W, Su
4	11404	Bi-Weekly	KOP	M, F	PRLI	Tu, Sa	AK	Tu, Sa	NGP	Tu, Sa
5	11405	Bi-Weekly	PUNE	Su, F	PRLI	M, Sa	AK	M, Sa	AMI	M, Sa
6	11406	Bi-Weekly	AMI	M, Sa	AK	M, Sa	PRLI	Tu, Su	PUNE	Tu, Su
7	12421	Weekly	NED	W			AK	W	ASR	Th
8	12422	Weekly	ASR	M	AK	Tu			NED	Tu
9	12439	Weekly	NED	Su	AK	Su	SGNR	M
10	12440	Weekly	SGNR	F	AK	Sa	NED	Sa
11	12485	Bi-Weekly	NED	M, Th	AK	M, Th	SGNR	Tu, F
12	12486	Bi-Weekly	SGNR	Tu, Sa	AK	W, Su	NED	W, Su
13	12719	Bi-Weekly	JP	W, F	AK	Th, Sa	MUE	Th, Sa	HYB	F, Su
14	12720	Bi-Weekly	HYB	M, W	MUE	Tu, Th	AK	Tu, Th	JP	W, F
15	12751	Weekly	NED	F	AK	F	JAT	Sa
16	12752	Weekly	JAT	Su	AK	M	NED	M
17	12753	Weekly	NED	Tu	ANK	Tu	NZM	W
18	12754	Weekly	NZM	W	ANK	Th	NED	F
19	12765	Bi-Weekly	TPTY	Tu, Sa	MUE	W, Su	AK	W, Su	AMI	W, Su
20	12766	Bi-Weekly	AMI	Th, M	AK	Th, M	MUE	Th, M	TPTY	F, Tu
21	12767	Weekly	NED	M	PMKT	M	SRC	Tu
22	12768	Weekly	SRC	W	PMKT	Th	NED	Th
23	12787	Five days	NS	M Tu, W, Th, Sa	MUE	Tu, W, Th, F, Su	NSL	Tu, W, Th, F, Su
24	12788	Five days	NSL	Tu, W, Th, F, Su	MUE	Tu, W, Th, F, Su	NS	W, Th, F, Sa, M
25	16003	Weekly	MAS	Su	MUE	M			NSL	M
26	16004	Weekly	NSL	M			MUE	M	MAS	Tu
27	16733	Weekly	RMM	F	MUE	Su	ANK	Su	OKHA	M
28	16734	Weekly	OKHA	Tu	ANK	W	MUE	W	RMM	Th
29	17001	Bi-Weekly	SNSI	M, Sa	ANK	M, Sa	PRLI	Tu, Su	SC	Tu, Su
30	17002	Bi-Weekly	SC	Su, F	PRLI	Su, F	ANK	M, Sa	SNSI	M, Sa
31	17019	Weekly	HSR	Tu	ANK	W	MUE	Th	HYB	Th
32	17020	Weekly	HYB	Sa	MUE	Sa	ANK	Su	HSR	M
33	17205	Tri-Weekly	SNSI	Tu, Th, Su	ANK	Tu, Th, Su	PRLI	W, F, M	COA	W, F, M
34	17206	Tri-Weekly	COA	M, W, Sa	PRLI	M, W, Sa	ANK	Tu, Th, Su	SNSI	Tu, Th, Su
35	17207	Weekly	SNSI	W	ANK	W	PRLI	Th	MTM	Th
36	17208	Weekly	MTM	Tu	PRLI	Tu	ANK	W	SNSI	W

LIST OF NON DAILY TRAINS

S. No.	Train No.	Frequency	Originating		Taking Over		Handing Over		Destination.	
			Station	Days	Station	Days	Station	Days	Station	Days
37	17231	Bi-Weekly	NS	Su, F	MUE	M, Sa			NSL	M, Sa
38	17232	Bi-Weekly	NSL	M, Sa	MUE	M, Sa	NS	Tu, Su
39	17417	Weekly	TPTY	Tu	MUE	W	ANK	W	SNSI	W
40	17418	Weekly	SNSI	W	ANK	W	MUE	Th	TPTY	Th
41	17609	Weekly	PNBE	Sa	PMKT	Su	-	-	PAU	Su
42	17610	Weekly	PAU	Th	-	-	PMKT	Th	PNBE	F
43	17619	Weekly	AWB	Su					NED	M
44	17620	Weekly	NED	F					AWB	F
45	17621	Weekly	AWB	F			PRLI	Sa	TPTY	Sa
46	17622	Weekly	TPTY	Sa			PRLI	Su	AWB	Su
47	17639	Weekly	KCG	M	MUE	M	AK	M
48	17640	Weekly	AK	Tu	MUE	Tu	KCG	Tu
49	17641	Six days	KCG	Tu, W, Th, F, Sa, Su	MUE	Tu, W, Th, F, Sa, Su	AK	Tu, W, Th, F, Sa, Su	NRKR	Tu, W, Th, F, Sa, Su
50	17642	Six days	NRKR	M, W, Th, F, Sa, Su	AK	M, W, Th, F, Sa, Su	MUE	M, W, Th, F, Sa, Su	KCG	M, W, Th, F, Sa, Su
51	18503	Weekly	VSKP	Th	MUE	F	ANK	F	SNSI	F
52	18504	Weekly	SNSI	F	ANK	F	MUE	Sa	VSKP	Sa
53	19301	Weekly	DADN	Su	AK	M	MUE	M	YPR	Tu
54	19302	Weekly	YPR	Tu	MUE	W	AK	W	DADN	Th
55	19713	Weekly	JP	Sa	AK	Su	MUE	M	KCG	M
56	19714	Weekly	KCG	M	MUE	Tu	AK	Tu	JP	W
57	20705	Except W	J	Exc. W	ANK	Exc. W	CSMT	Exc. W
58	20706	Except W	CSMT	Exc. W	ANK	Exc. W	J	Exc. W
59	20809	Tri-Weekly	SBP	Su, M, F	MUE	M, Tu, Sa	NED	M, Tu, Sa
60	20810	Tri-Weekly	NED	M, Tu, Sa	MUE	M, Tu, Sa	SBP	Tu, W, Su
61	20811	Tri-Weekly	VSKP	Tu, W, Sa	MUE	W, Th, Su	NED	W, Th, Su
62	20812	Tri-Weekly	NED	W, Th, Su	MUE	W, Th, Su	VSKP	Th, F, M
63	22709	Weekly	NED	Tu	AK	Tu	AADR	W
64	22710	Weekly	AADR	Th	AK	F	NED	F
65	22723	Weekly	NED	Th	AK	Th	SGNR	F
66	22724	Weekly	SGNR	Sa	AK	Su	NED	M
67	77619	Tri-Weekly	J	M, Tu, Th	NSL	M, Tu, Th
68	77620	Tri-Weekly	NSL	M, Tu, Th	J	M, Tu, Th
69	77621	Four days	J	W, F, Sa, Su	NSL	W, F, Sa, Su
70	77622	Four days	NSL	W, F, Sa, Su	J	W, F, Sa, Su
71	07020	Weekly	HYB	F	MUE	Sa	AK	Sa	JP	Su
72	07019	Weekly	JP	Su	AK	M	MUE	M	HYB	Tu
73	07053	Weekly	KCG	Sa	MUE	Su	AK	Su	BKN	M
74	07054	Weekly	BKN	Tu	AK	W	MUE	Th	KCG	Th

MANMAD-MUDKHED-MANMAD

SECTIONAL INFORMATION

Total Kilometers		TRACTION	AXLE LOAD				
371.87 Kms		Electric	20.55 Ton				
SYSTEM OF WORKING		Critical Block Section	Details of Line Capacity Constraints				
MUE-PBN Absolute Block System (Double Line)		J-DIQ	Section	Charted Capacity	Effective Capacity	Utilisation	% of Utilisation
		MMR-ANK	ANK-AWB	48	43	40.8	95 %
		MMR-AAK	AWB-J	48	43	41.2	96 %
		AWB-CTH	J-PBN	48	43	38.9	90 %
		BDU-DIQ	PBN-PAU	96	86	55.7	65 %
			PAU-MUE	96	86	64.2	75 %
Number of stations		List of Notice Stations					
Block	35+2 (CRly)	Engineering Allowance MMR-MUE 23 Minutes	NED	For originating trains only			
			PAU				
			PBN	For originating trains only			
			AWB	For originating trains only			
			MMR				
			J	For originating trains only			
			NSL	For originating trains only			

RULING GRADIENT

Section	Length in Kms.	Single /Double	Ruling Gradient			
			UP gradient (Raising)	Length in Kms.	DN gradient (Falling)	Length in Kms.
MUE-PBN	82.161	Double	1in105	0.771	1in105	0.521
PBN-J	113.939	Single	1in133	17.480	1in133	20.660
J-AWB	62.710	Single	1in133	12.410	1in133	14.490
AWB-MMR	113.150	Single	1in133	19.751	1in133	7.969

LIST OF IMPORTANT BRIDGES

Sl. No	Section	Kilometre	Bridge No.	Name
1	MMR-J	74/4-5	74	Dheku
2	MMR-J	76/6-7	76	Shivna
3	J-MUE	317/7-11	340	Purna
4	J-MUE	356/7-10	361	Ashna
5	J-MUE	361/10-12	363	Sita

INTER SECTIONAL RUNNING TIME

Exp/Pass	Stations	Exp/Pass
..	Mudkhed Jn.	8
8	Mugat	4
4	Pathrad H	8
8	Maltekadi	2
2	H.S.Nanded	6
6	Wanegaon H	5
5	Limbgaon	7
7	Chudawa	11
11	Purna Jn.	13
13	Mirkhal	5
5	Pingli	8
8	Parbhani Jn.	10
10	Pergaon	4
4	Devalgaon Avchar	6
6	Manwat Road	4
4	Dhengli Pimpalgaon	7
7	Selu	6
6	Satuna	6
6	Usmanpur	6
6	Partur	5
5	Pardgaon H	4
4	Ranjani	8
8	Kodi	6
6	Sarwari	6
6	Jalna	6
6	Dinagaon	9
9	Badnapur	12
12	Karmad	9
9	Chikalthan	3
3	Mukundawadi H	9
9	Aurangabad	12
12	Daulatabad	6
6	Potul	7
7	Lasur	7
7	Karanjgaon	4
4	Parsoda	8
8	Rotegaon	9
9	Tarur	9
9	Nagarsol	7
7	Ankai	15
15	Manmad	..
287 Mins	Total	287 Mins

Note: The running time excludes AC/DC timings.

NOTE

MUDKHED - PARBHANI

DN

Kms From MMR	Inter Distance	Train Number From To Type	17064	12787	11406	12720	07020*	17417	18503
			KCG	NS	AMI PUNE	HYB JP	HYB JP	TPTY SNSI	VSKP SNSI
			MMR	NSL	EXP	Exp	Spl	Exp	Exp
		Days of service from the originating station	Daily	Exc F, Su	M, Sa	M, W	F	Tu	Th
		Day of entry into section.		Exc M,	Tu, Su	Tu, Th	Sa	W	F
371.87	09.26	Mudkhed Jn ROB (Kms 370/4-5)	a 00:05	00:45		01:08	01:08		
			d 00:07	00:47		01:10	01:10	01:35	01:35
			s 23:40	00:25		00:50	00:50		
362.61	03.25	Mugat Sita Bridge (Kms361/10-12)	a E3						
			d 00:20	00:56		01:19	01:19	01:46	01:46
			s						
359.36	06.92	Pathrad H AshnaBridge (Km356/7-10) ROB (Kms 354/0-1)	a						
			d						
			s						
352.44	03.06	ROB (Kms 352/7-8) Maltekadi ROB (Kms 350/7-8) ROB (Kms 349/9-350/0)	a						
			d 00:32	01:08		01:31	01:31	01:58	01:58
			s						
349.38	06.38	Hazur Sahib Nanded ROB (Kms 349/0-1)	a 00:40	01:12		01:34	01:34	E2 02:05	E2 02:05
			d 00:45	01:17		01:39	01:39	02:10	02:10
			s 00:10	00:55		01:20	01:20	01:45	01:45
343.00	04.72	Wanegaon H	a						
			d						
			s						
338.28	09.64	Limbaughon ROB (Kms 336/1-2)	a E2						
			d 01:02	01:29		01:51	01:51	02:23	02:23
			s						
328.64	09.66	Chudawa ROB (Kms 320/6-7)	a				E2	E2	E2
			d 01:10	01:36		02:00	02:00	02:32	02:32
			s						
318.98	12.63	Purna Jn Purna Bridge (Km317/7-11)	a 01:25	01:48	01:40	E2 02:15	E2 02:15	T2 02:47	T2 02:47
			d 01:35	01:58	02:18	02:50	02:50	02:57	02:57
			s 00:45	01:35	01:30	02:20	02:20	02:40	02:40
306.35	06.00	Mirkhal	a		T5				
			d 01:52	02:13	02:40			03:12	03:12
			s						
300.35	09.91	Pingli ROB (Kms 291/9-292/0)	a 02:00		E2 T5				
			d 02:31	02:18	02:55			03:17	03:17
			s						
290.44		Parbhani Jn	a T3		T5			E1 T1	E1 T1
			d 02:45	02:28	03:15			03:30	03:30
			s 02:47	02:30	03:17			11401	11401
				01:30	02:10	02:35		03:45	03:45
								03:10	03:10

MUDKHED - PARBHANI

DN

11410	19714	17231	12072	07053*	17663	17688	16733	16003	16594	22723	Station Code
NZB PUNE Exp	KRNT JP Exp	NS NSL Exp	HNL CSMT Jan Shatabdi	KCG BKN Spl	RC PBN Exp	DAB MMR Exp	RMM OKHA Exp	MAS NSL Exp	NED SBC Exp	NED SGNR Exp	
Daily	M	Su, F	Daily	Sa	Daily	Daily	F	Su	Daily	Th	
	Tu	M Sa		Su			Su	M			
02:10		03:00		04:00	04:40	05:10	05:30	05:30			MUE
02:12	03:00	03:02		04:02	04:42	05:12	05:32	05:32			
01:50		02:40		03:15	04:20	05:00	05:10	05:10			
E1 T1											MGC
02:25	03:11	03:11		04:13	04:52	05:21	05:42	05:42			
											PARD
				E2							MTDI
02:38	03:23	03:23		04:28	05:05	05:33	05:55	05:55			
E1 02:43	E1 03:28	E1 03:28		T2 04:35	05:10	05:36	E1 T1 06:03	E1 T1 06:03			NED
02:48	03:33	03:33		04:40	05:15	05:41	06:08	06:08	06:30	06:50	
02:30	03:15	03:10		04:05	05:00	05:30	05:40	05:40			
											WNG
E1						E1	E2	E2			LBG
03:02	03:46	03:46		04:55	05:28	05:54	06:24	06:24	06:45	07:05	
E2 T1				E2							CRU
03:12	03:53	03:53		05:05	05:35	06:01	06:31	06:31	06:52	07:12	
03:25 03:35 03:20	E3 T1 04:10 04:45 04:15	E1 04:06 04:16 04:00	05:40 05:45 05:45	05:20 05:55 05:00	E3 05:53 06:03 05:30	06:13	T1 06:45 06:55 06:30	T1 06:45 06:55 06:30	E2 T1 07:08 07:13 07:05	E2 T3 07:30 08:05 07:45	PAU
03:50		04:31	06:00		06:18	06:38	07:10	07:10	07:30		MQL
03:55		04:36	06:10		T3 06:26	06:43	07:15	07:15	07:35		PIZ
04:04 04:06 03:50	E3 04:48	T2 06:23		E2 06:40	E3 06:55	E2 T3 07:30 17057	E2 T3 07:30 17057	T2 07:48			PBN

* These spl trains will be operated until further advise.

MUDKHED - PARBHANI

DN

Kms From MMR	Inter Distance	Train Number From To Type	17648	57654	12765	12753	12715	19302	77645	17618
			PAU	ADB	TPTY	NED	NED	YPR	NZB	NED
			HYB	PRLI	AMI	NZM	ASR	DADN	NED	CSMT
			Exp	Pass	Exp	Marath wada Sampark kranti Exp	Exp	Exp	Pass	Exp
		Days of service from the originating station	Daily	Daily	Tu, Sa	Tu	Daily	Tu	Daily	Daily
		Day of entry into section.			W, Su			W		
371.87	09.26	Mudkhed Jn ROB (Kms 370/4-5)	a		07:22	08:28			09:05	09:25
			d		07:24	08:30			09:07	09:27
			s		07:10	08:10			08:50	08:35
362.61	03.25	Mugat Sita Bridge (Kms361/10-12)	a		07:41					09:38
			d		07:42	08:39			09:17	09:39
			s		07:20					08:45
359.36	06.92	Pathrad H AshnaBridge (Km356/7-10) ROB (Kms 354/0-1)	a		07:48					09:45
			d		07:49					09:46
			s		07:25					08:49
352.44	03.06	ROB (Kms 352/7-8) Maltekadi ROB (Kms 350/7-8) ROB (Kms 349/9-350/0)	a		07:59					
			d		08:00	08:51			09:30	09:56
			s		07:30					
349.38	06.38	Hazur Sahib Nanded ROB (Kms 349/0-1)	a		08:05	E2 08:56			E2 09:38	E2 T3 10:15
			d		08:10	09:01	09:00	09:30	09:48	
			s		08:00	08:40			09:40	
343.00	04.72	Wanegaon H	a		08:18					
			d		08:19					
			s		08:05					
338.28	09.64	Limbgaon ROB (Kms 336/1-2)	a		08:30					E1 T1
			d		08:31	09:13	09:13	09:44	10:01	
			s		08:15					10:22
328.64	09.66	Chudawa ROB (Kms 320/6-7)	a		08:40			E1	T4	
			d		08:41	09:20	09:20	09:52	10:12	
			s		08:25					10:33
318.98	12.63	Purna Jn Purna Bridge (Km317/7-11)	a		E5 09:03	E2 09:35		E2 T1 10:08	E2 T3 10:30	
			d	07:40	09:13	10:05	09:32	10:13	11:07	
			s		08:45	09:40		10:02	10:40	
306.35	06.00	Mirkhal	a	07:56	09:29					
			d	07:57	09:30		09:46	10:28		
			s	07:50	09:00					11:06
300.35	09.91	Pingli ROB (Kms 291/9-292/0)	a	08:04	T2 09:40 P 12753		T3			
			d	08:05	10:11		09:54	10:33		
			s	07:56	09:10					11:11
290.44		Parbhani Jn	a	E2 08:18	10:21		E4 10:08	E1 10:44		E1 T1 11:23
			d	08:25	10:23		10:10	10:49		11:25
			s	08:10	10:00		09:55	10:40		11:15

MUDKHED - PARBHANI

DN

12751	12485	12439	12421	22709	17620	17409	17661	17639	17641	20809	Station Code
NED JAT	NED SGNR	NED SGNR	NED ASR	NED AADR	NED AWB	ADB NED	KCG NSL	KCG AK	KCG NRKR	SBP NED	
Humsafar Exp	Exp	Exp	Exp	Exp	Exp	Exp	Exp	Exp	Exp	Exp	
F	M, Th	Su	W	Tu	F	Daily	Daily	M	Exct M	Su, M, ,F	
F	M, Th	Su	W	Tu	F			M	Exct M	M,Tu,Sa	
						11:18	12:05	12:43	12:43	13:05	MUE
						11:20	12:07	12:45	12:45	13:07	
						11:00	11:45	12:35	12:35	12:50	
							12:17				MGC
						11:30	12:18	12:56	12:56	13:20	
							12:07				PARD
							12:24 12:25				
							12:12				
						E2 T4		T3	T3		MTDI
						11:50	12:35	13:12	13:12	13:36	
							12:25				
11:05	11:05	11:05	11:05	11:05	11:50	11:55	12:40	E3 T5 13:25	E3 T5 13:25	E2 T2 13:45	NED
							12:45	13:30	13:30		
							12:35	13:05	13:05		WNG
							12:53 12:54				
							12:42				
11:18	11:18	11:18	11:18	11:18	12:10	T6		E1 T1	E1 T1		LBG
							13:01				
11:25	11:25	11:25	11:25	11:25	12:20	E1 T2		13:02	13:45	13:45	CRU
							13:02	13:45	13:45		
E2 11:40	E2 11:40	E2 11:40	E2 11:40	E2 11:40	E3 T4 12:40		12:48				PAU
12:05	12:05	12:05	12:05	12:05	12:50			13:25	14:05	14:05	
11:50	11:50	11:50	11:50	11:50	12:20			13:35	14:35	14:35	
								13:15	14:15	14:15	
								13:50			MOL
								13:51			
								13:30			
								13:58			PIZ
								13:59			
								13:40			
								E5 14:15			PBN
								14:17			
						13:20 57652 13:31					
						13:00		14:10			

MUDKHED - PARBHANI

DN

Kms From MMR	Inter Distance	Train Number From To Type	20811	17609	57657	17630	11413	11402	17614	77614
			VSKP	PNBE	PAU	NED	NZB	BPQ	NED	AK
			NED	PAU	PRLI	PUNE	PVR	CSMT	PNVL	PRLI
		Days of service from the originating station	Tu,W,Sa	Sat	Daily	Daily	Daily	Daily	Daily	Daily
		Day of entry into section.	W,Th,Su	Su						
371.87	09.26	Mudkhed In ROB (Kms 370/4-5)	a 13:05				15:00	16:16		
			d 13:07	13:52			15:02	16:18		
			s 12:50				14:50	15:45		
362.61	03.25	Mugat Sita Bridge (Kms361/10-12)	a	T2			15:12			
			d 13:20	14:05			15:13	16:27		
			s				15:00			
359.36	06.92	Pathrad H AshnaBridge (Km356/7-10) ROB (Kms 354/0-1)	a				15:19			
			d				15:20			
			s				15:05			
352.44	03.06	ROB (Kms 352/7-8) Maltekadi ROB (Kms 350/7-8) ROB (Kms 349/9-350/0)	a	E2						
			d 13:36	14:20			15:30	16:40		
			s							
349.38	06.38	Hazur Sahib Nanded ROB (Kms 349/0-1)	a E2 T2 13:45	T2 14:30			15:35	E2 T7 16:53		
			d	14:35		15:30	15:47	17:00	18:20	
			s	13:55			15:35	16:30		
343.00	04.72	Wanegaon H	a				15:55			
			d				15:56			
			s				15:40			
338.28	09.64	Limbgaon ROB (Kms 336/1-2)	a				E3 16:06			
			d	14:50		15:44	16:07	17:14	18:35	
			s				15:45			
328.64	09.66	Chudawa ROB (Kms 320/6-7)	a	T1			16:16			
			d	15:00		15:51	16:17	17:22	18:42	
			s				15:55			
318.98	12.63	Purna In Purna Bridge (Km317/7-11)	a E2 15:15		16:04	16:30	17:35	E1 18:57	19:10	
			d	15:15	16:14	16:40	17:45	19:07	19:25	
			s		16:00	16:30	17:15	18:55	19:15	
306.35	06.00	Mirkhal	a		15:32		16:56			T3 19:45
			d		15:33	16:29	16:57	18:00	19:22	19:46
			s		15:25		16:45			19:30
300.35	09.91	Pinoli ROB (Kms 291/9-292/0)	a		15:40		E2 T3 17:10	E3 T2		E2 T2 19:57
			d		15:41	16:34	17:11	18:10	19:28	19:58
			s		15:30		16:50			19:40
290.44		Parbhani In	a		E2 15:55	16:43	T10 17:38	18:20	E3 T1 19:42	T3 20:15
			d		15:57	16:45	17:40	18:22	19:44	16593 20:46
			s		15:40	16:30	17:10	17:55	19:20	20:15

MUDKHED - PARBHANI

DN

17058	12768	57651	77616	77605	17020	17665 \$	17667 \$	17611	11046	11403	Station Code
LPI CSTM Exp	SRC NED Exp	NED MMR Pass	ADB PAU Pass	KCG PAU Pass	HYB HSR Exp	NED LTT Exp	NED LTT Exp	NED CSMT Exp	DHN KOP Exp	NGP KOP Exp	
Daily	W	Daily	Daily	Daily	Sa	M	W	Daily	M	Tu, Sa	
	Th				Sa	M	W		Tu	Tu, Sa	
18:25	17:53		18:58	20:05							MUE
18:27	17:55		19:00	20:07	20:20				20:50		
18:15	17:25		18:40	19:55							
	E2T1		19:10	20:17	E2 T2						MGC
18:37	18:13		19:11	20:18	20:39				21:02		
			18:50	20:05							
			19:17 19:18	20:24 20:25							PARD
			18:53	20:10							
E2	T3		E3 T1		T5				T3		MTDI
18:53	18:30		19:32	20:35	20:58				21:17		
19:00	T10 18:50		E1 T7 19:45	E2 T2 20:45	21:10				E2 21:30		NED
19:05		19:25	19:52	20:50	21:15	21:15	21:15	22:00	21:35		
18:50			19:35	20:30	21:00				21:25		
			19:33 19:34	20:00 20:01	20:58 20:59						WNG
			19:30	19:40	20:35						
			E2 T4 19:48	20:08	21:07			E1			LBG
19:20		19:49	20:09	21:08	21:32	21:32	21:32	22:15	21:50		
		19:42	19:50	20:40							
			T1 19:59	20:18	21:18						
19:27		20:00	20:19	21:19	21:41	21:41	21:41	22:22	21:58		
		19:52	20:00	20:47							
T5 19:45		20:15	T2 20:35	E2 21:35	T1 21:55	E2 T3 22:00 P 12071	E2 T3 22:00 P 12071	22:35	22:12	23:25	PAU
19:55		20:25			22:05	23:00	23:00	22:40	22:22	23:35	
19:40		20:15			21:40	22:30	22:30	22:30	22:00	23:15	
			20:47								
20:10		20:48			22:20			22:55	22:37	23:50	
		20:30									
T5 20:20		T2 20:57							22:48 P 17611		PIZ
		20:58			22:25			23:00	23:17	23:55	
		20:40									
E3 20:35		E2 T2 21:15		E3 22:38			E3 23:13	E3 T3 23:35	E2 T1 00:10		PBN
20:37		21:17		22:40			23:15	23:37	00:35		
20:22		21:05		22:15			23:02	22:40	00:15		

\$ Train will be notified later.

PARBHANI - MUDKHED

UP

Kms From MMR	Inter Distance	Train Number From To Type	22724	11404	77606	17612	77615	17666 \$	17668 \$	17613
			SGNR	KOP	NED	CSMT	PRLI	LTT	LTT	PNVL
			NED	NGP	MED	NED	ADB	NED	NED	NED
		Days of service from the originating station	Sa	M, F	Daily	Daily	Daily	Tu	Th	Daily
		Day of entry into section.	M	Tu, Sa				W	F	
290.44	09.91	Parbhani Jn.	a		02:38		05:55	06:11		07:13
			d		02:43		05:57	06:13		07:15
			s		02:20		05:47	06:00		06:52
300.35	06.00	ROB (Kms 291/9-292/0) Pingli	a		E2 T2		T3			T1
			d		03:00		06:10	06:25		07:25
			s					06:10		
306.35		Mirkhal	a					E2		
	12.63	<i>Purna Bridge (Km317/7-11)</i>	d		03:18		06:15	06:34		
			s					06:35		07:30
								06:15		
318.98	09.66	Purna Jn <i>Purna Bridge (Km317/7-11)</i>	a	01:10	03:33		06:30	06:52	06:58	07:35
			d	01:45	03:43		06:40	07:02	07:35	07:45
			s	01:30	03:00		06:25	06:40	07:00	07:55
								07:00	07:00	07:30
328.64		ROB (Kms 320/6-7) Chudawa	a				T2	07:16	E1	T2
	09.64	<i>ROB (Kms 336/1-2)</i>	d	01:58			06:55	07:17	07:49	08:30
			s					07:00		08:10
338.28	04.72	Limbgaon	a	E2			E2	07:26		E2 T6
			d	02:07			07:05	07:27	07:56	08:48
			s					07:10		08:25
343.00	06.38	Wanegaon H	a					07:34		
			d					07:35		
			s					07:13		
349.38	03.06	ROB (Kms 349/0-1) Hazur Sahib Nanded	a	02:20			E2	E3 T2	E1	
		<i>ROB (Kms 349/9-350/0)</i>	d			04:55	07:48	08:10	09:05	08:45
			s				07:53			
							07:30			
352.44	06.92	ROB (Kms 350/7-8) Maltekadi	a			T3				
		<i>ROB (Kms 352/7-8)</i>	d			05:05		07:59		
		<i>ROB (Kms 354/0-1)</i>	s					08:00		
								07:35		
359.36	03.25	Pathirad H	a			05:14		08:10		
		<i>AshnaBridge (Kms 354/7-10)</i>	d			05:15		08:11		
			s			05:00		07:40		
362.61		Sita Bridge (Kms 361/10-12) Mugat	a			05:24		08:17		
	09.26	<i>ROB (Kms 370/4-5)</i>	d			05:25		08:18		
			s			05:10		08:10		
371.87		Mudkhed Jn	a			E2 T4		08:30		
			d			05:43		08:32		
			s			05:45		08:20		
						05:30				

\$ Train will be notified later.

PARBHANI - MUDKHED

UP

17057	17629	57659	11405	16734	12766	17662	17642	17640	12716	17610	Station Code
CSMT LPI Exp	PUNE NED Exp	PBN NED Pass	PUNE AMI EXP	OKHA RMM Exp	AMI TPTY Exp	NSL KCG Exp	NRKR KCG Exp	AK KCG Exp	ASR NED Exp	PAU PNBE Exp	
Daily	Daily	Daily	F, Su	Tu	Th, M	Daily	Ex. Tu	Tu	Daily	Th	PBN
			Sa, M	W	Th M		Ex. Tu				
07:48	08:30		10:08	11:15		12:00			13:10		PBN
07:50	08:32	09:40	10:10	11:17		12:02			13:15		
07:35	07:45		09:35	10:40		11:30			12:30		PIZ
E1	T2		T3			12:12					
08:02	08:45	09:52	10:24	11:28		12:13			13:25		MQL
		09:50				11:40					
T5		10:00	E2 T2	E1 T3		12:20					PAU
08:13	08:55	10:01	10:34	11:38		12:21			13:30		
		09:57				11:50					PAU
08:30	09:10	10:17	10:50	11:55	11:35	E3 12:40	12:58	12:58	13:45		
08:40	09:20	10:22	11:07	12:05	12:05	12:50 13:23	13:23	13:23	13:50	14:10	CRU
08:15	08:55	10:12	10:25	11:20	11:50	12:20 13:00	13:00	13:00	13:15		
E1	E4 T5	E3 10:40		E2	E2	T1 13:05				E2	CRU
08:57	09:45	10:41		12:20	12:20	13:06 13:40	13:40	13:40	14:05	14:26	
		10:25				12:30					LBG
T4		T2 10:54				13:15			E2 T2	E2 T2	
09:10	09:55	10:55		12:27	12:27	13:16 12:40	13:50	13:50	14:17	14:38	WNG
		10:32									
		11:02 11:03				13:23 13:24					WNG
		10:37				12:47					
09:30	T10 10:20	E1 11:25		E1 12:40	E1 12:40	13:40	14:05	14:05	E2 T2 14:35	14:51	NED
09:35				12:45	12:45	13:45	14:10	14:10		14:56	
08:55				12:00	12:25	13:05	13:45	13:45		14:42	MTDI
09:45				E1 12:50	E1 12:50	13:50 13:51	14:25	14:25		15:00	
						13:10					PARD
						14:01 14:02					
						13:20					MGC
E2						14:12	E4	E4			
10:00				13:03	13:03	14:13	14:46	14:46		15:12	MUE
						13:45					
E1 T1 10:13				13:13	13:13	E2 T5 14:33	T2 15:05	T2 15:05			MUE
10:15				13:15	13:15	14:35	15:07	15:07		15:20	
09:30				13:00	13:05	14:15	14:45	14:45			MUE

PARBHANI - MUDKHED

UP

Kms From MMR	Inter Distance	Train Number From To Type	17410	12767	57652	57655	12752	20810	20812	19301		
			NED	NED	MMR	PRLI	JAT	NED	NED	DADN		
			ADB	SRC	NED	AK	NED	SBP	VSKP	YPR		
Days of service from the originating station			Daily	M	Daily	Daily	Su	M, Tu Sa	W, Th Su	Su		
							M			M		
290.44 09.91	Parbhani Jn.	a d s			13:28	14:48						
					13:30	14:50						
					13:10	14:30						
300.35 06.00	ROB (Kms 291/9-292/0) Pingli	a d s			E2 T4 13:49 13:50							
					15:00 15:01							
					13:20	14:40						
306.35 12.63	Mirkhal Purna Bridge (Km317/7-11)	a d s			E2 T8 14:17	T2 15:10						
					14:18	15:11						
					13:30	14:50						
318.98 09.66	Purna Jn Purna Bridge (Km317/7-11)	a d s			14:35	15:30	14:30			15:25		
					14:48	15:40	15:05			16:00		
					14:15	15:30	14:40			15:30		
328.64 09.64	ROB (Kms 320/6-7) Chudawa	a d s			15:02		T1					
					15:03		15:20			16:15		
					14:30							
338.28 04.72	Limbgaon	a d s			15:12		E2 T4					
					15:13		15:38			16:25		
					14:40							
343.00 06.38	Wanegaon H	a d s			15:20 15:21							
					14:45							
349.38 03.06	ROB (Kms 349/0-1) Hazur Sahib Nanded ROB (Kms 349/9-350/0)	a d s			15:35		15:55			E4 T3 16:45		
				15:05	15:25			16:30	16:30	16:50		
										16:10		
352.44 06.92	ROB (Kms 350/7-8) Maltekadi ROB (Kms 352/7-8) ROB (Kms 354/0-1)	a d s	E2 T1	T2				T2	T2			
			15:15	15:38				16:40	16:40	17:00		
359.36 03.25	Pathrad H AshmaBridge (Kms 354/7-10)	a d s										
362.61 09.26	Sita Bridge (Kms 361/10-12) Mugat ROB (Kms 370/4-5)	a d s						16:54	16:54	17:20		
			15:27	15:52								
371.87	Mudkhed Jn	a d s	15:37	E2 T5 16:18				E2 T2 17:08	E2 T2 17:08	17:33		
			15:39	16:20				17:10	17:10	17:35		
			15:30	16:01				17:05	17:05	17:22		

PARBHANI - MUDKHED UP

17617	12788	17232	77646	57653	11414	12719	16004	07019*	11045	17647	Station Code
CSMT NED Exp	NSL NS Exp	NSL NS Exp	NED NZB Pass	PAU ADB Pass	PVR NZB Exp	JP HYB Exp	NSL MAS Exp	JP HYB Spl	KOP DHN Exp	HYB PAU Exp	
Daily	Expt M, Sa	M, Sa	Daily	Daily	Daily	W, F	M	Su	F	Daily	
	Ex. M, Sa	M, Sa				Th, Sa		M	F		
16:23	17:08	17:08			15:48		18:10		18:35	19:25	PBN
16:25	17:10	17:10			15:50		18:12		18:37	19:27	
16:20	16:32	16:32			15:30		18:00		18:12	19:20	
	E2	E2			T4 16:15 16:16		T6		E2 T5 18:55	19:49 19:50	PIZ
16:35	17:22	17:22			15:45					19:30	
T2					E2 T2 16:30 P17617 17:03		T3			T6 20:09	MQL
16:43	17:27	17:27			15:55		18:40		19:15	20:10	
										19:45	
E2 17:00	17:42	17:42			17:20	18:37	E1 T3 19:00	18:50	19:30	E2 T4 20:40	PAU
17:10	17:52	17:52		18:25	17:33	19:12	19:12	19:35	19:45		
16:50	17:10	17:10			17:00	18:50	18:50	19:00	18:55		
E2 T5				T3 18:43	17:48			T5			CRU
17:30	18:05	18:05		18:44	17:49	19:28	19:28	19:55	20:00		
				18:35	17:20						
				E2 T3 18:58	18:00 P12787			T7	E3 T4		LBG
17:40	18:12	18:12		18:59	18:28	19:35	19:35	20:10	20:15		
				18:41	17:40						
				19:06	18:35						WNG
				19:07	18:36						
				18:45	17:45						
T2 18:00	18:25	18:25		T2 19:20	18:45	19:48	19:48	20:30	20:40		NED
18:30	18:30	20:05		19:25	18:50	19:53	19:53	20:35	20:45		
18:10	18:10			18:55	18:30	19:30	19:30	19:50	19:32		
E1	E1	E2 T2			E3	E3	E3				MTDI
	18:35	18:35	20:15	19:30	19:00	20:00	20:00	20:45	20:55		
				20:24	19:39	19:09					PARD
				20:25	19:40	19:10					
				20:15	19:00	18:38					
				T4 20:39	E2 19:51	E3 T1 19:21			T5		MGC
18:47	18:47	20:40		19:52	19:22	20:12	20:12	21:05	21:10		
		20:20		19:25	18:45						
E2 18:58	E2 18:58	20:53		20:03	19:33	E1 20:23	E1 20:23	E1 21:18			MUE
19:00	19:00	20:55		20:05	19:35	20:25	20:25	21:20	21:20		
	18:40	18:40	20:35	19:40	19:10	20:05	20:05	20:40			

* These spl trains will be operated until further advice.

PARBHANI - MUDKHED

UP

Kms From MMR	Inter Distance	Train Number From To Type	12486	12440	22710	12422	17687	16593	12071	17664
			SGNR NED	SGNR NED	AADR NED	ASR NED	MMR DAB	SBC NED	CSMT HNL	NED RC
			Exp	Exp	Exp	Exp	Exp	Exp	Jan Shatabdi	Exp
		Days of service from the originating station	Tu, Sa		Fri	Th	M	Daily	Daily	Daily
290.44	09.91	Parbhani Jn	a				21:08	20:43 P 17687	21:48	
			d				21:10	21:25	21:50	
			s				20:20	20:30	21:15	
300.35	06.00	ROB (Kms 291/9-292/0) Pingli	a					E1 T1		
			d				21:20	21:40	22:01	
			s							
306.35	12.63	Mirkhal	a						E2 T2	
		Purna Bridge (Km317/7-11)	d				21:25	21:45	22:10	
			s							
318.98	09.66	Purna Jn	a	20:25	20:25	20:25	20:25	21:40 T1	22:00	22:25
		Purna Bridge (Km317/7-11)	d	21:00	21:00	21:00	21:00	21:50 T2	22:13	Watering 22:40
			s	20:40	20:40	20:40	20:40	21:15 T3	21:45	22:15
328.64	09.64	ROB (Kms 320/6-7) Chudawa	a	E2	E2	E2	E2	E2 T3	E3 T1	
		ROB (Kms 336/1-2)	d	21:17	21:17	21:17	21:17	22:10	22:30	
			s							
338.28	04.72	Limbgaon	a	T3	T3	T3	T3	T2		
			d	21:27	21:27	21:27	21:27	22:20	22:42	
			s							
343.00	06.38	Wanegaon H	a							
			d							
			s							
349.38	03.06	ROB (Kms 349/0-1) Hazur Sahib Nanded	a	21:40	21:40	21:40	21:40	22:35 P 17664	T7 23:05	
		ROB (Kms 349/9-350/0)	d					22:51		22:40
			s					22:00		
352.44	06.92	ROB (Kms 350/7-8) Maltekadi	a					E3		
		ROB(Kms 352/7-8)	d					23:09		22:48
		ROB(Kms 354/0-1)	s							
359.36	03.25	Pathrad H	a							
		AshnaBridge (Kms 354/7-10)	d							
			s							
362.61	09.26	Sita Bridge (Kms 361/10-12) Mugat	a							E2 T2
		ROB (Kms 370/4-5)	d					23:22		23:06
			s							
371.87		Mudkhed Jn	a					23:33		23:18
			d					23:35		23:20
			s					23:25		23:10

PARBHANI - MUDKHED

UP

07054*	57658	19713	17019	12754	17063	18504	17418	17619	11401	11409	Station Code
BKN KCG Spl	PRLI PAU Pass	JP KRNT Exp	HSR HYB Exp	NZM NED Marathwada Sampark kranti Exp	MMR KCG Exp	SNSI VSKP Exp	SNSI TPTY Exp	AWB NED Exp	CSMT BPQ Exp	DD NZB Exp	
Tu	Daily	Sa	Tu	W	Daily	F	W	Su	Daily	Daily	PBN
W		Su	W	Th		F	W				
	22:28		23:06	23:06	01:55	02:27	02:27	02:27	03:40	05:35	
	22:30		23:08	23:08	01:57	02:29	02:29	02:29	03:42	05:37	
	22:00		22:50	22:30	01:40	02:10	02:10	02:10	03:25	04:40	
	T4 22:48 22:49		T2 23:20	T2 23:20	02:07	02:40	02:40	02:40	03:52	05:48	
	22:10										
	E2 22:59		T4 23:00	T4 23:30				E2 02:45			
	22:20							02:50 03:57	05:55		
22:00	T3 23:20	23:45	23:45	23:45	02:27	03:00	03:00	03:10	04:12	06:10	PAU
22:40		00:20	23:55	23:55	02:37	03:10	03:10	03:20	04:22	06:20	
22:20		23:50	23:25		02:20	02:40	02:40	02:40	04:10	05:20	
T3			E2 00:35	E2 00:10	E2 T1 00:10				E3 04:40	E3 T1 06:38	CRU
23:00					02:55	03:25	03:25	03:40			
E2 T8		E2 T5 00:50	T2 00:20	T2 00:20							LBG
23:20					03:02	03:35	03:35	03:55	04:50	06:47	
											WNG
23:40		T2 01:05	E2 00:35	E2 00:35	E3 T1 03:20	E2 03:50	E2 03:50	E2 T15 04:30	E2 T3 05:10	07:00	NED
23:45		01:10	00:40		03:25	03:55	03:55		05:20	07:05	
23:20		00:45	00:30		03:05	03:20	03:20		05:05	06:00	
			E1 T5 01:15			T9 03:32	T9 04:10		T6 04:10		MTDI
23:58			00:55			04:10	04:10		05:32	07:10	
											PARD
E2 T15			T6 01:27		T8 01:15		E3 T2 03:54	E3 T2 04:30			MGC
00:30			01:15		03:54	04:30	04:30		05:48	07:25	
T18 01:00		E2 T5 01:45	01:27 18503+ 01:45		T3 04:08	04:40 17663	04:40 17663		05:58	E1 T2 07:40 12765 08:35	MUE
01:15					04:10	04:45	04:45		06:00		
00:35					03:45				05:50	07:40	

* These spl trains will be operated until further advice.

PARBHANI - MANMAD

DN

Kms From MMR	Inter Distance	Train Number From To Type	17002	17206	17208	12787	17064	20705	
			SC	COA	MTM	NS	KCG	J	
			SNSI	SNSI	SNSI	NSL	MMR	CSMT	
Days of service from the originating station				Su F	M, W,Sa	Tu	Ex. F, Su	Daily	
Day of entry into section.				M, Sa	Tu, Th, Su	W	Ex. M, Sa		
290.44	12.31	Parbhani Jn	a	01:35	01:35	01:35	02:28	02:45	
			d	02:00	02:00	02:00	02:30	02:47	
			s	01:45	01:45	01:45	02:10	01:30	
278.13	06.12	ROB (Kms 289/8-9) Pergaon	a						
			d	02:11	02:11	02:11	02:41	02:58	
			s						
272.01	09.10	Devalgaon Avchar	a				E1		
			d	02:15	02:15	02:15	02:46	03:02	
			s						
262.91	05.91	ROB (Kms 263/4-5) Manwat Road	a	E2	E2	E2		E2 T1	
			d	02:23	02:23	02:23	02:52	03:11	
			s						
257.00	09.26	Dhengli Pimpalgaon <i>Kasuma Bridge Km256/9-10</i>	a	T1	T1	T1			
			d	02:30	02:30	02:30	02:57	03:17	
			s						
248.08	09.48	Selu	a	E1 T1	E1 T1	E1 T1		E2	
			d	02:40	02:40	02:40	03:05	03:27	
			s						
238.60	08.87	Satuna	a						
			d	02:46	02:46	02:46	03:11	03:34	
			s						
229.73	08.86	Usmanpur	a	E1 T1	E1 T1	E1 T1			
			d	02:54	02:54	02:54	03:17	03:40	
			s						
220.87	07.82	Partur <i>ROB (Kms 220/4-5)</i>	a	E1 T1	E1 T1	E1 T1	E1 T1	E3	
			d	03:02	03:02	03:02	03:25	03:50	
			s					11409	
213.05	06.35	Paradgaon H	a					03:56	
			d						
			s						

PARBHANI - MANMAD

DN

17417	18503	11410	17231	17688	16733	16003	12753	17253	Station
TPTY SNSI	VSKP SNSI	NZB PUNE	NS NSL	DAB MMR	RMM OKHA	MAS NSL	NED NZM Marathwada Sampark kranti Exp	GNT AWB	Code
Exp	Exp	Exp	Exp	Exp	Exp	Exp	Exp		
Tu	Th	Daily	Su, F	Daily	F	Su	Tu	Daily	
W	F		M, Sa		Su	M			
03:30 11401	03:30	04:04	04:48	06:55	07:30	07:30	10:08	09:20	PBN
03:45	03:45	04:06	04:50	06:57	17057	17057	10:10	09:50	
03:10	03:10	03:50	04:35	06:40	07:00	07:00	09:55	09:30	
					E1	E1			
03:57	03:57	04:17	05:01	07:08	08:05	08:05	10:21	10:01	PG
			E1 T1						
04:01	04:01	04:23	05:07	07:12	08:11	08:11	10:25	10:06	DAV
		04:31		07:19				10:13	MVO
04:07	04:07	04:32	05:13	07:20	08:17	08:17	10:31	10:14	
		04:10		06:58				09:45	
04:11	04:11	04:52	05:18	07:26	08:21	08:21	10:36	10:19	DGPP
04:20	T2	05:01		07:35				10:28	SELU
04:21	04:21	05:02	05:26	07:36	08:28	08:28	10:44	P 17253 10:53	
03:50		04:25		07:18				10:10	
04:28	04:28	05:11	05:34	07:48	E4 T1			E2	SCO
04:34	04:34	05:25 P 17231 05:50	05:40	07:55	E1			E1	UPR
04:41	T2	06:05 17057		08:07				E1 11:25 57652	PTU
04:42	04:42	06:17	05:47	08:08	08:46	08:46	11:02	11:31	
04:10		05:25		07:45				10:40	
		06:24 06:25							
		05:30							PDG

PARBHANI - MANMAD

DN

Kms From MMR	Inter Distance	Train Number From To Type	17002	17206	17208	12787	17064	20705		
			SC	COA SNSI	MTM SNSI	NS NSL	KCG MMR	J CSMT Vande Bharat		
			Exp	Exp	Exp	Exp	Exp			
Days of service from the originating station			Su F	M, W,Sa	Tu	Ex. F, Su	Daily	Ex. W		
Day of entry into section.			M, Sa	Tu, Th, Su	W	Ex. M, Sa				
206.70	11.14	Ranjani <i>Doodna Bridge (Kms 202/8-5)</i>	a	E5	E5	E5	E1			
			d	03:16	03:16	03:16	03:35	04:06		
			s							
195.56	10.04	Kodi	a				E4	E1		
			d	03:24	03:24	03:24	03:48	04:15		
			s							
185.52	09.66	Sarwari ROB (Kms 176/8-9)	a	T3	T3	T3				
			d	03:33	03:33	03:33	03:55	04:22		
			s							
175.86	07.22	Jalna <i>ROB (KM 174/9-175/0)</i> <i>ROB (Kms 173/5-6)</i>	a	03:45	03:45	03:45	E5 T1 04:08	04:29		
			d	03:47	03:47	03:47	04:10	04:31		
			s	03:32	03:32	03:32	03:55	03:15		
168.86	11.68	Dinagaon ROB (Kms 161/2-3) ROB (Kms 167/2-3)	a							
			d	03:54	03:54	03:54	04:17	04:38		
			s					05:12		
156.96	19.47	<i>Bolda Bridge (Km 160/8-9)</i> <i>Dudna bridge (Kms 157/8-9)</i> Badnapur ROB (Kms 139/1-2)	a							
			d	04:04	04:04	04:04	04:26	04:47		
			s					05:21		
137.49	14.31	Karmad <i>Sivna Bridge (Km124/8-9)</i> ROB (Kms 135/7-8) ROB (Kms 133/4-5)	a							
			d	04:16	04:16	04:16	04:38	05:00 17057 05:06		
			s					05:33		
123.18	03.74	ROB (Kms 126/3-4) Chikalthan	a				04:48 17057	E8 05:25 17629 P20705		
			d	04:25	04:25	04:25	04:57	05:58		
			s					05:42		
119.44	06.29	Mukundawadi (D) ROB (Kms 115/7-8)	a							
			d							
			s							
113.15	12.51	Aurangabad <i>Kham Bridge (Km 111/12-13)</i> ROB (Kms 112/7-8) ROB (Kms 110/5-6)	a	04:38	04:38	04:38	05:11	06:12		
			d	04:43	04:43	04:43	05:20	06:17		
			s	04:30	04:30	04:30	04:35	04:45		
05:55										

PARBHANI - MANMAD

DN

17417	18503	11410	17231	17688	16733	16003	12753	17253	Station
TPTY SNSI	VSKP SNSI	NZB PUNE	NS NSL	DAB MMR	RMM OKHA	MAS NSL	NED NZM Marathwada Sampark kranti Exp	GNT AWB	Code
Exp	Exp	Exp	Exp	Exp	Exp	Exp	Exp		
Tu	Th	Daily	Su, F	Daily	F	Su	Tu	Daily	
W	F		M, Sa		Su	M			
		06:31	06:00 17057	T4 08:24				11:42 12716	RNE
04:52	04:52	06:32	06:07	08:25	08:55	08:55	11:11	11:48	
		05:45		07:55				11:00	
		06:42 17629							KODI
05:01	05:01	06:51	06:16	08:35	09:03	09:03	11:19	11:57	
E2	E2	E2		08:45 17662	09:11 16734	09:11 16734	11:26 12716	E2	SVD
05:10	05:10	07:01	06:22	08:53	09:17	09:17	11:32	12:06	
E2	E2				E2	E2	E4		
05:20	05:20	07:10	06:29 17629	09:02 P12072	09:27	09:27	11:44	12:13	J
05:22	05:22	07:12	06:35	09:11	09:29	09:29	11:46	12:15	
05:00	05:00	06:30	06:30	08:50	09:00	09:00	11:20	11:30	
05:31 17057	05:31 17057		E2				E2	T1	DIQ
05:37	05:37	07:19	06:45	09:19	09:36	09:36	11:56	12:24	
		07:29	E2	09:30	T1	T1	E3	12:34	BDU
05:47	05:47	07:30	06:57	09:31	09:46	09:46	12:10	12:35	
		06:50		09:10				12:00	
		E1 07:45 17662	E5					E2	KMV
05:59	05:59	07:53	07:15	09:44	09:58	09:58	12:22	12:50	
E5 T1	E5 T1		T5 07:30 17662		E1 T2	E1 T2	T5	E3	CTH
06:15	06:15	08:17	07:41	09:53	10:11	10:11	12:37	13:03	
		08:22 08:23		09:57 09:58				13:07 13:08	MKDD
		07:25		09:30				12:30	
06:30	06:30	08:37 57652	07:55	10:09 12716	10:24	10:24	E3 T6 13:00 17617	13:20	AWB
06:35	06:35	08:44	08:05	10:19	10:36	10:36	13:18		
06:20	06:20	08:15	07:50	09:50	10:00	10:00	13:00		

PARBHANI - MANMAD

DN

Kms From MMR	Inter Distance	Train Number From To Type	17002	17206	17208	12787	17064	20705		
			SC	COA	MTM	NS	KCG	J		
			SNSI	SNSI	SNSI	NSL	MMR	CSMT		
Days of service from the originating station			Su F	M, W,Sa	Tu	Ex. F, Su	Daily	Ex. W		
Day of entry into section.			M, Sa	Tu, Th, Su	W	Ex. M, Sa				
100.64	09.24	Daulatabad	a d s	04:57 17629 05:03	04:57 17629 05:03	04:57 17629 05:03	05:34	06:31		
91.40	11.65	Potul	a d s	E5 05:20	E5 05:20	E5 05:20	E4 05:44	06:41		
79.75	09.74	Lasur Sivna Bridge(Km 76/6-7) ROB (Kms 75/3-4) Dheku Bridge (Km 74/4-5)	a d s	T1 05:30	T1 05:30	T1 05:30	E1 05:55	06:49 06:50 05:31		
70.01	05.12	Karanjgaon	a d s	E2 05:43	E2 05:43	E2 05:43	06:06 17662 06:13	06:36		
64.89	12.60	Parsoda	a d s	E1 05:53 17662 06:00	E1 05:53 17662 06:00	E1 05:53 17662 06:00	07:03 16734 07:09	E6 06:46		
52.29	13.91	Rotegaon ROB (Kms 52/0-1) Rotegaon Bridge (Km 51/5-6)	a d s	06:10 06:11 05:46	06:10 06:11 05:46	06:10 06:11 05:46	E4 T1 06:42 07:21	E1 T1 07:20 06:54		
38.38	13.96	Tarur	a d s	06:22 16734 06:29	06:22 16734 06:29	06:22 16734 06:29	06:52 P20705 07:15	T2 07:33 07:03		
24.42	09.52	Nagarsol	a d s	06:40 06:48 06:20	06:40 06:48 06:20	06:40 06:48 06:20	07:20 07:50 07:00	07:45 07:12 07:00		
14.90	14.90	Ankai ROB(Km 0/23,7/10-11)	a d s					E1 T4 08:05 07:25		
00.00		Manmad Jn	a d s	07:30 07:35 07:30	07:30 07:35 07:30	07:30 07:35 07:30	08:30	07:43 07:48 07:40		

PARBHANI - MANMAD

DN

17417	18503	11410	17231	17688	16733	16003	12753	17253	Station
TPTY SNSI	VSKP SNSI	NZB PUNE	NS NSL	DAB MMR	RMM OKHA	MAS NSL	NED NZM Marathwada Sampark kranti Exp	GNT AWB	Code
Exp	Exp	Exp	Exp	Exp	Exp	Exp	Exp		
Tu	Th	Daily	Su, F	Daily	F	Su	Tu	Daily	
W	F		M, Sa		Su	M			
E1 06:50 17662 06:57	E1 06:50 17662 06:57		E4 08:23 07778 08:29				E1 T2 13:34		DLB
07:05	07:05	09:07	08:37	10:40	11:00	11:00	13:42		POZ
E1 T1 07:15 16734 07:28	E1 T1 07:15 16734 07:28	09:15		E2 10:51					LSR
		09:16	08:44	10:52	11:07	11:07	13:49		
07:36	07:36	09:32	08:51	11:24	11:14	11:14	13:57 16004 14:05		KAJG
		09:00		10:31					
E2 07:44	E2 07:44	E5 09:43	E1 T3 09:00	E1 T4 11:37	E2 11:20	E2 11:20	14:20		PSD
T2 07:54	T2 07:54	09:54	09:12 12716 09:18	E4 11:50	E2 11:30	E2 11:30	E3 T1 14:32		RGO
		09:15		11:31					
E2 08:05	E2 08:05	T5 10:10		12:02 17617 12:11			T3 14:45		TR
08:15	08:15	10:25	T2 09:45	E4 T6 12:32	E7 T3 11:55 17617	E5 T5 11:55	T3		NSL
08:20	08:20	10:30		12:37	12:02		15:00		
08:00	08:00	10:00		12:21	11:40				
E3 08:33	E3 08:33			E2 T2 12:52			E1 15:10		ANK
				12:53	12:20				
				12:50					
08:55 09:00	08:55 09:00	11:00 11:05		via AAK 13:25	12:50 12:55		via AAK 15:25 15:35		MMR
08:55	08:55	11:00			12:40		15:25		

PARBHANI - MANMAD

DN

Kms From MMR	Inter Distance	Train Number From To Type	12715	17618	17620	17661	17622	
			NED	NED	NED	KCG	TPTY	
			ASR	CSMT	AWB	NSL	AWB	
		Type	Exp	Exp	Exp	Exp	Exp	
Days of service from the originating station		Daily		Daily	F	Daily	Sa	
Day of entry into section.					F		Su	
290.44	12.31	Parbhani Jn	a	10:44	11:23	13:20 57652	14:15	
			d	10:49	11:25	13:31	14:17	
			s	10:40	11:15	13:00	14:10	
278.13	06.12	ROB (Kms 289/8-9) Pergaon	a			E1 14:30		
			d	11:00	11:36	13:43	14:31	
			s				19:12	
272.01	09.10	Devalgaon Avchar	a			E1 14:38		
			d	11:04	11:40	13:47	14:39	
			s				19:17	
262.91	05.91	ROB (Kms 263/4-5) Manwat Road	a		11:47	E2 13:56	14:47	
			d	11:10	11:48	13:57	14:48	
			s		11:36	13:30	14:45	
257.00	09.26	Dhengli Pimpalgaon Kasuma Bridge Km256/9-10	a			14:55		
			d	11:15	11:54	14:03	14:56	
			s				19:30	
248.08	09.48	Selu	a	11:24	12:03	14:13	15:06	
			d	11:25	12:04	14:14	15:07	
			s	11:12	11:50	13:45	15:00	
238.60	08.87	Satuna	a		12:12		19:48	
			d	11:32	12:18	14:21	17617 17687	
			s				19:54	
229.73	08.86	Usmanpur	a	E3 T2			T3	
			d	11:43	12:25	14:27	15:42	
			s				20:04	
220.87	07.82	Partur ROB (Kms 220/4-5)	a	11:50 12716	12:36	14:34	E2 T2 15:55	
			d	11:57	12:37	14:35	12788 16:08	
			s		12:15	14:10	20:27 15:40	
213.05	06.35	Paradgaon H	a				E5 16:15	
			d				16:16	
			s				15:45	

PARBHANI - MANMAD

DN

17630	11402	17058	57651	17020	17611	12072	77621	77619	Station Code
NED PUNE Exp	BPQ CSMT Exp	LPI CSMT Exp	NED MMR Pass	HYB HSR Exp	NED CSMT Exp	HNL CSMT Jan Shatabdi	J NSL DEMU	J NSL DEMU	
Daily	Daily	Daily	Daily	Sa	Daily	Daily	W, F, Sa, Su	M, Tu, Th	
				Sa					
16:43	18:20	20:35	21:15	22:38	23:13	06:23			PBN
16:45	18:22	20:37	21:17	22:40	23:15	06:25			
16:30	17:55	20:22	21:05	22:15	23:02	06:25			
	T1		E1 21:30		T1				PG
16:56 12788+	18:34	20:48	21:31	22:51	23:27	06:38			
17:02			21:20						
		E2	21:37		E1 T2				DAV
17:07	18:38	20:54	21:38	22:55	23:34	06:45			
			21:25						
	E2 18:47	21:01	21:46	E2 T2	E1 23:42				MVO
17:13	18:48	21:02	21:47	23:05	23:43	06:51			
	18:20	20:46	21:32		23:25				
E3 17:22 16004			E3 21:58		E5 T4				DGPP
17:28	18:54	21:08	21:59	23:10	23:58	07:00			
			21:45						
E2 17:39	19:03	21:17	22:08 12754+	E1	00:07	07:09			SELU
17:40	19:04	21:18	22:14	23:19	00:08	07:10			
17:10	18:35	21:05	22:00		23:40	07:10 #			
E2	E2 T2		22:22	E1		07:18 17629			SCO
17:50	19:15	21:25	22:23	23:27	00:21	07:24			
			22:10						
E2 18:00 17650		E3	22:31 17001+		00:36 17063	E4			UPR
18:06	19:21	21:35	22:37	23:33	00:47	07:35			
			22:20						
18:15	19:28 17687	T3 21:46	E1 22:45	E3	00:57 18504+	07:44			PTU
18:16	19:37	21:47	22:46	23:42	01:08	07:45			
17:35	19:05	21:30	22:30		00:40	07:40 #			
			22:53 22:54						PDG
			22:35						

PARBHANI - MANMAD

DN

Kms From MMR	Inter Distance	Train Number From To Type	12715	17618	17620	17661	17622	
			NED	NED	NED	KCG	TPTY	
			ASR	CSMT	AWB	NSL	AWB	
		Type	Exp	Exp	Exp	Exp	Exp	
Days of service from the originating station			Daily	Daily	F	Daily	Sa	
Day of entry into section.					F		Su	
206.70	11.14	Ranjani <i>Doodna Bridge (Kms 202/8-5)</i>	a			E4 T1 14:52 17617	E1 16:26 16004	
			d	12:07	12:47	15:03	16:39	
			s				15:50	
195.56	10.04	Kodi	a		E3 T3		16:49	
			d	12:15	13:02	15:13	16:50	
			s				20:45	
185.52	09.66	Sarwari <i>ROB (Kms 176/8-9)</i>	a				16:59	
			d	12:22	13:09	15:20	17:00	
			s				20:51	
175.86	07.22	Jalna <i>ROB (KM 174/9-175/0)</i> <i>ROB (Kms 173/5-6)</i>	a	12:32	E2 T2 13:20	15:27 12788+	17:08 17650	
			d	12:37	13:22	15:33	20:59 12754+ 17:18 21:03	
			s	12:25	13:10	15:00	20:20	
168.86	11.68	Dinagaon <i>ROB (Kms 161/2-3)</i> <i>ROB (Kms 167/2-3)</i>	a	E3				
			d	12:47	13:29	15:40	21:12 77622+ 17:25 21:18	
			s					
156.96	19.47	Bolda Bridge (Km 160/8-9) Dudna bridge (Kms 157/8-9) Badnapur <i>ROB (Kms 139/1-2)</i>	a	E2	E2			
			d	12:58	13:40	15:51 16004	17:35 17650	
			s			15:57	21:36 21:38	
137.49	14.31	Karmad <i>Sivna Bridge (Km124/8-9)</i> <i>ROB (Kms 135/7-8)</i> <i>ROB (Kms 133/4-5)</i>	a		13:53 17617		E4	
			d	13:10	14:06	16:10	17:50 21:55	
			s				17:20	
123.18	03.74	ROB (Kms 126/3-4) Chikalthan	a	E2 T2	E4	E3 16:25 17650	E2 T8	
			d	13:23	14:20	16:34	18:02 17687 18:19	
			s				22:15 17:30	
119.44	06.29	Mukundawadi (D) <i>ROB (Kms 115/7-8)</i>	a				18:24	
			d				18:25	
			s				17:35	
113.15	12.51	Aurangabad <i>Kham Bridge (Km 111/12-13)</i> <i>ROB (Kms 112/7-8)</i> <i>ROB (Kms 110/5-6)</i>	a	13:36	T3 14:36 16004	E2 16:50	E2 18:38	
			d	13:46	14:50		22:40 18:43	
			s	13:30	14:35		18:20	

PARBHANI - MANMAD

DN

17630	11402	17058	57651	17020	17611	12072	77621	77619	Station Code
NED	BPQ	LPI	NED	HYB	NED	HNL	J	J	
PUNE	CSMT	CSMT	MMR	HSR	CSMT	CSMT	NSL	NSL	
Exp	Exp	Exp	Pass	Exp	Exp	Jan Shatabdi	DEMU	DEMU	
Daily	Daily	Daily	Daily	Sa	Daily	Daily	W, F, Sa, Su	M, Tu, Th	RNE
				Sa					
E5 T2	E3		23:00			E5 T4			
18:35	19:52	21:57	23:01	23:51	01:18	08:05			
			22:40						KODI
		22:06 17001+	23:12		01:27 11401	E3			
18:45	20:02	22:11	23:13	23:59	01:33	08:17			
			22:52						
E4 T3			E2 T4						SVD
19:00			23:29						
17687									
19:08	20:10	22:19	23:30	00:05	01:41	08:28			
			23:05						J
	T4		T3						
19:18	20:22 20706	22:26	23:45 17063	00:12	01:53	08:38 Watering			
19:20	20:33	22:28	23:52	00:14	01:55	08:58	05:50	05:50	
19:00	20:00	22:15	23:45	00:05	01:35	08:40			DIQ
19:28	20:41 12071			00:22 18504+	T2	T2			
19:35	12754+ 20:47	22:35	23:59	00:29	02:05	09:08	06:00	06:00	
19:50	20:57 20706	E1	00:09	T6	02:15 11409		06:12 17629	06:12 17629	BDU
20:05	77622+ 21:03	22:45	00:10	00:50	02:26	09:17	06:18	06:18	
			00:01				06:10	06:10	
	21:17 17205+		00:24 11401		E1 T1		06:33	06:33	KMV
20:18	21:25	22:57	00:33	01:02	02:41	09:29	06:34	06:34	
			00:20				06:20	06:20	
20:28	E1		T3				T3 06:50	T3 06:50	CTH
77622+			00:44						
20:35	21:35	23:07	00:45	01:15	02:50	09:38	06:51	06:51	
			00:30				06:30	06:30	
			00:50 00:51				06:56 06:57	06:56 06:57	MKDD
			00:35				06:34	06:34	
20:49	21:50	E3 T2 23:25	01:02 11409, 17612	T5 01:35	E2 03:05	09:51 12716	T5 07:16	T5 07:16	AWB
20:54	21:55	23:30	02:15	01:40	03:10	10:03	07:18	07:18	
20:25	21:30	23:25	01:55	01:20	02:55	09:35	07:10	07:10	

PARBHANI - MANMAD

DN

Kms From MMR	Inter Distance	Train Number From To Type	12715	17618	17620	17661	17622	
			NED	NED	NED	KCG	TPTY	
			ASR	CSMT	AWB	NSL	AWB	
		Exp	Exp	Exp	Exp	Exp	Exp	
Days of service from the originating station		Daily		Daily	F	Daily	Sa	
Day of entry into section.					F		Su	
100.64	09.24	Daulatabad	a			18:57		
		ROB (Kms 99/9-100/0)	d	14:00	15:03	12754+ 20706		
			s			19:13		
						18:30		
91.40	11.65	Potul	a	E3 T3 14:14 16004			19:22	
			d	14:26	15:09		19:23	
			s				18:40	
79.75	09.74	Lasur	a	T4	E1 15:18		19:32	
		<i>Sivna Bridge(Km 76/6-7)</i>	d	14:40	15:19		19:33	
		ROB (Kms 75/3-4)	s		15:05		19:00	
		<i>Dheklu Bridge (Km 74/4-5)</i>						
70.01	05.12	Karanjgaon	a	E2 T1			19:42	
			d	14:50	15:27		19:43	
			s				19:10	
64.89	12.60	Parsoda	a	T5			E4 T1	
			d	15:00	15:31		19:55	
			s				17001+	
							20:06	
							19:20	
52.29	13.91	Rotegaon	a		15:40		E5	
		ROB (Kms 52/0-1)	d	15:10	15:41		20:22	
		<i>Rotegaon Bridge (Km 51/5-6)</i>	s		15:30		20:23	
							20:15	
38.38	13.96	Tarur	a	E2			T3	
			d	15:22	15:52 17687 16:03		20:39	
			s				20:40	
							20:25	
24.42	09.52	Nagarsol	a	E1 15:35 17687 15:50	E3 16:20		T9 21:05	
			d					
			s					
14.90	14.90	Ankai	a		E1 T4			
		<i>ROB(Km 0/23,7/10-11)</i>	d	16:05	16:35			
			s					
00.00		Manmad Jn	a	via AAK 16:25	16:55			
			d	16:35	17:15			
			s	16:35	17:00			

PARBHANI - MANMAD

DN

17630	11402	17058	57651	17020	17611	12072	77621	77619	Station Code
NED	BPQ	LPI	NED	HYB	NED	HNL	J	J	
PUNE	CSMT	CSMT	MMR	HSR	CSMT	CSMT	NSL	NSL	
Exp	Exp	Exp	Pass	Exp	Exp	Jan Shatabdi	DEMU	DEMU	
Daily	Daily	Daily	Daily	Sa	Daily	Daily	W, F, Sa, Su	M, Tu, Th	
				Sa					DLB
		E2	02:30		E2				
21:08	22:09	23:45	02:31	01:53	03:25	10:16	07:34 16734	07:34 16734	
			02:10				07:41	07:41	
E2	22:16 17063		E3 02:42	E1			E4 07:52	E4 07:52	POZ
21:16	22:24	23:51	02:43	02:00	03:31	10:22	07:53	07:53	
			02:20				07:30	07:30	
	E9 22:44 18504+	00:00	02:54	E2	03:39		08:02 57652	08:02 57652	LSR
21:23	22:55	00:01	02:55	02:10	03:40	10:30	08:08	08:08	
	22:10	23:59	02:30		03:15		07:40	07:40	
			E6 T4 03:15	E2	03:49 17057	E3	08:17	08:17	KAJG
21:30	23:04	00:09	03:16	02:20	03:55	10:40	08:18	08:18	
			02:40				07:50	07:50	
			E2 T7 03:32 17057	E3	E3 T2	E3 T2	E1 08:25	E1 08:25	PSD
21:37	23:10	00:15 11409	03:51	02:28	04:05	10:50	08:26	08:26	
		00:28	02:45				08:00	08:00	
			E2	E3	E3 T5 04:22 17629		08:36	08:36	RGO
21:46	23:24	00:38	04:01	E3	04:22 17629		08:36	08:36	
21:52	23:25	00:39	04:02	02:40	04:29	11:00	08:37	08:37	
	22:50	00:26	03:00		03:45		08:20	08:20	
			03:10				E2 T4 08:55 12716	E2 T4 08:55 12716	TR
			E6 T2	T2	T5 03:10 17057	T2	E1 T9 09:30	E1 T9 09:30	
22:02	23:35	00:50 17612	04:20	02:50	04:39	11:10	09:05	09:05	
		00:56	04:20				08:30	08:30	NSL
			03:10						
			E6 T2	T2	T5 03:10 17057	T2	E1 T9 09:30	E1 T9 09:30	
22:11	23:45	01:15	04:58	03:21	04:48	11:20			ANK
			04:30	03:00					
			T3	T9		T2			
E2	22:22								MMR
22:27	23:57	01:30	05:25	03:45	04:55	11:30			
22:50	00:15	01:50	05:50	via AAK 04:05	05:20	11:50			MMR
22:55	00:35	02:10		04:10	05:25	11:55			
22:45	00:25	01:50		04:10	05:20	11:50			

Experimental stoppage

A 33 (NED)

MANMAD - PARBHANI
UP .

Kms From MMR	Inter Distance	Train Number From To Type	17612	17057	17629	17662	16734	
			CSMT	CSMT	PUNE	NSL	OKHA	
			NED	LPI	NED	KCG	RMM	
Days of service from the originating station				Daily	Daily	Daily	Tu	
Day of entry into section.							W	
00.00	14.90	Manmad Jn. ROB (Km 0/23,7/10-11)	a	23:20	02:15	03:10	05:00	
			d	00:15	02:35	03:15	05:10	
			s	23:25	02:15	03:10	05:05	
14.90	09.52	Ankai	a				via AAK	
			d	00:35	03:10	03:45	06:00	
			s					
24.42	13.96	Nagarsol	a				06:10	
			d	00:43	03:18	04:03	06:15	
			s				05:55	
38.38	13.91	Tarur Rotegaon Bridge (Km 51/5-6) ROB (Kms 52/0-1)	a	E1			05:29	
			d	00:53	03:27	04:17	05:30	
			s				05:25	
52.29	12.60	Rotegaon	a	01:03	03:37		05:42	
			d	01:04	03:38	04:26	05:43	
			s	00:45	03:15		05:40	
64.89	05.12	Parsoda Dhekubridge(Km 74/4-5)	a	E1	E1		05:56	
			d	01:14	03:48	04:34	05:57	
			s				05:50	
70.01	09.74	Karanjgaon ROB (Kms 75/3-4)	a				E1 T4	
			d	01:18	03:52	04:38	06:09	
			s				07:06	
79.75	11.65	Sivna Bridge (Km 76/6-7) Lasur	a	E1 T2			06:21	
			d	01:29	04:00		20705	
			s	01:30	04:01	04:45	06:29	
				01:05	03:40		07:25	
91.40	09.24	Potul ROB (Kms 99/9-100/0)	a	T2	E1	E1	06:38	
			d	01:40	04:10	04:53	17064	
			s				06:44	
100.64	12.51	Daulatabad ROB (Kms 110/5-6) ROB (Kms 112/7-8)	a	E2 T1		E1	06:54	
			d	01:50			06:55	
			s	17020	04:16	05:00	07:38	
				01:56			06:40	

MANMAD - PARBHANI

UP .

57652	12716	17617	12788	17232	16004	17254	17687	12071	Station Code
MMR NED Pass	ASR NED Exp	CSMT NED Exp	NSL NS Exp	NSL MAS Exp	NSL Exp	AWB GNT Exp	MMR DAB Exp	CSMT HNL Jan Shatabdi	
Daily	Daily	Daily	Expt M, Sa	M, Sa	M	Daily	Daily	Daily	
	via AAK		Expt M, Sa	M, Sa					
06:10	07:30 07:40	10:50 10:55					15:00	16:50 16:55	MMR
	07:35	10:45						16:45	
06:35	08:25 17417+ 08:35	11:25 12072 11:50					15:31 15:33	17:20	ANK
							15:20		
06:44	T5						E2 15:45		NSL
06:46	08:49	11:59	12:50	12:50	13:30		15:50	17:27	
06:40							15:35		
06:57 12787 20705	E4							E1	TR
07:06	09:02	12:08	13:01	13:01	13:41		16:00	17:37	
06:55									
07:17 17064 07:23	E4	E3 12:21					16:11		RGO
07:20	09:15	12:22	13:10	13:10	13:50		16:12	17:46	
07:20		12:15					15:50		
07:35 18503+ 07:47	T1	E1					T1		PSD
07:47	09:24	12:32	13:18	13:18	13:58		16:23	17:54	
07:30									
07:53			E1 T1	E1 T1			E1		KAJG
07:54	09:28	12:36	13:24	13:24	14:02		16:30	17:58	
07:40									
E2 08:05		E1 12:45			E4 T2		T2 16:43		LSR
08:06	09:35	12:46	13:31	13:31	14:15		16:44	18:05	
07:55		12:31					16:20		
08:15		E1	13:39 12753	13:39 12753	E1		E3T2	E1	POZ
08:16	09:42	12:55	13:45	13:45	14:23		16:58	18:13	
08:05									
E1 08:26			E3 13:56 12715	E3 13:56 12715					DLB
08:27	09:48	13:01	14:03	14:03	14:30		17:07	18:19	
08:20									

MANMAD - PARBHANI
UP .

Kms From MMR	Inter Distance	Train Number From To Type	17612	17057	17629	17662	16734	
			CSMT	CSMT	PUNE	NSL	OKHA	
			NED	LPI	NED	KCG	RMM	
Days of service from the originating station				Daily	Daily	Daily	Tu	
Day of entry into section.							W	
113.15	06.29	<i>Kham Bridge (Kms 111/12-13) Aurangabad</i>	a	02:10	E1 04:31 17002+	E2 05:15	E3 T2 07:15	
			d	02:15	04:41	05:20	07:20	
			s	01:50	04:20	05:10	07:20	
119.44	03.74	<i>Mukundawadi (D)</i>	a				07:31	
			d				07:32	
			s				07:30	
123.18	14.31	<i>Chikalthan Sivna Bridge (Kms 124/8-9) ROB (Kms 126/3-4)</i>	a			05:35 20705	07:37	
			d	02:28	04:54	05:45	07:38	
			s				08:14	
137.49	19.47	<i>ROB (Kms 133/4-5) ROB (Kms 135/7-8) Karmad</i>	a	02:38 17611		05:56 18503+	07:49	
			d	02:44	05:03	06:02	07:50	
			s				08:24	
156.96	11.68	<i>Badnapur Dudna Bridge (Kms 157/8-9) BoldaBridge (Kms 160/8-9)</i>	a	E3	05:17 20705		08:04	
			d	03:00	05:24	06:15	08:05	
			s				08:36	
168.86	07.22	<i>ROB (Kms 161/2-3) ROB (Kms 167/2-3) Dinagaon</i>	a	E3		E4		
			d	03:12	05:34	06:24	08:20	
			s				08:45	
175.86	09.66	<i>ROB (Kms 174/9-175/0) Jalna</i>	a	T1 03:20	05:41	06:32	E3 08:55 12072	
			d	03:22	05:43	06:34	17688 08:41	
			s	03:10	05:15	06:00	09:05	
185.52	10.04	<i>Sarwari</i>	a	03:30 17002+			E2	
			d	03:37	05:50	06:42	08:51	
			s				09:14	
195.56	11.14	<i>Kodi</i>	a	03:45 12787			09:00	
			d	03:51	05:56	06:48	16733+ 09:06	
			s				09:21	
							09:00	
206.70	06.35	<i>Ranjani</i>	a	04:03 17064			E1	
			d	04:09	06:04	06:56	P 16734 09:42	
			s				09:30	
							09:10	

MANMAD - PARBHANI
UP .

57652	12716	17617	12788	17232	16004	17254	17687	12071	Station Code
MMR NED Pass	ASR NED Exp	CSMT NED Exp	NSL NS Exp	NSL NS Exp	NSL MAS Exp	AWB GNT Exp	MMR DAB Exp	CSMT HNL Jan Shatabdi	
Daily	Daily	Daily	Expt M, Sa	M, Sa	M	Daily	Daily	Daily	
	via AAK		Expt M, Sa	M, Sa					
08:41	10:01 <small>17688, 16733+</small>	E1 <small>12715</small>	E4 T3 <small>17618</small>	E4 T3 <small>14:25</small>	14:45 Watering		E3T3 17:30	E3 18:35	AWB
08:46	10:26	13:39	14:40	14:40	15:00	16:15	18:00	18:40	
08:45	09:45	13:10	14:05	14:05	14:50		17:50	18:30	
08:57						16:26	18:11		MKDD
08:58						16:27	18:12		
08:55						16:21	18:00		
E3 09:06					E2			E1 T3	CTH
09:07	10:39	13:52	14:53	14:53	15:20	16:31	18:16	18:57	
09:05									
E6 09:25 <small>12072 17688</small>		E2			T3	E1		E4	KMV
10:00	10:48	14:03	15:02	15:02	15:35	16:41	18:25	19:10	
09:30									
10:14		E2T2				E1 16:55	18:38		BDU
10:15	11:00	14:19	15:14	15:14	15:54	16:56	18:39	19:22	
09:45						16:46	18:20		
10:25	11:09	14:28	15:23	15:23	16:03	17:05	18:48	19:31	DIQ
10:32	11:16	14:35	15:30	15:30	16:10	17:13	18:56	E1 19:40	J
10:34	11:21	14:37	15:32	15:32	16:12	17:15	18:58	19:45	
10:10	10:40	14:17	15:02	15:02	16:00	17:02	18:42	19:30	
10:42		E1	E1	E1		E1			SVD
10:43	11:29	14:45	15:40	15:40	16:20	17:23	19:05	19:52	
10:20									
10:52						E2			KODI
10:53	11:35	14:52	15:47	15:47	16:27	17:32	19:12	19:59 11402 20:05	
10:30									
11:05 <small>12753</small>	E1					E1 17:43	19:22		RNE
11:14	11:45	15:00	15:56	15:56	16:36	17:44	19:23	20:14	
10:40						17:26	19:05		

MANMAD - PARBHANI

UP .

Kms From MMR	Inter Distance	Train Number From To Type	17612	17057	17629	17662	16734	
			CSMT	CSMT	PUNE	NSL	OKHA	
			NED	LPI	NED	KCG	RMM	
		Type	Exp	Exp	Exp	Exp	Exp	
Days of service from the originating station			Daily	Daily	Daily	Daily	Tu	
Day of entry into section.							W	
213.05	07.82	Paradgaon H ROB (Kms 220/4-5)	a			09:48		
			d			09:49		
220.87	08.86	Partur	s			09:15		
			a	04:20	06:14	07:07	09:56	
			d	04:21	06:15	07:08	09:57	
			s	04:06	05:45	06:40	09:25	
229.73	08.87	Usmanpur	a	04:29 18503+			E3	
			d	04:37	06:22	07:15	10:08	
			s				09:48	
238.60	09.48	Satuna	a				E1 T2	
			d	04:44	06:29	07:21	10:20	
			s				09:58	
248.08	08.92	Selu Kasuma Bridge (Km256/9-10)	a	E5 T1 04:57 11410	E3 06:39	E4 07:32 17688	E2 T2	
			d	05:04	06:40	07:38	10:31 12753	
			s	04:50	06:25	07:00	10:47 10:08	
257.00	05.91	Dhengli Pimpalgaon	a		E4 T2 06:56 12072		10:16	
			d	05:16	07:03	07:47	17253	
			s				10:22	
262.91	09.10	Manwat Road ROB (Kms 263/4-5)	a	05:28	E6 07:16 17688		10:28	
			d	05:29	07:22	07:51	12715	
			s	05:15	06:51		10:33	
272.01	06.12	Devalgaon Avchar	a		E2		E3	
			d	05:36	07:32	07:57	11:21	
			s				10:45	
278.13	12.31	Pergaon ROB (Kms 289/8-9)	a	E2		E2	E1 T1	
			d	05:43	07:37	08:03 16733+	10:55 17618	
			s			08:08 11:40	12715 11:03	
290.44	09.91	Parbhani Jn	a	05:55	07:48	E10 08:30	T5 12:00	
			d	05:57	07:50	08:32	11:17 12:02	
			s	05:47	07:35	07:45	11:30 10:40	

MANMAD - PARBHANI
UP .

57652	12716	17617	12788	17232	16004	17254	17687	12071	Station
MMR NED Pass	ASR NED Exp	CSMT NED Exp	NSL NS Exp	NSL NS Exp	NSL MAS Exp	AWB GNT Exp	MMR DAB Exp	CSMT HNL Jan Shatabdi	Code
Daily	Daily	Daily	Expt M, Sa	M, Sa	M	Daily	Daily	Daily	
	via AAK		Expt M, Sa	M, Sa					
11:20 11:21 10:45									PDG
11:28		T1 15:12			E1	17:55	19:34	20:24	PTU
11:29	11:54	15:13	16:05	16:05	16:46	17:56	19:35	20:25	
11:10		15:00				17:37	19:20	20:05 #	
E2 11:39 12715 11:46	E3 12:03	E1 15:21	E2 16:13	E2 16:13	E1T4 16:57	18:03	19:42	20:32	UPR
11:20									
11:54 17618, P12716	E6 12:15					E3 T3	E2		SCO
12:25	12:15	15:27	16:19	16:19	17:03	18:16	19:51	20:39	
11:30									
12:34	12:22	E3 15:37			E1T3	E1 18:24	19:59	E3 20:49	SELU
12:35	12:23	15:38	16:25	16:25	17:13	18:25	20:00	20:50	
12:15	11:45	15:25				18:06	19:42	20:25 #	
12:46					T2	T2		21:04 17058	DGPP
12:47	12:33	15:49	16:35	16:35	17:25	18:36	20:08	21:11	
12:25									
12:54		15:55			E2T2	18:42 11402	20:19	E4	MVO
12:55	12:42	15:56	16:40	16:40	17:36	18:50	20:20	21:16	
12:35		15:40				18:31	19:55		
E2 13:05			E2	E2	E3	T2			DAV
13:06	12:50	16:03	16:48	16:48	17:45	19:00	20:28	21:22	
12:45									
E2 13:15			E3 T1	E3 T1	T4	19:08 17622	E3 T2 20:40 17058	21:27 57651	PG
13:16	12:57	16:09	16:57	16:57	17:55	19:15	20:51	21:33	
12:55									
13:28	13:10	E2 16:23	17:08	17:08	E1 T2 18:10	E1 19:30	E4T1 21:08	T3 21:48	PBN
13:30	13:15	16:25	17:10	17:10	18:12	20:03	21:10	21:50	
13:10	12:30	16:20	16:32	16:32	18:00	19:30	20:20	21:15	

Experimental stoppage

A 39 (NED)

MANMAD - PARBHANI

UP

Kms From MMR	Inter Distance	Train Number From To Type	17019	12754	20706	77622	77620	17205		
			HSR	NZM	CSMT	NSL	NSL	SNSI		
			HYB	NED	J	J	J	COA		
			Exp	Marathwada Sampark kranti Exp	Vande Bharat	DEMU	DEMU	Exp		
Days of service from the originating station			Tu	W	Ex. W	W, F, Sa, Su	M, Tu, Th	Tu, Th, Su		
Day of entry into section.			W	Th				Tu, Th,		
00.00	14.90	Manmad Jn. <i>ROB (Km 0/23,7/10-11)</i>	a	16:45	17:00	17:30		18:50		
			d	16:50	17:10	17:35		19:00		
			s	16:15	17:05	17:20		18:50		
14.90	09.52	Ankai	a	via AAK	via AAK					
			d	17:30	17:55	18:10		19:20		
			s							
24.42	13.96	Nagarsol	a	17:45				19:28		
			d	17:50	18:03	18:18	18:30	19:33		
			s	17:40				19:25		
38.38	13.91	Tarur <i>Rotegaon Bridge (Km 51/5-6)</i> <i>ROB (Kms 52/0-1)</i>	a	T4			18:42	18:42		
			d	18:05	18:12	18:27	18:43	18:43		
			s				18:40	18:40		
52.29	12.60	Rotegaon	a				18:54	18:54		
			d	18:21	18:21	18:36	18:55	19:54		
			s				18:50	19:45		
64.89	05.12	Parsoda <i>Dhekubridge(Km 74/4-5)</i>	a				19:05	19:05		
			d	18:29	18:29	18:44	19:06	19:06		
			s				19:00	19:00		
70.01	09.74	Karanjgaon <i>ROB (Kms 75/3-4)</i>	a			E2	19:12	19:12		
			d	18:33	18:33	18:50	19:13	19:13		
			s				19:05	19:05		
79.75	11.65	Sivna Bridge (Km 76/6-7) Lasur	a				E2 T2	E2 T2		
			d	18:40	18:40	18:57	19:27	19:27		
			s				17661	17661		
91.40	09.24	Potul <i>ROB (Kms 99/9-100/0)</i>	a				19:35	19:35		
			d	18:47	18:47	19:04	19:44	19:44		
			s				19:20	19:20		
100.64	12.51	Daulatabad <i>ROB (Kms 110/5-6)</i> <i>ROB (Kms 112/7-8)</i>	a	19:00	19:00		E3 T3	E3		
			d	P20706	P20706		20:00	20:00		
			s	19:26	19:26	19:10	20:01	20:33		
							19:30	19:30		

MANMAD - PARBHANI
UP

17001	17207	17621	17063	18504	17418	17619	11401	11409	Station Code
SNSI SC Exp	SNSI MTM Exp	AWB TPTY Exp	MMR KCG Exp	SNSI VSKP Exp	SNSI TPTY Exp	AWB NED Exp	CSMT BPQ Exp	DD NZB Exp	MMR
M, Sa	W	F	Daily	F	W	Su	Daily	Daily	
M, Sa	W			F	W				
18:50 19:00 18:50	18:50 19:00 18:50		20:40	21:20 21:30 21:25	21:20 21:30 21:25		21:35 22:00 21:35	22:55 23:00 22:50	
19:20	19:20		21:10	22:00	22:00		22:25	23:25	
19:28 19:33 19:25	19:28 19:33 19:25		21:22 21:27 21:20	22:08 17630 22:14	22:08 17630 22:14		22:35	E2 T3 23:40 11402 23:50	
19:43	19:43		E2 21:39	22:24	22:24		E2	E1	TR
19:53 19:54 19:45	19:53 19:54 19:45		21:49 21:50 21:40				22:46	00:02	
20:03	20:03		22:00	22:41	22:41		22:56		RGO
20:07	20:07		22:04	22:45	22:45		22:57	00:14	
20:15 20:16 20:05	20:15 20:16 20:05		22:12 22:13 22:01				22:40		PSD
20:24	20:24		22:21	22:59	22:59		23:07 11402 23:13	00:25	
E3 20:33	E3 20:33		E5 22:32				23:18	00:35	KAJG
20:33	20:33		22:32	23:05	23:05		23:26	E5	
20:24	20:24		22:21	22:59	22:59		23:27	00:48	POZ
E3 20:33	E3 20:33		E5 22:32				23:05		
20:24	20:24		22:21	22:59	22:59		23:35	00:55	DLB
20:33	20:33		22:32	23:05	23:05		23:42 17058 23:48	01:01	

MANMAD - PARBHANI

UP .

Kms From MMR	Inter Distance	Train Number From To Type	17019	12754	20706	77622	77620	17205	
			HSR	NZM	CSMT	NSL	NSL	SNSI	
			HYB	NED	J	J	J	COA	
		Marathwada Sampark kranti Exp	Exp	Vande Bharat	DEMU	DEMU	DEMU	Exp	
Days of service from the originating station			Tu	W	Ex. W	W, F, Sa, Su	M, Tu, Th	Tu, Th, Su	
Day of entry into section.			W	Th				Tu, Th,	
113.15	06.29	Kham Bridge (Kms 111/12-13) Aurangabad ROB (Kms 115/7-8)	a	19:41	19:41	19:23	20:15	20:15 E1 20:47	
			d	19:46	19:46	19:28	20:17	20:17 20:52	
			s	19:00	19:00	19:10	19:45	19:45 20:50	
119.44	03.74	Mukundawadi (D)	a				20:27	20:27	
			d				20:28	20:28	
			s				19:50	19:50	
123.18	14.31	Chikalthan Sivna Bridge (Kms 124/8-9) ROB (Kms 126/3-4)	a				20:33	20:33 E7	
			d	20:00	20:00	19:41	20:34	20:34 21:13	
			s				20:00	20:00	
137.49	19.47	ROB (Kms 133/4-5) ROB (Kms 135/7-8) Karmad ROB (Kms 139/1-2)	a	20:10	20:10		20:45	20:45	
			d	17630 20:21	17630 20:21	19:50	20:46	20:46 21:22	
			s				20:10	20:10	
156.96	11.68	Badnapur Dudna Bridge (Kms 157/8-9) BoldaBridge (Kms 160/8-9)	a				21:00	21:00	
			d	20:34	20:34	20:02	21:01	21:01 21:34	
			s				20:30	20:30	
168.86	07.22	ROB (Kms 161/2-3) ROB (Kms 167/2-3) Dinagaon ROB (Kms 173/5-6)	a			E3	E2 T1	E2 T1	
			d	20:44	20:44	20:14	21:15	21:15 21:43	
			s						
175.86	09.66	ROB (Kms 174/9-175/0) Jalna ROB (Kms 176/8-9)	a	E8 21:00	E8 21:00	E6 T3 20:30	E3 T5 21:35	E3 T5 21:35 21:50	
			d	21:02	21:02			21:52	
			s	19:55	19:55			21:45	
185.52	10.04	Sarwari	a						
			d	21:12	21:12			22:00	
			s						
195.56	11.14	Kodi Doodna Bridge (Km202/5-8)	a						
			d	21:20	21:20			22:08	
			s						
206.70	06.35	Ranjani	a						
			d	21:30	21:30			22:16	
			s						

MANMAD - PARBHANI
UP

17001	17207	17621	17063	18504	17418	17619	11401	11409	Station
SNSI SC Exp	SNSI MTM Exp	AWB TPTY Exp	MMR KCG Exp	SNSI VSKP Exp	SNSI TPTY Exp	AWB NED Exp	CSMT BPQ Exp	DD NZB Exp	Code
M, Sa	W	F	Daily	F	W	Su	Daily	Daily	
M, Sa	W			F	W				
E1 20:47	E1 20:47		22:45	E2 23:20 17058	E2 23:20 17058		00:03	01:15 17020	AWB
20:52	20:52	20:50	22:50	23:28	23:28	23:30	00:08	01:38	
20:50	20:50		22:45	23:15	23:15		23:45	00:50	
									MKDD
E7 21:13	E7 21:13	E5 T3 21:13	23:04 17058	E3 23:44	E3 23:44	23:44	00:21	01:56	CTH
			23:10						
									KMV
21:22	21:22	21:22	23:20	23:53	23:53	23:53	00:30	02:08	
21:34	21:34	21:34	23:32	00:06 57651 00:13	00:06 57651 00:13	00:06 57651 00:13	00:45 17020 00:53	02:22 02:23 01:46	BDU
									DIQ
21:43	21:43	21:43	23:41	00:25	00:25	00:25	01:03	02:33	
21:50	21:50	21:50	23:48	00:32	00:32	00:32	01:10	02:40	J
21:52	21:52	21:52	23:50	00:34	00:34	00:34	01:12	02:42	
21:45	21:45	21:45	23:47	00:10	00:10	00:10	00:50	02:15	
									SVD
22:00	22:00	22:00	23:58 17020 00:08	00:41	00:41	00:41	01:22	02:50	
22:08	22:08	22:08	T1 00:17	00:47	00:47	00:47	01:30	02:57	KODI
22:16	22:16	22:16	00:25	00:55	00:55	00:55	01:39	03:07 17002+ 03:38	RNE

MANMAD - PARBHANI
UP .

Kms From MMR	Inter Distance	Train Number From To Type	17019	12754	20706	77622	77620	17205		
			HSR	NZM	CSMT	NSL	NSL	SNSI		
			HYB	NED	J	J	J	COA		
			Exp	Marathwada Sampark kranti Exp	Vande Bharat	DEMU	DEMU	Exp		
Days of service from the originating station			Tu	W	Ex. W	W, F, Sa, Su	M, Tu, Th	Tu, Th, Su		
Day of entry into section.			W	Th				Tu, Th,		
213.05	07.82	<i>Paradgaon H</i> ROB (Kms 220/4-5)	a							
			s							
220.87	08.86	Partur	a	T2 21:42 17058	T2 21:42 17058			22:26		
			d	21:49	21:49			22:27		
			s					22:21		
229.73	08.87	Usmanpur	a							
			d	21:56	21:56			22:34		
			s							
238.60	09.48	Satuna	a							
			d	22:02	22:02			22:40		
			s							
248.08	08.92	<i>Selu</i> <i>Kasuma Bridge (Km256/9-10)</i>	a	E3	E3			22:47		
			d	22:11	22:11			22:48		
			s					22:41		
257.00	05.91	Dhengli Pimpalgaon	a							
			d	22:20	22:20			22:56		
			s							
262.91	09.10	<i>Manwat Road</i> ROB (Kms 263/4-5)	a	E4	E4			23:02		
			d	22:28	22:28			17020		
			s					23:08		
								22:55		
272.01	06.12	Devalgaon Avchar	a	E3	E3					
			d	22:38	22:38			23:15		
			s							
278.13	12.31	<i>Pergaon</i> ROB (Kms 289/8-9)	a	22:44 17020	22:44 17020			23:22 17611		
			d	22:54	22:54			23:30		
			s							
290.44	09.91	<i>Parbhani Jn</i>	a	23:06	23:06			E7 T1		
			d	23:08	23:08			23:50		
			s	22:50	22:30			00:15		
								00:05		

MANMAD - PARBHANI
UP

17001	17207	17621	17063	18504	17418	17619	11401	11409	Station
SNSI SC Exp	SNSI MTM Exp	AWB TPTY Exp	MMR KCG Exp	SNSI VSKP Exp	SNSI TPTY Exp	AWB NED Exp	CSMT BPQ Exp	DD NZB Exp	Code
M, Sa	W	F	Daily	F	W	Su	Daily	Daily	
M, Sa	W			F	W				
22:26	22:26	22:26	E1	E1	E1		01:54	03:53	PTU
22:27	22:27	22:27	00:35	01:05	01:05	01:05	01:55	03:54	
22:21	22:21	22:21					01:30	02:50	
22:34	22:34	22:34	E2	E4	E4	E4	T3	T8	UPR
			00:44	01:15	01:15	01:15	02:06	04:10	
22:40	22:40	22:40	00:50	01:21	01:21	01:21	02:16	E2 T2 04:20 17417+ 04:31	
22:47	22:47	22:47	E5	E2 T1	E2 T1	E1 T2	E6 02:30 17002+ 02:43	04:39	SELU
22:48	22:48	22:48	01:01	01:32	01:32	01:32	04:40		
22:41	22:41	22:41					02:05	03:30	
22:56	22:56	22:56	01:11	01:43	01:43	01:43	02:54 12787 03:00	04:49	DGPP
23:02 17020 23:08	23:02 17020 23:08	23:02 17020 23:08	T5	E3	E3	E3	03:07 17064 03:14	04:57	
22:55	22:55	22:55							
23:15	23:15	23:15	01:30	01:57	01:57	01:57	03:21	05:08	DAV
23:22 17611 23:30	23:22 17611 23:30	23:22 17611 23:30	E3 T2	E3 02:07 17002+ 02:14	E3 02:07 17002+ 02:14	E3 02:07 17002+ 02:14	E1 T2	E3 05:20	
E7 T1 23:50 00:15	E7 T1 23:50 00:15	E6 T2 01:55 01:57	T2 02:27 02:29	02:27 02:29	02:27 02:29	02:27 02:29	03:40 03:42	05:35 05:37	PBN
00:05	00:05	00:05	01:40	02:10	02:10	02:10	03:25	04:40	

PARLI VAIJNATH-PARBHANI- PARLI VAIJNATH

SECTIONAL INFORMATION

Total kilometres	Traction	AXLE LOAD				
63.61	Electric	20.55 Ton				
SYSTEM OF WORKING	Critical Block Section	Details of Line Capacity				
Absolute Block System (Single Line)	GNH-PRLI	Section	Charted Capacity	Effective Capacity	Utilisation	% of Utilisation
Number of stations	Engineering Allowance	PBN-PRLI	36	32	32.4	101%
Block Halts	4 Minutes	List of Notice Stations PBN For originating trains PRLI				
4 3						

RULING GRADIENT

Section	Length in Kms.	Single /Double	Ruling Gradient			
			UP gradient (Raising)	Length in Kms.	DN gradient (Falling)	Length in Kms.
PRLI-PBN	63.61	Single	1 in 100	0.305	1 in 100	0.055

LIST OF IMPORTANT BRIDGE

S. No	Section	Kilometer	Bridge No.	Name
1.	PBN – PRLI	298/3 – 297/9	28	Godavari

INTER SECTIONAL RUNNING TIME

Exp/Pass	Stations	Exp/Pass
..	Parli Vaijnath	7
7	Ukhali H	3
3	Vadgaon nila	12
12	Gangakher	17
17	Dhondi H	3
3	Pokarni Narasimha	4
4	Sangannapur H	10
10	Parbhani Jn.	..
56 Mins	Total	56 Mins

Note: The running time excludes AC/DC timings.

NOTE

PARLI VAIJNATH-PARBHANI

UP

Kms From VKB	Inter Distance	Train Number	17206	17002	17208	11404	77615	17613	17253	11405	
			From	SC	MTM	KOP	PRLI	PNVL	GNT	PUNE	
		Type	EXP	EXP	EXP	EXP	PASS	NED	AWB	AMI	
		Days of service from originating stn	M, W, Sa	Su, F	Tu	M, F	Daily	Daily	Daily	EXP	
		Day of entry into section.	M, W, Sa	Su, F	Tu	Tu, Sa				Sa, M	
267.77	11.10l	Parli Vaijnath (B)	a	23:35	23:35	23:35	00:45		05:45	06:55	08:00
			d	23:55	23:55	23:55	01:05	04:30	06:05	07:15	08:20
			s	23:40	23:40	23:40	00:50		05:50	07:10	08:15
278.87	04.36l	Ukhali H	a					04:39			
			d					04:40			
			s					04:37			
283.23	14.15l	Wadgaon Nilla (B)	a	E4 T6	E4 T6	E4 T6	E1	E2	E2	E2	08:40
			d	00:24	00:24	00:24	01:20	04:48	06:20	07:31	16594
			s					04:46			08:53
297.38	12.90l	ROB (Kms 296/9-297/0) Gangakher (B) Godavari Bridge (Kms.297/9-298/3)	a						E1	T1	E2 T3
			d	00:55	00:55	00:55	01:44	05:04	06:34	07:50	09:15
			s					05:00	06:16	08:30	16594 17648
310.28	03.97l	Dhondi H	a					05:23			
			d					05:24			
			s					05:08			
314.25	06.58l	Pokarni Narasimha (B)	a				E1 T1		E1	E2 T1	
			d	01:16	01:16	01:16	02:06	05:30	06:57	08:55	09:46
			s					05:25			
320.83	10.55l	Sangannapur H	a					05:36			
			d					05:37			
			s					05:29			
331.38		Parbhani Jn (B)	a	T3	T3	T3	E2 T3	E2 T8		T8	E2 T2
			d	01:35	01:35	01:35	02:38	06:11	07:13	09:20	10:08
			s	02:00	02:00	02:00	02:43	06:13	07:15	09:50	10:10
				01:45	01:45	01:45	02:20	06:00	06:52	09:30	09:35

PARLI VAIJNATH-PARBHANI

UP

Kms From VKB	Inter Distance	Train Number From To Type	57655	11414	17622	11045	17647	16593	57658	Station
			PRLI	PVR	TPTY	KOP	HYB	SBC	PRLI	Code
			AK	NZB	AWB	DHN	PAU	NED	PAU	
			PASS	EXP	EXP	EXP	EXP	EXP	PASS	
		Days of service from originating stn	Daily	Daily	Sa	Fri	Daily	Daily	Daily	
		Day of entry into section.			Su	Fri				
267.77	11.10l	Parli Vaijnath (B)	a	13:15	13:50	16:40	16:40	17:00	18:30	PRLI
			d		14:05	17:00	17:00	17:50	18:50	
			s		13:45	16:40	16:40	17:10	18:40	
278.87	04.36l	Ukhali H	a	13:24	14:14					20:40
			d	13:25	14:15					20:41
			s	13:22	13:52					20:37
283.23	14.15l	Wadgaon Nilla (B)	a	13:30	14:24	E3T1	E3T1	E2	E4T2	WDN
			d	13:31	14:25	17:18	17:18	18:10	19:12	
			s	13:25	14:05			17:25		
297.38	12.90l	ROB (Kms 296/9-297/0) Gangakher (B) Godavari Bridge (Kms.297/9-298/3)	a	13:46	14:44	17:39		E2 T2		GNH
			d	13:47	14:45	17:40	17:40	18:30	19:29	
			s	13:41	14:25	17:10		11413		
310.28	03.97l	Dhondi H	a	14:07	15:04					21:37
			d	14:08	15:05					21:38
			s	13:45	14:35					21:10
314.25	06.58l	Pokarni Narasimha (B)	a	14:13	E4 T2 15:17	18:06 11413	18:06 11413	19:02	19:55 17614 17650	PKNS
			d	14:14	15:18	18:13	18:13	19:03	20:27	
			s	14:10	14:45			18:10		
320.83	10.55l	Sangannapur H	a	14:20	15:24					22:11
			d	14:21	15:25					22:12
			s	14:15	14:50					21:30
331.38		Parbhani Jn (B)	a	E4 T4 14:48	15:48	E1 18:35	E1 18:35	19:25	20:43	PBN
			d	14:50	15:50	19:00	18:37	19:27	21:25	
			s	14:30	15:30	18:40	18:12	19:20	20:30	
										22:00

PARBHANI-PARLI VAIJNATH

DN

Kms From VKB	Inter Distance	Train Number From To Type	17621	17205	17001	17207	11403	11406	16594	17648	
			AWB	SNSI	SNSI	SNSI	NGP	AMI	NED	PAU	
			TPTY	COA	SC	MTM	KOP	PUNE	SBC	HYB	
		Days of service from originating stn	Fri	Tu,Th Su	M, Sa	Wed	Tu, Sa	M, Sa	Daily	Daily	
		Day of entry into section.	Sat	W, F, M	Tu, Su	Thu	W, Su	Tu, Su			
331.38	10.55	Parbhani Jn (B)	a	23:50	23:50	23:50	23:50	00:10	03:15	07:48	08:18
			d	00:15	00:15	00:15	00:15	00:35	03:17	07:50	08:25
			s	00:05	00:05	00:05	00:05	00:15	02:35	07:35	08:10
320.83	06.58	Sangannapur H	a								
			d								
			s								
314.25	03.97	Pokarni Narasimha (B)	a					E1	T6		E1T1
			d	00:31	00:31	00:31	00:31	00:55			08:45
			s					17206+	03:42	08:05	17649
											08:59
											08:25
310.28	12.90	Dhondi H Godavari (Kms. 298/3-297/9)	a								
			d								
			s								
297.38	14.15	Gangakher (B) ROB (Kms 296/9-297/0)	a	00:52	00:52	00:52	00:52	01:41	T5	08:26	09:21
			d	17208+	17208+	17208+	17208+	11404			
			s	00:58	00:58	00:58	00:58	01:47	04:10	08:27	09:22
				00:50						08:10	09:00
283.23	04.36	Wadgaon Nilla (B)	a	E2	E2	E2	E2	E3 T2	E2	E3	
			01:15	01:15	01:15	01:15	01:15		04:35		09:39
			11404	11404	11404	11404	11404		77615		
			01:23	01:23	01:23	01:23	01:23	02:05	04:52	08:50	09:40
											09:10
278.87	11.10	Ukhali H	a								
			d								
			s								
267.77		Parli Vaijnath (B)	a	E2 T6	E2 T6	E2 T6	E2 T6	T3	E2 T8	E1 T9	E3 T3
			01:50	01:50	01:50	01:50	01:50	02:20	05:20	09:15	10:20
			02:10	02:10	02:10	02:10	02:10	02:45	05:50	09:35	10:40
			s	01:55	01:55	01:55	01:55	02:30	05:30	09:20	10:30

PARBHANI-PARLI VAIJNATH

DN

Kms From VKB	Inter Distance	Train Number From To Type	57654	57657	11413	17614	17254	77614	11046	Station		
			ADB	PAU	NZB	NED	AWB	AK	DHN	Code		
			PRLI	PRLI	PVR	PNVL	GNT	PRLI	KOP			
			PASS	PASS	EXP	EXP	PASS	PASS	Exp			
Days of service from originating stn			Daily	Daily	Daily	Daily	Daily	Daily	M			
Day of entry into section.									Tu			
331.38	10.55	Parbhani Jn (B)	a	10:21	15:55	17:38	19:42	19:30 P 17614	20:15 16593	23:35		
			d	10:23	15:57	17:40	19:44	20:03	20:46	23:37		
			s	10:00	15:40	17:10	19:20	19:30	20:15	22:40		
320.83	06.58	Sangannapur H	a	10:35	16:09	18:03			20:58			
			d	10:36	16:10	18:04			20:59			
			s	10:05	15:45	17:20			20:20			
314.25	03.97	Pokarni Narasimha (B)	a	10:43	16:16	18:10			21:07			
			d	10:44	16:17	18:11	20:00	20:24	21:08	23:53		
			s	10:20	15:50	17:25			20:30			
310.28	12.90	Dhondi H Godavari (Kms. 298/3-297/9)	a	10:49	16:22	18:16			21:13			
			d	10:50	16:23	18:17			21:14			
			s	10:25	15:55	17:30			20:35			
297.38	14.15	Gangakher (B) ROB (Kms 296/9-297/0)	a	11:09	16:49	18:37	20:21	20:52 57658	21:34			
			d	11:10	16:50	18:38	20:22	20:53	21:40	00:13		
			s	10:40	16:05	18:00	19:55	20:11	21:15			
283.23	04.36	Wadgaon Nilla (B)	a	E4 11:34	E4 17:12	E4 19:00	E4 T6		E1 21:55	E2 T2		
			d	11:35	17:23	19:15	20:50	21:18	21:56	00:30		
			s	10:52	16:30	18:47			21:25			
278.87	11.10	Ukhali H	a	11:40	17:28	19:20			22:01			
			d	11:41	17:29	19:21			22:02			
			s	10:55	16:35	18:51			21:30			
267.77		Parli Vaijnath (B)	a	T8 12:00	T3 17:45	T25 20:00	T10 21:15	E4 T8 21:45	E3 T5 22:25	E2 T2 01:00		
			d			20:20 21:35		22:05		01:20		
			s			19:40	21:05	21:50		01:00		

MUDKHED-ADILABAD-PIMPALKUTTI

SECTIONAL INFORMATION

Total Kilometers	Traction	AXLE LOAD					
182.95 KMS	Electric	20.55 Ton					
SYSTEM OF WORKING	Critical Block Section	Details of Line Capacity					
Absolute block System (Single Line)	KSAE-ABX MUE-BOKR BHBK-DHNR	Section	Charted Capacity	Effective Capacity	Utilisation	% of Utilization	
		MUE-ADB	36	32	18.2	57 %	
		ADB-PMKT	24	22	4.8	22 %	
Number of stations	Engineering Allowance	List of Notice Stations					
		ADB					
Block	15 (Incl. MUE)	12 Minutes					
Halts	9						

RULING GRADIENT

Section	Length in Kms.	Single / Double	Ruling Gradient			
			UP gradient (Raising)	Length in Kms.	DN gradient (Falling)	Length in Kms.
MUE-ADB	181.975	Single	1 in 80	2.140	1 in 80	1.100

LIST OF IMPORTANT BRIDGES

Sl. No	Section	Kilometre	Bridge No.	Name
1.	MUE-ADB	98/0 - 3	110	Nagadhanala
2.	ADB-PMKT	178/6-179/1	228	Penganga

INTER SECTIONAL RUNNING TIME

Exp/Pass	STATIONS	Exp/Pass
..	Pimpalkutti	14
14	Adilabad	08
08	Umram	04
04	Talamadugu H	05
05	Kosai	11
11	Ambari	06
06	Kinwat	05
05	Madanapur H	06
06	Bodhadi Bujrug	10
10	Dhanora	06
06	Mahimba H	05
05	Sahasrakund	04
04	Jirona H	06
06	Himayatnagar	03
03	Khadki Bazar H	04
04	Julagaon H	03
03	Parwakhurd H	04
04	Hadgaon Road	06
06	Devthana H	03
03	Therban	06
06	Bhokar	05
05	Bimbari	03
03	Jambhali H	07
07	Mudkhed Jn.	..
134 Mins	Total	134 Mins

Note: The running time excludes AC/DC timings.

MUDKHED-PIMPALKUTTI

UP

Kms Ex.MUE	Inter Distance	Train Number From To Type	17405	11401	77615	17610	17410	12767	57653	11045	Station Code
			TPTY	CSMT	PRLI	PAU	NED	NED	PAU	KOP	
			ADB	BPQ	ADB	PNBE	ADB	SRC	ADB	DHN	
		Days of service from the originating station	Daily	Daily	Daily	Thu	Daily	Mon	Daily	Fri	
		Day of entry into section.				Thu		Mon		Fri	
00.00		Mudkhed Jn. (B)	a 02:30	05:58	08:30		15:37	16:18	20:03		MUE
			d 03:00	06:00	08:32	15:20	15:39	16:20	20:05	21:20	
			s 02:40	05:50	08:20		15:30	16:01	19:40		
09.63	09.63	Jambhali H.	a			08:41				20:14	JMBL
			d			08:42				20:15	
			s			08:27				19:45	
14.12	04.49	Bimbari (B).	a E2 T1	T3	08:49		E1 15:52 11402	E1	T3 20:25		BMBE
		ROB (Kms 20/3-4)	d 03:15	06:15	08:50	15:33	15:58	16:34	20:26	21:32	
			s		08:30				19:55		
21.14	07.02	Bhokar (B)	a T3 03:24	06:22 57654	08:57	E2 T3	16:05		20:33		BOKR
		ROB (Kms 21/9-22/0)	d 03:25	06:28	08:58	15:45	16:06	16:39	20:34	21:40	
			s 03:05	06:10	08:35		15:50		20:00		
29.63	08.49	Therban (B)	a			E4 09:06				20:42	TBU
			d 03:32	06:36	09:07	15:55	16:13	16:45	20:43	21:50	
			s		08:42				20:12		
31.88	02.25	Devthana H.	a			09:12				20:48	DVN
			d			09:13				20:49	
			s			08:45				20:15	
39.10	07.22	Hadgaon Road (B)	a		T2 03:42	09:23 06:47	16:25		E3 21:02	E2 T2 22:05	HDGR
			d		09:24	16:04	16:26	16:59	21:03		
			s		09:00		16:11		20:28		
45.65	06.55	Parwakhurd H	a			09:30 09:31				21:09 21:10	PRWA
			d			09:04				20:32	
			s								
48.60	02.95	Julagaon Deccan H	a			09:36 09:37				21:15 21:16	JLG
			d			09:07				20:35	
			s								
53.55	04.95	Khadki Bazar H	a			09:43 09:44				21:22 21:23	KDBR
			d			09:11				20:39	
			s								
57.37	03.82	Himayatnagar (B)	a E5 T5 04:17	E4 07:09	09:50	16:19	16:49	17:27	21:29	22:30 17406 22:49	HEM
			d 04:18	07:10	09:51	16:20	16:50	17:28	21:30		
			s 03:55	06:55	09:25	16:11	16:40	17:10	21:00		
66.26	08.89	Jirona H.	a			09:59 10:00				21:38 21:39	JXN
			d			09:31				21:06	
			s								

MUDKHED-PIMPALKUTTI

UP

Kms Ex.MUE	Inter Distance	Train Number From To Type	17405	11401	77615	17610	17410	12767	57653	11045	Station Code		
			TPTY	CSMT	PRLI	PAU	NED	NED	PAU	KOP			
			ADB	BPQ	ADB	PNBE	ADB	SRC	ADB	DHN			
		Days of service from the originating station	Daily	Daily	Daily	Thu	Daily	Mon	Daily	Fri			
		Day of entry into section.				Thu		Mon		Fri			
72.41	06.15	Sahasrakund (B)	a d s	E1 T2 04:34 04:35 04:10	T2 07:24 07:25 07:10	E6 10:18 10:19 09:45	16:32 16:33 16:26	17:03 77616 17:11	E5 17:45	21:46 21:47 21:14	E2 T2 23:05	SHSK	
79.60	07.19	Mahimba H.	a d s			10:26 10:27 09:50				21:54 21:55 21:20		MHMB	
87.84	08.24	Dhanora Deccan (B)	a d s	04:48 57654 04:59	T3 07:40	E1 10:36 10:37	16:45	17:23	18:05	E2 22:05 17406 22:19	T3 23:20	DHNR	
102.22	14.38	Nagadha Nala(Km98/0-3) Bodhadi Bujrug (B)	a d s	05:15 05:16 04:50	T5 07:57 07:58 07:30	E1 10:53 10:54 10:15	E5 T2 17:43 16:56 17:30	17:44 18:25	E2 22:34 22:35	E2 23:35		BHBK	
110.50	08.28	Madanapur H.	a d s			11:02 11:03 10:21				22:43 22:44 22:00		MDPJ	
116.74	06.24	Kinwat (B)	a d s	05:29 05:30 05:10	T2 08:13 08:14 07:45	E1 11:10 11:11 10:45	E1 T1 17:09 17:10 16:51	17:59 18:00 17:45	E3 T7 18:47 18:48	E2 T2 23:04 23:05		KNVT	
124.79	08.05	Ambari (B)	a d s		E1 08:31 17409 05:38	T8 11:30 11:31 10:50			E4 T4 19:03	23:14 23:15		ABX	
139.39	14.60	Kosai (B)	a d s		E1 05:50	T4 11:51 11:52 11:15	E1 17:30 11046 17:38	E1 T7 18:35 19:20	23:28 23:29	E2 T2 00:20		KSAE	
146.15	06.76	Talamadugu (H)	a d s			11:59 12:00 11:20				23:36 23:37 23:05		TLMG	
151.18	05.03	Umram (B)	a d s		E2 T3 06:01	E3 T5 12:15 12:16 11:34	E3 17:52 18:45	E1 19:32	E2 23:43 23:44			UMM	
161.95	10.77	ROB (Kms 158/4-5) Adilabad (B) ROB (Kms 165/8-9)	a d s		T2 06:15	E6 09:25 09:35 09:00	T13 18:20 18:30 18:20	18:55	19:45 19:55 19:40	23:55	00:45 00:55 00:10		ADB
182.95	21.00	ROB (Kms 181/8-9) Pimpalkutti (B)	a d s			10:00 10:02 09:30		19:25		20:28 20:30 20:00	01:31 01:33 00:40		PMKT

PIMPALKUTTI-MUDKHED

DN .

Kms Ex.MUE	Inter Distance	Train Number From To Type	57654	17409	17609	11402	12768	77616	11046	17406	Station Code
			ADB PRLI Pass	ADB NED EXP	PNBE PAU EXP	BPQ CSMT EXP	SRC NED EXP	ADB PAU Pass	DHN KOP EXP	ADB TPTY EXP	
			Days of service from originating station		Daily	Daily	Sat	Daily	Wed	Daily	
182.95		Pimpalkutti (B) ROB (Kms 181/8-9)	a d			10:05	12:28 12:30 13:22	13:20		16:30	PMKT
			s				12:00	13:10			
161.95	21.00	ROB (Kms 165/8-9) Adilabad (B) ROB (Kms 158/4-5)	a d	03:30	08:00	10:25 10:35	12:55 13:05	13:45 13:55	15:15	T9 17:00 17:10	ADB
			s			10:00	12:40	13:35		21:05	
			a d s	T3 03:45 03:45	08:11	10:50	13:19	14:06	15:28	17:23 21:15	
151.18	10.77	Umram (B)	a d s		E3 T2 08:11	E2			15:27		UMM
									15:25		
			a d s	03:51 03:52 03:45					15:34 15:35 15:32		
146.15	05.03	Talamadugu (H)	a d s	03:51 03:52 03:45							TLMG
			a d s	03:59 04:00 03:50	E1 08:21	E5	E5 T3	E1 T1	E1 15:43		
						11:07	13:38	14:20	15:44	17:34 21:24	
139.39	06.76	Kosai (B)	a d s	04:00 04:00 04:00	E2 T1 08:35	11:20 11:33			15:57		KSAE
						13:50	13:50	14:32	15:58	17:45 21:35	
									15:50		
124.79	14.60	Ambari (B)	a d s	04:13 04:14 04:00	E1 T2 08:45	11:41	13:58	E5 14:45	16:06	E1 17:55 17410	ABX
						11:20 11:33			15:57		
								14:32	15:58	17:45 21:35	
116.74	08.05	Kinwat (B)	a d s	04:22 04:23 04:10	E1 T2 08:46 08:40	11:42	13:59	14:46	16:07	E1 17:55 17410	KNVT
						11:42 10:35	13:20	14:15	16:00	18:03 21:44	
									16:00	17:05 21:35	
110.50	06.24	Madanapur H.	a d s	04:30 04:31 04:17					16:14 16:15		MDPJ
									16:07		
102.22	08.28	Bodhadi Bujrug (B) Nagadha Nala(Km98/0-3)	a d s	04:39 04:40 04:30	E1 09:00 09:01		14:12		16:23	E3 18:21 12767	BHBK
						11:53	14:13	14:59	16:24	18:28 22:01	
							13:30		16:15	22:01 21:46	
87.84	14.38	Dhanora Deccan (B)	a d s	04:56 04:57 04:49			E3 T3		E2 16:40 17610		DHNR
									16:48	18:40 22:16	
									16:34		
79.60	08.24	Mahimba H.	a d s	05:05 05:06 04:52					16:56 16:57		MHMB
									16:40		
72.41	07.19	Sahasrakund (B)	a d s	05:13 05:14 05:06	E2 T2 09:32 09:33	12:15	14:45	E2 T2	E2 17:07	T3 18:55	SHSK
						12:16	14:46	15:25	17:08	22:32 22:33	
						11:15	14:10		16:56		
66.26	06.15	Jirona H.	a d s	05:20 05:21 05:10					17:14 17:15		JXN
									17:02		

PIMPALKUTTI-MUDKHED

DN .

Kms Ex.MUE	Inter Distance	Train Number From To Type	57654	17409	17609	11402	12768	77616	11046	17406	Station Code	
			ADB PRLI Pass	ADB NED EXP	PNBE PAU EXP	BPQ CSMT EXP	SRC NED EXP	ADB PAU Pass	DHN KOP EXP	ADB TPTY EXP		
			Days of service from originating station		Daily	Daily	Sat	Daily	Wed	Daily		
Day of entry into section.						Sun		Thu		Tue		
57.37	08.89	Himayatnagar (B)	a 05:30	09:46	12:29	15:00	15:39	E1	17:24	E2	22:46	HEM
			d 05:31	77615 09:53	12:30	15:01	15:40	12767	17:30	19:10	22:47	
			s 05:22	09:40	11:30	14:25	15:00	17:15			22:35	
53.55	03.82	Khadki Bazar H	a 05:36					17:35				KDBR
			d 05:37					17:36				
			s 05:30					17:20				
48.60	04.95	Julagaon Deccan H	a 05:43					17:42				JLG
			d 05:44					17:43				
			s 05:35					17:25				
45.65	02.95	Parwakhurd H	a 05:49					17:48				PRWA
			d 05:50					17:49				
			s 05:40					17:30				
39.10	06.55	Hadgaon Road.(B)	a 05:59	10:12	E2		16:00	T2	E3 T5	T9		HDGR
			d 06:00	10:13	12:52	15:20	17610 16:28	17:58	19:35	23:15		
			s 05:48	10:00				17:45				
31.88	07.22	Devthana H.	a 06:08					18:07				DVN
			d 06:09					18:08				
			s 05:53					17:50				
29.63	02.25	Therban (B) ROB (Kms 21/9-22/0)	a 06:16				16:40	T1	T4			TBU
			d 06:17	10:25	13:03	15:30	12767 16:48	18:15	19:50	23:26		
			s 06:04					18:00				
21.14	08.49	Bhokar (B) ROB (Kms 20/3-4)	a 06:25	10:39		T2		18:24	T3	23:34		BOKR
			d 06:26	10:40	13:20	15:48	17610 17:10	18:25	20:00	23:35		
			s 06:15	10:25		15:10		18:10		23:11		
14.12	07.02	Bimbari (B).	a E6 T3		T8		T5	E1	E3	E3 T3		BMBE
			06:44					18:33	20:10			
			d 06:45	10:55	13:35	15:55	17:25	18:34	57653 20:30	23:50		
09.63	04.49	Jambhali H.	s 06:21					18:20				
			a 06:50					18:39				JMLB
			d 06:51					18:40				
			s 06:30					18:25				
00.00	09.63	Mudkhed Jn. (B)	a E4 T9	E3 T7	E2	E2 T7	E3 T1	E4 T4	T5	T9		MUE
			07:22	11:18		16:16	17:53	18:58		00:18		
			d 07:24	11:20	13:52	16:18	17:55	19:00	20:50	00:48		
				s 07:10	11:00		15:45	17:25	18:40		00:25	

PURNA-AKOLA- PURNA

SECTIONAL INFORMATION

Total Kilometers		TRACTION	AXLE LOAD				
209.22 Kms		Electric	20.55 Ton				
SYSTEM OF WORKING		Critical Block Section	Details of Line Capacity				
PAU-AK: Absolute Block System (Single Line)		SIF-CWI	Section	Charted Capacity	Effective Capacity	Utilisation	% of Utilization
Number of stations		Engineering Allowances	PAU-AK	48	43	24	56%
Block	21 (Inclu. PAU)	13 Minutes	<u>List of Notice Stations</u>				
Halts	03		PURNA & AKOLA				

Ruling Gradient

Section	Length in Kms.	Single/ Double	Ruling Gradient			
			UP gradient (Raising)	Length in Kms.	DN gradient (Falling)	Length in Kms.
PAU-AK	204.537	Single	1 in 100	0.254	1 in 100	0.980

LIST OF IMPORTANT BRIDGES

S. No.	Section	Kilometre	Bridge No.	Name
1	HNL - DNE	875/6-8	875/1	Khayadu
2	KKG - KNRG	840/0-3	840/1	Penganga
3	WHM - KKG	830/1-3	830/1	Chandrabhaga
4	AMW-JUK	787/7-8	787/2	Katepurna
5	SVW - BSQ	758/3-4	758/1	Indrupa

INTER SECTIONAL RUNNING TIME

Exp/Pass	STATIONS	Exp/Pass
..	Akola Jn.	09
09	Sivni Shivapur	08
08	Barsi Takli	08
08	Lohagad	08
08	Amanwadi	08
08	Jaulka	08
08	Kataroad	07
07	Washim	08
08	Kekatumar	09
09	Kanhargaon Naka	07
07	Malselu	07
07	Navalgaon	06
06	Hingoli Deccan	06
06	Dhamni	05
05	Kanjara H	03
03	Nandapur	05
05	Bolda	03
03	Pangar Shinde H	03
03	Sirli	05
05	Junona H	04
04	Chondi	07
07	Basmat	09
09	Marsul	11
11	Purna Jn.	..
154 Mins	Total	154 Mins

Note: The running time excludes AC/DC timings.

PURNA - AKOLA

UP

Distance from CSMT via KNW in Kms	Interdistance in Kms	Train Number From To Type	12720	07020*	11404	19714	07053*	77613	22723	12765	11405		
			HYB	HYB	KOP	KRNT	KCG	PAU	NED	TPTY	PUNE		
			JP	JP	NGP	JP	BKN	AK	SGNR	AMI	AMI		
			EXP	Spl	EXP	EXP	Spl	PASS	EXP	EXP	EXP		
Days of service from originating station			M, W	F	M, F	M	Sa	Daily	Th	Tu, Sa	F, Su		
Day of entry into section			Tu, Th	Sa	Tu, Sa	Tu	Su		Th	W, Su	Sa, M		
950.40	09.88	Purna Jn (B) ROB (Kms 948/5-6)	a	02:15	02:15	03:33	04:10	05:20		07:30	09:35	10:50	
			d	02:50	02:50	03:43	04:45	05:55	07:00	08:05	10:05	11:07	
			s	02:20	02:20	03:00	04:15	05:00		07:45	09:40	10:25	
940.52	12.58	Marsul (B) ROB (Kms 929/0-1)	a						07:15	T2		11:20	
			d	03:03	03:03	04:00	04:59	06:15	07:16	08:22	10:19	12766	
			s						07:11			11:26	
927.94	10.79	Basmat (B)	a	03:13	03:13			E3		T2			
			d	03:14	03:14	04:10	05:08	06:30	07:28	08:34	10:29	11:38	
			s	02:40	02:40			17668+				10:30	
917.15	05.04	Chondi (B)	a					06:52	07:30	08:35	11:39		
			d	03:22	03:22	04:19	05:15	07:02	07:40	08:10	10:10	10:50	
			s					07:30	07:22	08:43	10:38	11:47	
912.11	06.95	Junona H	a						07:46				
			d						07:47				
			s						07:35				
905.16	03.61	Sirli (B)	a						07:54				
			d	03:31	03:31	04:28	05:24	07:12	07:55	08:52	10:54	10:48	
			s						07:42			11:59	
901.55	04.71	Pangara shinde H	a						08:00				
			d						08:01				
			s						07:45				
896.84	07.67	Bolda (B)	a			T3 04:38 12072			08:06			E1	
			d	03:37	03:37	04:45	05:30	07:20	08:07	08:58	11:01	12:13	
			s						07:52				
889.17	3.03	Nandapur (B)	a					E3	E3 T3 08:20				
			d	03:42	03:42	04:51	05:35	07:30	08:21	09:05			
			s						08:02	57656 09:13	11:06	12:18	

\$ Train will be notified later.

A 60 (NED)

* These spl trains will be operated until further advice.

PURNA - AKOLA

UP

19302	12751	12485	12439	22709	12421	17639	17641	57655	12071	17684	17665 \$	17667 \$	Station Code
YPR DADN EXP	NED JAT Humsafar Exp	NED SGNR EXP	NED SGNR EXP	NED AADR EXP	NED ASR EXP	KCG AK EXP	KCG NRKR EXP	PRLI AK PASS	CSMT HNL Jan Shatabd	PAU AK EXP	NED LTT Exp	NED LTT Exp	
Tu	F	M, Th	Su	Tu	W	M	Ex M	Daily	Daily	Daily	M	W	
W	F	M, Th	Su	Tu	W	M	Ex M				M	W	
10:30	11:40	11:40	11:40	11:40	11:40	14:05	14:05	15:30	22:25 Watering		22:00 P 12071	22:00 P 12071	PAU
11:07	12:05	12:05	12:05	12:05	12:05	14:35	14:35	15:40	22:40 23:50	23:00	23:00 23:00		
10:40	11:50	11:50	11:50	11:50	11:50	14:15	14:15	15:30	22:15		22:30	22:30	
11:20 12766						14:49 19301	14:49 19301	15:55	22:55 11403		23:20 19713	23:20 19713	MRV
11:26	12:19	12:19	12:19	12:19	12:19	14:56	14:56	15:56	23:03	00:05	23:31	23:31	
								15:40					
T2						15:07	15:07	16:09	23:14	00:18	23:42	23:42	BMF
11:39	12:28	12:28	12:28	12:28	12:28	15:08	15:08	16:10	23:15	00:20	23:43	23:43	
						14:35	14:35	15:55	22:35	00:10	22:50	22:50	
								16:19		00:30 22724			CWI
11:47	12:36	12:36	12:36	12:36	12:36	15:16	15:16	16:20	23:25	00:44	23:51	23:51	
								16:00					
								16:26 16:27					JUNX
								16:05					
11:59 17642+								16:34		01:00 17683			SIF
12:05	12:45	12:45	12:45	12:45	12:45	15:25	15:25	16:35	23:35	01:09	00:02	00:02	
								16:10					PNSD
								16:40 16:41					
								16:15					
E1								16:46	E3	E4			BLC
12:13	12:51	12:51	12:51	12:51	12:51	15:31	15:31	16:47	23:45	01:22	00:08	00:08	
								16:30					
								E3 T3 17:00 77614	T5	E1 T3	00:15 22724	00:15 22724	NDPR
12:18	12:56	12:56	12:56	12:56	12:56	15:36	15:36	17:19	23:55	01:31	00:24	00:24	
								16:40					

\$ Train will be notified later.

A 61 (NED)

* These spl trains will be operated until further advice.

PURNA - AKOLA

UP

Distance from CSMT via KNW	Interdistance in Kms	Train Number	12720	07020*	11404	19714	07053*	77613	22723	12765	11405	
			From HYB	HYB	KOP	KRNT	KCG	PAU	NED	TPTY	PUNE	
			To JP	JP	NGP	JP	BKN	AK	SGNR	AMI	AMI	
			Type EXP	Spl	EXP	EXP	Spl	PASS	EXP	EXP	EXP	
Days of service from originating station		M, W		F	M, F	M	Sa	Daily	Th	Tu, Sa	F, Su	
Day of entry into section		Tu, Th		Sa	Tu,Sa	Tu	Su		Th	W, Su	Sa, M	
886.14	06.71	Kanjara H	a					08:26				
			d					08:27				
			s					08:06				
879.43	09.36	Dhamini (B)	a					08:34				
			d	03:50	03:50	05:00	05:43	07:38	08:35	09:22	11:14	
			s						08:15		12:26	
870.07	08.59	Hingoli (B)	a	03:57	03:57	05:07	05:50	07:45	08:43	09:32	E1	
			d	03:58	03:58	05:08	05:51	07:46	08:45	09:33	11:21	
			s	03:25	03:25	04:30	05:20	07:00	08:30	09:10	12:34	
861.48	10.61	Navalgaon (B)	a				E5		E1		E1	
			d	04:05	04:05	05:15	06:03	07:54	08:56	09:40	17642+	
			s						08:40		12:35	
850.87	09.28	Malselu (B)	a			E3		E2			12:53	
			d	04:12	04:12	05:26	06:10	08:11	09:11	09:47	12752	
			s						08:50		13:05	
841.59	11.09	Kanhargaon naka (B)	a			E2 T2	T2		E5		E1	
			d	04:19	04:19	05:38	06:22	08:20	09:26	09:55	12766	
			s						10:01	11:52	13:14	
830.50	10.38	Kekatumar (B)	a			E2 T2	E1		T2			
			d	04:28	04:28	05:52	06:32	08:30	09:44			
			s						12766	10:11	13:24	

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A 62 (NED)

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PURNA - AKOLA

UP

19302	12751	12485	12439	22709	12421	17639	17641	57655	12071	17684	17665 \$	17667 \$	Station Code
YPR DADN EXP	NED JAT Humsafar Exp	NED SGNR EXP	NED SGNR EXP	NED AADR EXP	NED ASR EXP	KCG AK EXP	KCG NRKR EXP	PRLI AK PASS	CSMT HNL Jan Shatabd	PAU AK EXP	NED LTT Exp	NED LTT Exp	
Tu	F	M, Th	Su	Tu	W	M	Ex M	Daily	Daily	Daily	M	W	
W	F	M, Th	Su	Tu	W	M	Ex M				M	W	
								17:24 17:25					
								16:45					KNJJ
12:26	13:04	13:04	13:04	13:04	13:04	15:44	15:44	17:32 12719 22724	00:07 00:13	E1 T2 01:44	00:35 17683 17683	00:35 00:44	
								16:50					DNE
E1						E1	E1	E3	E2 T5				
12:34	13:11	13:11	13:11	13:11	13:11	15:52	15:52	17:50	00:30	01:53	00:52	00:52	
12:35	13:20	13:20	13:20	13:20	13:20	15:53	15:53	17:51		01:55	00:53	00:53	
12:20	13:00	13:00	13:00	13:00	13:00	15:40	15:40	17:20		01:05	00:15	00:15	
E3	E1	E1	E1	E1	E1	E2	E2	18:00					NVLN
12:45	13:28	13:28	13:28	13:28	13:28	16:02	16:02	18:01		02:03	01:00	01:00	
								17:30					
E2 T1	E2 T1	E2 T1	E2 T1	E2 T1	E2 T1	E1	E1	18:10					MLSU
12:53	13:40	13:40	13:40	13:40	13:40								
12752	19301	19301	19301	19301	19301								
13:05	13:47	13:47	13:47	13:47	13:47	16:10	16:10	18:11		02:10	01:07	01:07	
								17:40					KNRG
E1						E1	E1	18:20					
13:14	13:55	13:55	13:55	13:55	13:55	16:18	16:18	18:21		02:18	01:15	01:15	
								17:45					
								18:34 12486+					KKG
13:24	14:04	14:04	14:04	14:04	14:04	16:27	16:27	18:40		02:28	01:25	01:25	
								17:55					

\$ Train will be notified later.

A 63 (NED)

* These spl trains will be operated until further advice.

PURNA - AKOLA

UP

Distance from CSMT via KNW	Interdistance in Kms	Train Number	12720	07020*	11404	19714	07053*	77613	22723	12765	11405	
			From HYB	HYB	KOP	KRNT	KCG	PAU	NED	TPTY	PUNE	
			To JP	JP	NGP	JP	BKN	AK	SGNR	AMI	AMI	
		Type EXP	Spl	EXP	EXP	EXP	Spl	PASS	EXP	EXP	EXP	
Days of service from originating station		M, W		F	M, F	M	Sa	Daily	Th	Tu, Sa	F, Su	
Day of entry into section		Tu, Th		Sa	Tu,Sa	Tu	Su		Th	W, Su	Sa, M	
820.12	10.09	Washim (B) ROB (Kms 819/6-7)	a	04:37	04:37	06:04	06:44	08:44	T6	10:08	12:10	
			d	04:38	04:38	06:05	06:45	08:45	P 17623 17641+	10:44	12:11	
			s	04:05	04:05	05:10	06:00	08:25	10:00	09:50	11:40	
810.03	12.69	Kataroad (B)	a				T1		10:54		E1	
			d	04:46	04:46	06:14	06:54	08:55	10:55	10:29	12:20	
			s						10:10			
797.34	10.28	Jaulka (B) ROB (Kms 794/3-4)	a				07:04	E2 T3 09:10 57656 12766	11:06	E1	E1	
			d	04:54	04:54	06:24	07:10	09:22	11:07	10:38	12:29	
			s					10:20			14:02	
787.06	12.34	Amanwadi (B) ROB (Kms 779/2-3)	a	E2	E2		E1	T5		E2	T1	
			d	05:04	05:04	06:32	07:20	09:37	11:18	10:48	12:37	
			s						10:30		14:12	
774.72	12.61	Lohagad (B)	a					09:50 17642+	11:30 12752	T2	E2 T2	
			d	05:12	05:12	06:42	07:28	10:05	11:43	10:58	12:50	
			s						10:40		14:20	
762.11	11.96	Barsi Takli (B)	a	E2	E2	E3 T4		T5	11:53	E3	E4 T3	
			d	05:22	05:22	06:58	07:36	10:20	11:54	11:09	13:05	
			s						10:50		14:30	
750.15	08.97	Sivni shivapur (B) ROB (Kms 749/4-5) ROB (Kms 745/9-746/0)	a	E5	E5		E1	E3 T5		E2	E2 T5	
			d	05:35	05:35	07:10	07:45	10:40	12:10	11:19	13:20	
			s						11:00		14:38	
741.18		Akola Jn (B)	a	E4	E4	T3	E2 T6	T8	T5	E2 T1	T4	
			d	05:50	05:50	07:25	08:05	11:00	12:30	11:35	13:35	
			s	05:45	05:45	07:25	08:25	11:10		11:55	14:50	

\$ Train will be notified later.

A 64 (NED)

* These spl trains will be operated until further advice.

PURNA - AKOLA

UP

19302	12751	12485	12439	22709	12421	17639	17641	57655	12071	17684	17665 \$	17667 \$	Station Code
YPR DADN EXP	NED JAT Humsafar Exp	NED SGNR EXP	NED SGNR EXP	NED AADR EXP	NED ASR EXP	KCG AK EXP	KCG NRKR EXP	PRLI PASS	CSMT HNL Jan Shatabd	PAU AK EXP	NED LTT Exp	NED LTT Exp	
Tu	F	M, Th	Su	Tu	W	M	Ex M	Daily	Daily	Daily	M	W	
W	F	M, Th	Su	Tu	W	M	Ex M				M	W	
E2 T1 13:39 13:40 13:20	14:13 14:14 13:50	14:13 14:14 13:50	14:13 14:14 13:50	14:13 14:14 13:50	14:13 14:14 13:50	T2 16:39 12719	T2 16:39 12719	E4 18:55		02:38	01:35	01:35	WHM
E1 13:51										02:40	01:36	01:36	
										01:45	01:15	01:15	
E1 14:22	14:22	14:22	14:22	14:22	14:22	16:56	16:56	19:09		E1	E4	E4	KXX
								19:10		02:50	01:48	01:48	
E2 14:02								T3 19:24		T1	E4	E4	JUK
								19:25		03:00	02:00	02:00	
T1 14:12	E3 14:42	E3 14:42	E3 14:42	E3 14:42	E3 14:42			19:35		E1	E1 T6	E1 T6	AMW
								19:36		03:10	02:18	02:18	
								19:00					LHD
E2 T1 14:55 77614 14:20	E2 T1 14:55 77614 15:06			E3 19:54		T2							
								19:55		03:20	02:30	02:30	
T2 14:30	T4 15:19	T4 15:19	T4 15:19	T4 15:19	T4 15:19	E1 17:31 12486+	E1 17:31 12486+			T1	E1 T8	E1 T8	BSQ
						17:44	17:44	20:08		03:30	02:50	02:50	
								20:09					SVW
E5 15:34 12719 14:38	E5 15:34 12719 15:41	E5 15:34 12719 15:41	E5 15:34 12719 15:41	E5 15:34 12719 15:41	E5 15:34 12719 15:41	E3 17:59 07054	E3 17:59 07054	20:20 19713		E3 T2	T4 03:05 17666+	T4 03:05 17666+	
						18:05	18:05	20:50		03:45	03:13	03:13	
E2 T8 15:00								19:30					AK
15:25	15:55	15:55	15:55	15:55	15:55	E4 T10 18:30	E4 18:20	T2 21:05		E2 T15 04:20	03:25	03:25	
	16:15	16:15	16:15	16:15	16:15			18:45			03:55	03:45	
15:10	16:05	16:05	16:05	16:05	16:05			18:25			03:50	03:40	

\$ Train will be notified later.

A 65 (NED)

* These spl trains will be operated until further advice.

AKOLA-PURNA
DN

Distance from CSMT via KNW	Interdistance in Kms	Train Number From To Type	12072	17666 \$	17668 \$	57656	12766	17640	17642	12752	19301		
			HNL	LTT	LTT	AK	AMI	AK	NRKR	JAT	DADN		
			CSMT	NED	NED	PAU	TPTY	KCG	KCG	NED	YPR		
Days of service from originating station			Daily	Tu	Th	Daily	Th, M	Tu	Ex Tu	Su	Su		
Day of entry into section				W	F		Th, M	Tu	Ex Tu	M	M		
741.18	08.97	Akola Jn (B) ROB (Kms 745/9-746/0)	a	02:40 03:00	02:40 03:00		08:07 08:30		09:05 09:30	10:50 11:10	11:25 11:55		
			d			06:00		09:30					
			s	02:50	02:50		08:20		09:15	10:55	11:45		
750.15	11.96	ROB (Kms 749/4-5) Sivni shivapur (B)	a			06:13	E1			E2			
			d	03:10	03:10	06:14	08:42	09:41	09:41	11:23	12:07		
			s			06:11							
762.11	12.61	Barsi Takli (B)	a	E2 03:25 17684	E2 03:25 17684	06:25	E1	E2	E2		E1		
			d	03:33	03:33	06:26	08:51	09:51	09:51	11:31	12:16		
			s			06:21							
774.72	12.34	Lohagad (B) ROB (Kms 779/2-3)	a			E2 T:1 06:39 11404	E2			E1			
			d	03:43	03:43	06:45	09:01	09:59	09:59	11:40	12:24		
			s			06:31							
787.06	10.28	Amanwadi (B) ROB (Kms 794/3-4)	a			T1 06:56	E2			E1 T1	12:33		
			d	03:53	03:53	06:57	09:11	10:07	10:07	11:50	12:40		
			s			06:41							
797.34	12.69	Jaulka (B)	a			07:07							
			d	04:03	04:03	07:08	09:19	10:15	10:15	11:59	12:51		
			s			06:51							
810.03	10.09	Kataroad (B) ROB (Kms 819/6-7)	a			07:19	E2			E2 T2	E2		
			d	04:13	04:13	07:20	09:29	10:32	10:32	12:23	13:02		
			s			07:01							
820.12	10.38	Washim (B) ROB (Kms 821/6-7) ROB (Kms 823/5-6)	a	E4 T3 04:30 12720	E4 T3 04:30 12720	E1 07:30	E1 09:38	10:41	10:41	T1 12:35	13:10		
			d	04:40	04:40	07:32	09:39	10:42	10:42	12:36	13:11		
			s	03:55	03:55	07:20	09:15	10:15	10:15	12:20	12:50		
830.50	11.09	Kekatumar (B)	a	E3	E3	07:42							
			d	04:52	04:52	07:43	09:48	10:51	10:51	12:45	13:27		
			s			07:30							

\$ Train will be notified later.

A 66 (NED)

* These spl trains will be operated until further advice.

AKOLA-PURNA
DN

77614	12719	07019*	12486	12440	12422	22710	07054*	11403	19713	22724	11406	17683	Station Code
AK	JP	JP	SGNR	SGNR	ASR	AADR	BKN	NGP	JP	SGNR	AMI	AK	
PRLI	HYB	HYB	NED	NED	NED	NED	KCG	KOP	KRNT	NED	PUNE	PAU	
PASS	EXP	Spl	EXP	EXP	EXP	EXP	Spl	EXP	EXP	EXP	EXP	EXP	
Daily	W F	Su	Tu, Sa	F	M	Th	Tu	Tu, Sa	Sa	Sa	M, Sa	Daily	
	Th, Sa	M	W, Su	Sa	Tu	F	W	Tu, Sa	Su	Su	M, Sa		
14:15	15:20 15:25	15:20 15:25	17:00 17:20	17:00 17:20	17:00 17:20	17:00 17:20	17:40 17:50	19:45 20:10	20:15 20:35	21:20 21:45	21:20 21:45	22:15	AK
	15:10	15:10	17:05	17:05	17:05	17:05	17:35	20:00	20:25	21:25	21:30		
E3 14:32 19302 14:41	15:37	15:37	17:33	17:33	17:33	17:33	18:02	20:26	20:47	21:58	21:58	22:26	SVW
14:27													
14:51								E1					BSQ
14:52	15:45	15:45	17:41	17:41	17:41	17:41	18:12	20:35	20:55	22:06	22:06	22:36	
14:37													
15:02	E3	E3					E3	E2 T2	E3 T1	E2	E2		LHD
15:03	15:56	15:56	17:49	17:49	17:49	17:49	18:25	20:47	21:07	22:16	22:16	22:44	
14:47													
15:13	E6	E6	E3	E3	E3	E3	E2 T3			E4	E4		AMW
15:14	16:10	16:10	18:00	18:00	18:00	18:00	18:40	20:55	21:15	22:28	22:28	22:52	
14:55													
15:24	E2 T3	E2 T3						E1	E1	T4	T4		JUK
15:25	16:25	16:25	18:08	18:08	18:08	18:08	18:50	21:04	21:24	22:40	22:40	23:00	
15:05													
15:36							19:02 57655			T1	T1		KXX
15:37	16:35	16:35	18:17	18:17	18:17	18:17	19:10	21:13	21:33	22:50	22:50	23:09	
15:15													
15:46	16:43	16:43	E1 18:26	E1 18:26	E1 18:26	E1 18:26	19:24	21:23	21:43	23:00	23:00	23:18	WHM
15:48	16:44	16:44	18:27	18:27	18:27	18:27	19:25	21:24	21:44	23:01	23:01	23:20	
15:32	16:15	16:15	18:10	18:10	18:10	18:10	18:55	21:00	21:15	22:30	22:30	23:00	
15:58													KKG
15:59	16:54	16:54	18:36	18:36	18:36	18:36	19:35	21:33	21:53	23:10	23:10	23:29	
15:42													

\$ Train will be notified later.

A 67 (NED)

* These spl trains will be operated until further advice.

AKOLA-PURNA
DN

Distance from CSMT via KNW	Interdistance in Kms	Train Number From To Type	12072	17666 \$	17668 \$	57656	12766	17640	17642	12752	19301		
			HNL	LTT	LTT	AK	AMI	AK	NRKR	JAT	DADN		
			CSMT	NED	NED	PAU	TPTY	KCG	KCG	NED	YPR		
Days of service from originating station			Daily	Tu	Th	Daily	Th, M	Tu	Ex Tu	Su	Su		
Day of entry into section				W	F		Th, M	Tu	Ex Tu	M	M		
841.59	09.28	Kanhargaon naka (B)	a		E2	E2	07:56						
			d		05:05	05:05	07:57	09:58	11:01	11:01	12:55		
			s				07:40				13:37		
850.87	10.61	Malselu (B)	a		E2 T4	E2 T4							
			d		05:20	05:20	08:08						
			s		11404	11404							
861.48	08.59	Navalgaon (B)	a				E4						
			d		05:38	05:38	08:23	10:12	11:15	11:15	13:09		
			s				07:55				13:51		
870.07	09.36	Hingoli (B) ROB (Kms 870/6-7) ROB (Kms 872/2-3)	a		05:47	05:47	E4 T4		E1	E1	E1		
			d	04:20	19714	19714	08:40	10:19	11:25	11:25	13:17		
			s		05:52	05:53	77613		11:26	11:26	14:00		
879.43	06.71	Dhamini (B)	a			T2	08:55	E1	E2 T2	E2	E1		
			d	04:29	05:59	06:03	08:56	10:28	11:38	11:38	13:27		
			s				08:30						
886.14	03.03	Kanjara H	a				09:03						
			d				09:04						
			s				08:35						
889.17	07.67	Nandapur (B)	a				09:09						
			d	04:37	06:07	06:11	09:10	10:36	11:47	11:47	13:35		
			s				08:40				14:16		

\$ Train will be notified later.

A 68 (NED)

* These spl trains will be operated until further advice.

AKOLA-PURNA
DN

77614	12719	07019*	12486	12440	12422	22710	07054*	11403	19713	22724	11406	17683	Station Code
AK PRLI PASS	JP HYB EXP	JP HYB Spl	SGNR NED EXP	SGNR NED EXP	ASR NED EXP	AADR NED EXP	BKN KCG Spl	NGP KOP EXP	JP KRNT EXP	SGNR NED EXP	AMI PUNE EXP	AK PAU EXP	
Daily	W F	Su	Tu, Sa	F	M	Th	Tu	Tu, Sa	Sa	Sa	M, Sa	Daily	
	Th, Sa	M	W, Su	Sa	Tu	F	W	Tu, Sa	Su	Su	M, Sa		
16:15 17641+	E1	E1											KNRG
16:21	17:04	17:04	18:46	18:46	18:46	18:46	19:45	21:43	22:03	23:20	23:20	23:39	
15:52													
E1 16:31										E:2	E:2	E2 T2	MLSU
16:32	17:11	17:11	18:53	18:53	18:53	18:53	19:53	21:50	22:10	23:30	23:30	23:50	
16:05													
16:41										E:3	E:3	T4	NVLN
16:42	17:19	17:19	19:00	19:00	19:00	19:00	20:03	21:57	22:17	23:40	23:40	00:04	
16:15													
16:50	17:27	17:27	19:07	19:07	19:07	19:07	20:12	22:05	22:25	23:53	23:53	00:20	HNL
16:52	17:28	17:28	19:08	19:08	19:08	19:08	20:13	22:06	22:26	23:54	23:54	00:33	
16:40	17:00	17:00	18:50	18:50	18:50	18:50	19:55	21:50	22:00	23:30	23:30	00:05	
17:00							E3 T1						DNE
17:01	17:35	17:35	19:15	19:15	19:15	19:15	20:26	22:13	22:33	00:10	00:10	00:41	
16:50													
17:08 17:09													KNJJ
16:55													
E2 17:16													NDPR
17:17	17:43	17:43	19:23	19:23	19:23	19:23	20:35	22:21	22:41	00:18	00:18	00:49	
17:05													

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A 69 (NED)

* These spl trains will be operated until further advice.

AKOLA-PURNA
DN

Distance from CSMT via KNW	Interdistance in Kms	Train Number From To Type	12072	17666 \$	17668 \$	57656	12766	17640	17642	12752	19301		
			HNL	LTT	LTT	AK	AMI	AK	NRKR	JAT	DADN		
			CSMT	NED	NED	PAU	TPTY	KCG	KCG	NED	YPR		
Days of service from originating station				Daily	Tu	Th	Daily	Th, M	Tu	Ex Tu	Su	Su	
Day of entry into section					W	F		Th, M	Tu	Ex Tu	M	M	
896.84	04.71	Bolda (B)	a			T5	09:20		E:2	E:2			
			d	04:42	06:12	06:20	09:21	10:42	11:55	11:55	13:40	14:21	
			s				08:50						
901.55	03.61	Pangara shinde H	a				09:26						
			d				09:27						
			s				08:55						
905.16	06.95	Sirli (B)	a				09:34		E2				
			d	04:48	06:18	06:30	09:35	10:51	12:02	12:02	13:46	14:27	
			s				09:00						
912.11	05.04	Junona H	a				09:42						
			d				09:43						
			s				09:05						
917.15	10.79	Chondi (B)	a				T3		E:1				
			d	04:57	06:27	06:40	09:55	11:01	12:11	12:11	13:55	14:36	
			s				09:10						
927.94	12.58	Basmat (B) ROB (Kms 929/0-1)	a	05:05	06:35	06:49	E2 T3	11:09	E3	E3	E3		
				19714			10:15		12:22	12:22			
			d	05:11	06:36	06:50	12765		12485+	12485+			
940.52	09.88	Marsul (B) ROB (Kms 948/5-6)	s	05:00	05:40	05:40	10:45	10:40	11:30	11:30			
			a	E3			T6				E1 T1		
			d	05:24	06:46	07:18	10:44	11:22					
950.40		Purna Jn (B)	s				77613	12:41					
			a	E2	06:58	07:35	T4		E:3	E:3			
			d	05:45	07:35	08:13	11:05	11:35	12:58	12:58	14:30	15:25	
			s	05:45	07:00	07:00		12:05	13:23	13:23	15:05	16:00	
								11:50	13:00	13:00	14:40	15:30	

\$ Train will be notified later.

A 70 (NED)

* These spl trains will be operated until further advice.

AKOLA-PURNA
DN

77614	12719	07019*	12486	12440	12422	22710	07054*	11403	19713	22724	11406	17683	Station Code
AK PRLI PASS	JP HYB EXP	JP HYB Spl	SGNR NED EXP	SGNR NED EXP	ASR NED EXP	AADR NED EXP	BKN KCG Spl	NGP KOP EXP	JP KRNT EXP	SGNR NED EXP	AMI PUNE EXP	AK PAU EXP	
Daily	W F	Su	Tu, Sa	F	M	Th	Tu	Tu, Sa	Sa	Sa	M, Sa	Daily	
	Th, Sa	M	W, Su	Sa	Tu	F	W	Tu, Sa	Su	Su	M, Sa		
E3 17:27							E2 T2						BLC
17:28	17:48	17:48	19:28	19:28	19:28	19:28	20:45	22:26	22:46	00:23	00:23	00:55	
17:15													
17:33 17:34													PNSD
17:20													
T6 17:45 P 12719							T8						SIF
18:06	17:54	17:54	19:34	19:34	19:34	19:34	21:00	22:32	22:52	00:29	00:29	01:05	
17:25													
18:13 18:14													JUNX
17:30													
E4 18:24													CWI
18:25	18:03	18:03	19:43	19:43	19:43	19:43	21:10	22:41	23:01	00:38	00:38	01:15	
17:35													
T6 18:40 18:42	E1 18:13	E1 T3 18:19	E3	E3	E3	E3	21:24		E2 23:11 17665+	T6 00:46 00:59	T6 00:59 01:00	01:25 01:27	BMF
17:45	17:50	17:50					20:55			00:25	00:25	01:00	
18:54		T2	E4	E4	E4	E4	T4		E1		T6	E5	MRV
18:55	18:24	18:34	20:10	20:10	20:10	20:10	21:40	23:00	23:28	00:57	01:20	01:43	
18:00													
19:10	18:37	18:50	E2 20:25	E2 20:25	E2 20:25	E2 20:25	E3 T2 22:00	E6 T5 23:25	E3 23:45	01:10	01:40	T2 02:00	PAU
19:25	19:12	19:35	21:00	21:00	21:00	21:00	22:40	23:35	00:20	01:45	02:18		
19:15	18:50	19:00	20:40	20:40	20:40	20:40	20:40	22:20	23:15	23:50	01:30	01:30	

\$ Train will be notified later.

A 71 (NED)

* These spl trains will be operated until further advice.

AKOLA-AKOT- AKOLA

SECTIONAL INFORMATION

Total Kilometers	Traction	Axe Load				
44.37 Kms	Diesel	20.55				
System of Working		Details of Line Capacity				
One train only system	Engineering Allowance	Section	Charted Capacity	Effective Capacity	Utilisation	% of Utilization
MPS 60 KMPH	3 Minutes	AK-AKOT	16	14	5.2	37%
		List of Notice Stations AK				

INTER SECTIONAL RUNNING TIME

Exp/Pass	Stations	Exp/Pass
..	Akola Jn.	10
10	Ugwe H	8
8	Gandhi SmrakRoad H	15
15	Patsul H	11
11	Akot	..
44 Mins	Total	44 Mins

Note: The running time excludes AC/DC timings.

AKOLA-AKOT-AKOLA

77607	77609	77611	Distance from CSMT via KNW		Train Number	Inter distance in Kms	77608	77610	77612	
AK	AK	AK			From		AKOT	AKOT	AKOT	
AKOT	AKOT	AKOT			To		AK	AK	AK	
PASS	PASS	PASS			Type		PASS	PASS	PASS	
Daily	Daily	Daily	Days of service from originating station				Daily	Daily	Daily	
					Day of entry into section					
07:00	13:00	18:00	a	741.18	Akola Jn. (AK)		9.84	E3 T15	E3 T15	
			d				a	10:20	16:20	
			s				s		21:20	
07:11	13:11	18:11	a	731.34	Ugwe H (UGWE)		7.82	a	09:41	
07:12	13:12	18:12	d					d	15:41	
07:11	13:11	18:11	s					s	20:41	
07:22	13:22	18:22	a	723.50	Gandhi Smrak Road H (GSX)		14.88	a	09:42	
07:23	13:23	18:23	d					d	15:42	
07:20	13:20	18:20	s					s	20:42	
07:40	13:40	18:40	a	708.64	Patsul H (PTZ)		10.66	a	09:33	
07:41	13:41	18:41	d					d	15:33	
07:33	13:33	18:33	s					s	20:33	
E3 T15	E3 T15	E3 T15	a	697.98	Akot (AKOT)					
08:20	14:20	19:20						a		
			d					d	09:00	
			s					s	15:00	
									20:00	

Integrated Blocks

Blocks for Integrated Maintenance by All departments in the day prior to commencement of Blocks and lifting the same, Controllers should be informed and PN exchanged.

MUDKHED – MANMAD – MUDKHED

Sl. No	Section	Up/Dn	Between Trains		From	To	Duration in Hrs.	Repercussion/Remarks
1	MUE-NED	DN	17020	17064	21.00	24.00	3 hrs	Nil.
2	NED-MUE	UP	17057	12766	09.45	12.45	3 hrs	Nil.
3	NED - PAU	DN	17611	12720	22.20	01.20	3 hrs	1. 17064 to be regulated for 70" min at NED. 2. 12787 to be regulated for 05" min at NED.
4	PAU-NED	UP	16593	22724	22.30	01.30	3 hrs	1. 12754/17019 on Fri/Thu to be regulated for 100" min between J- PAU 2. 19713 Mon to be regulated for 75" min at PAU. Or. 1. Except M, Th, F.
5	PAU - PBN	DN	17618	17661	11.10	14.10	3 hrs	1. Except Fri. 2. 17661 to be regulated for 45" min at PAU.
6	PBN-PAU	UP	17019	18504	23.20	02.20	3 hrs	1. 17063 to be regulated for 30" min at PBN.
7	PBN-DAV	SL	57652	12788	13.30	16.30	3 hrs	1. Except F. 2. 17661 to be regulated for 135" mints at PBN. 3. 17617 to be regulated for 30" mints between J- DAV.
8	DAV-SELU	SL	57652	12788	13.10	16.10	3 hrs	1. Except F. 2. 17617 to be regulated for 33" mints at SELU. 3. 17661 to be regulated for 95" min at DAV.
9	SELU-PTU	SL	17618	12788	12.40	15.40	3 hrs	1. Except F. 2. 17617 to be regulated for 30" min at PTU. 3. 17661 to be regulated for 45" min at SELU.
10	PTU-SVD	SL	17618	16004	13.10	16.10	3 hrs	1. Except F. 2. 17617 to be regulated for 90" min at J. 3. 12788+ to be regulated for 50" min at J.

Sl. No	Section	Up/ Dn	Between Trains		From	To	Duration in Hrs.	Repercussion/Remarks
11	SVD-J	SL	16004	17687	16.25	19.25	3 hrs	1. 17650 to be rescheduled by 125" Min. 2. 17661 to be regulated for 150" min bet PTU - SVD. 3. 17687 to be regulated for 35" min at J. 4. 17630 to be regulated for 40" min bet PTU- SVD.
12	J-AWB	SL	12788	12071	15.35	18.35	3 hrs	1. Except M, F. 2. 17650 to be rescheduled 165"Min. 3. 17661 to be regulated for 90" min between SELU- J. 4. 17687 to be regulated 40" at AWB. 5. 12071 to be regulate 20"at AWB.
13	AWB- LSR	SL	17618	12754	15.20	18.20	3 hrs	1. 17687 to be regulated for 105" bet NSL -LSR. 2. 12071 to be regulated for 25 min at LSR.
14	LSR- NSL	SL	17612	17629	01.30	04.30	3 hrs	1. Except Su. 2. 17057 to be regulated for 75" min at NSL. 3. 17629 to be rescheduled by 30" min at NSL. 4. 17611 to be regulate for 55" min between AWB-LSR. 5. 57561 to be regulate for 110" min between AWB-LSR.
15	NSL - ANK	SL	12754	17063	18.00	21.00	3 hrs	1. 17205+ to be regulate for 110" min bet MMR -ANK 2. 17063 to be regulate for 15" min at ANK.

PARBHANI – PARLI VAIJANATH - PARBHANI

Sl. No	Section	Up/ Dn	Between Trains		From	To	Duration in Hrs.	Repercussion/Remarks
1	PBN- GNH	SL	57654	57655	11.00	14.00	3 hrs	1. 57655 to be regulated for 20" at GNH.
2.	GNH - PRLI	SL	17648	57655	10.30	13.30	3 hrs	1. 57654/57655 to be cancelled bet PBN-PRLI-PBN.

PIMPALKUTTI - MUDHKED - PIMPALKUTTI

Sl. No	Section	Up/ Dn	Between Trains		From	To	Duration in Hrs.	Repercussion/Remarks
1	PMKT - ADB	SL	...	11401	06.00	09.00	3 hrs	NIL
2	ADB-KSAE	SL	11045	57654	00.50	03.50	3 hrs	1. 57654 to be rescheduled by 25" min.
3	KSAE-BHBK	SL	11045	57654	00.25	03.25	3 hrs	NIL
4	BHBK-HEM	SL	11045	17405	01.00	04.00	3 hrs	NIL
5	HEM-MUE	SL	17406	17405	00.25	03.25	3 hrs	1. 17405 to be regulated for 30" min at MUE.

AKOLA - PURNA - AKOLA

Sl. No	Section	Up/ Dn	Between Trains		From	To	Duration in Hrs.	Repercussion/Remarks
1	AK-WHM	SL	17683	17684	23.25	02.25	03.00	Nil
2	WHM-HNL	SL	17683	12720	00.20	03.20	03.00	1. 17684 to be regulated for 90" min bet PAU-HNL.
3	HNL-BLC	SL	19714	17623	05.55	08.55	03.00	1. 77613 to be rescheduled by 90" min from PAU.
4	BLC-PAU	SL	19714	77613	05.35	08.35	03.00	1. 77613 to be rescheduled by 110" min from PAU 2. 22723 Thu 50" regulate at PAU.

AKOLA - AKOT - AKOLA

Sl. No	Section	Up/ Dn	Between Trains		From	To	Duration in Hrs.	Repercussion/Remarks
1	AK-AKOT	SL	-	-	22.00	01.00	03.00	Nil

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

PERMANENT SPEED RESTRICTIONS

S.No	Between Station	OHE Mast post	SR in KMPH	Reason
MMR-MUE (UP)				
1	AWB Yard	112/22-113/12	30	C C APPRON
2	AWB (IInd/L)	113/1030-113/1038	15	Reverse curve
3	DIQ M/L	169/02-169/17	100	Points & Crossing On 2 deg curve
4	Jalana M/L	175/4-175/14	95	Sharp curve
5	Jalana (IInd/L)	175/8-176/12	15	Due to sharp curve
6	RNE-KODI	197/15- 202/2	75	Yielding formation
7	DGPP-MVO	252/15- 258/1	75	Yielding formation
8	PBN M/L	291/2-291/20	50	Points & Crossing On 2 deg curve
9	PBN M/L	290/25-290/52	30	C C APPRON
10	PAU (M/L)	318/11-318/31	50	Due to nonstandard and non-transition curve.
11	PAU (M/L)	319/9-319/21	50	Non designated reverse curve more than 3.5 Degree.
12	LBG-NED	343/1-346/1	75	Yielding formation
13	NED (M/L)	348/45-348/53	50	Reverse curve laid without transition curve.
14	NED-MTDI	350/09-350/33	100	P&C taking off from 1.5 Degree curve.
15	MTDI-MGC	354/35-356/31	75	Yielding formation
16	MGC-MUE	371/30-371/48	50	Reverse curve laid without transition curve.
MUE-MMR (DN)				
1	MUE-MGC	371/48-371/30	50	Reverse curve laid without transition curve.
2	NED (M/L)	349/8A-349/42	30	C C APPRON
3	NED-LBG	342/31-346/34	75	Yielding formation
4	PAU (DN M/L)	319/16-318/32	30	C C APPRON
5	PBN M/L	291/1-291/19	50	Points & Crossing On 2 deg curve
6	PBN M/L	290/52-290/25	30	C C APPRON
7	MVO-DGPP	258/1-252/15	75	Yielding formation
8	RNE-KODI	202/2-197/15	75	Yielding formation
9	Jalana (IInd/L)	176/12 - 175/8	15	Due to sharp curve
10	Jalana M/L	175/14 - 175/4	95	Sharp curve
11	DIQ M/L	169/17-169/02	100	Points & Crossing On 2 deg curve
12	AWB Yard	113/12-112/22	30	C C APPRON
13	AWB(IInd/L)	113/1038-113/1030	15	Reverse curve
PBN-PRLI (DN)				
1	PBN-PKNS	330/24-330/2	50	3.5 Degree Curve
2	PKNS-GNH	297/4-295/21	50	3.5 Degree Curve
3	GNH-WDN	295/21-295/7	90	3Degree Curve
4	GNH-WDN	294/15-293/16	90	3Degree Curve
5	GNH-WDN	284/8-283/15	90	3Degree Curve
6	WDN-PRLI	273/14-272/2	90	3Degree Curve
PRLI-PBN (UP)				
1	PRLI-WDN	272/2-273/14	90	3Degree Curve
2	WDN-GNH	283/15-284/8	90	3Degree Curve
3	WDN-GNH	293/16-294/15	90	3Degree Curve
4	WDN-GNH	295/7-295/21	90	3Degree Curve
5	GNH-PKNS	295/21-297/4	50	3.5 Degree Curve
6	PKNS-PBN	330/2-330/24	50	3.5 Degree Curve

PERMANENT SPEED RESTRICTIONS

S.No	Between Station	OHE Mast post	SR in KMPH	Reason
AK-PAU (DN)				
1	AK-SVW	742/3-743/1	50P/ 30G	6 Degree Curve
2	AK-SVW	743/15-744/9	90	3.2Degree Curve
3	AK-SVW	747/9-748/8	90	3.3 Degree Curve
4	BSQ-LHD	763/4-764/6	90	3 Degree Curve
5	LHD -AMW	786/10-786/06	75	1 in 12 is inserted in place of 1 in 16 turnout.
6	AMW-JUK	788/9-788/17	90	3 Degree Curve
7	AMW-JUK	792/17-793/18	80	4 Degree Curve
8	AMW-JUK	793/18-794/2	90	3.18 Degree Curve
9	JUL-KXX	800/17-801/17	85	3.39 Degree Curve
10	WHM-KKG	820/13-821/6	90	3Degree Curve
11	WHM-KKG	828/6-829/1	80	3.98 Degree Curve
12	PGG-KNRG	837/16-838/20	80	3.5 Degree Curve
13	PGG-KNRG	839/8-840/1	80	3.5 Degree Curve
14	MLSU-NVLN	859/16-860/9	90	3.17 Degree Curve
15	NVLN-HNL	864/12-865/6	80	3.38 Degree Curve
PAU-AK (UP)				
1	HNL-NVLN	865/6-864/12	80	3.38 Degree Curve
2	NVLN-MLSU	860/9-859/16	90	3.17 Degree Curve
3	KNRG-PGG	840/1-839/8	80	3.5 Degree Curve
4	KNRG-PGG	838/20-837/16	80	3.5 Degree Curve
5	KKG-WHM	829/1-828/6	80	3.98 Degree Curve
6	KKG-WHM	821/6-820/13	90	3 Degree Curve
7	KXX-JUL	801/17-800/17	85	3.39 Degree Curve
8	JUK-AMW	794/2-793/18	90	3.18 Degree Curve
9	JUK-AMW	793/18-792/17	80	4 Degree Curve
10	JUK-AMW	788/17-788/9	90	3 Degree Curve
11	AMW-LHD	786/6-786/10	75	1 in 12 is inserted in place of 1 in 16 turn out.
12	LHD-BSQ	764/6-763/4	90	3 Degree Curve
13	SVW-AK	748/8-747/9	90	3.3 Degree Curve
14	SVW-AK	744/9-743/15	90	3.2Degree Curve
15	SVW-AK	743/1-742/3	50P/30G	6 Degree Curve
MUE-PMKT (UP)				
1	MUE-BMBE	4/8-5/5	90	3 degree curve
2	MUE-BMBE	5/8-6/2	75	4 degree curve
3	MUE-BMBE	6/3-6/18	90	3 degree curve
4	MUE-BMBE	7/6-8/4	75	3.9 degree curve
5	MUE-BMBE	8/5-8/18	90	3 degree curve
6	MUE-BMBE	10/14-11/16	90	3 degree curve
7	MUE-BMBE	12/7-13/6	90	3 degree curve
8	BMBE-BOKR	19/7-20/1	90	3 degree curve
9	BOKR-TBU	27/7-28/8	90	2.97 degree curve
10	TBU-HDGR	31/12-32/16	75	3.98 degree curve
11	TBU-HDGR	32/16-34/27	90	3.02 degree curve
12	HDGR-HEM	43/15-52/15	75	Yielding formation
13	DHNR-BHBK	92/11-93/26	65	5 Degree Curve
14	DHNR-BHBK	94/12-95/11	90	3 degree curve

PERMANENT SPEED RESTRICTIONS

S.No	Between Station	OHE Mast post	SR in KMPH	Reason
15	DHNR-BHBK	96/1-97/15	85	3.18 degree curve
16	DHNR-BHBK	97/14-97/25	75	4 Degree Curve
17	DHNR-BHBK	99/13-100/12	65	5 Degree Curve
18	DHNR-BHBK	100/19-101/13	75	4 degree curve
19	BHBK-KNVT	102/15-103/14	75	4 degree curve
20	ABX-KSAE	125/2-126/12	95	2.75 Degree Curve
21	ADB-PMKT	162/9-163/11	95	2.75 Degree Curve
PMKT-MUE (DN)				
1	PMKT-ADB	163/11-162/9	95	2.75 Degree Curve
2	KSAE-ABX	126/12-125/2	95	2.75 Degree Curve
3	KNVT-BHBK	103/14-102/15	75	4 degree curve
4	BHBK-DHNR	101/13-100/19	75	4 degree curve
5	DHNR-BHBK	100/12-99/13	65	5 Degree Curve
6	BHBK-DHNR	97/25-97/14	75	4 Degree Curve
7	BHBK-DHNR	97/15-96/1	85	3.18 degree curve
8	BHBK-DHNR	95/11-94/12	90	3 degree curve
9	BHBK-DHNR	93/26-92/11	65	5 Degree Curve
10	HDGR-HEM	52/15-43/15	75	Yielding formation
11	HDGR-TBU	34/27-32/16	90	3.02 degree curve
12	HDGR-TBU	32/16-31/12	75	3.98 degree curve
13	TBU-BOKR	28/8-27/7	90	2.97 degree curve
14	BOKR-BMBE	20/1-19/7	90	3 Degree Curve
15	BMBE- MUE	13/6-12/7	90	3 Degree Curve
16	BMBE- MUE	11/16-10/14	90	3 Degree Curve
17	BMBE- MUE	8/18-8/5	90	3 Degree Curve
18	BMBE- MUE	8/4-7/6	75	3.9 degree curve
19	BMBE- MUE	6/18-6/3	90	3 Degree Curve
20	BMBE- MUE	6/2-5/8	75	4 Degree Curve
21	BMBE- MUE	5/5-4/8	90	3 Degree Curve

Details of LC Gates

SI.NO.	LC-No.	LC Location	Block Section	Engg/Traffic	Man/Un-Managed	Class-Gate	Width	Position	Lifting Barrier	Inter Locked	PHONE	Census	TVUs	RVUs	Road-Type	District	ADEN		
MMR-MUE SECTION																			
1	7	23/6-7	ANK-NSL	T	M	A	5.00	LB	O	YES	YES	July '21	37948	1116	ASP	NK	AWB		
2	11	30/1-2	NSL-TR	E	M	C	3.80	LB	C	NO	YES	July '21	8068	237	KCH	NK	AWB		
3	12	30/6-7	NSL-TR	E	M	A	5.10	LB	O	YES	YES	July '21	33764	993	WBM	NK	AWB		
4	13	32/0-1	NSL-TR	E	M	A	5.70	LB	O	NO	YES	July '21	38823	1142	WBM	NK	AWB		
5	14	34/8-9	NSL-TR	E	M	C	6.50	LB	C	NO	YES	July '21	12182	358	WBM	NK	AWB		
6	15	36/6-7	NSL-TR	E	M	B2	5.80	LB	O	YES	YES	July '21	28335	833	ASP	NK	AWB		
7	20	48/0-1	TR-RGO	E	M	C	3.85	LB	C	NO	YES	July '21	15408	453	KCH	AWB	AWB		
8	25	58/2-3	RGO-PSD	E	M	C	5.10	LB	C	NO	YES	July '21	16843	495	WBM	AWB	AWB		
9	28	65/2-3	PSD Yard	T	M	B2	4.90	LB	O	YES	YES	July '21	20955	616	KCH	AWB	AWB		
10	29	67/2-3	PSD-LSR	E	M	C	3.90	LB	C	NO	YES	July '21	7055	207	ASP	AWB	AWB		
11	30	69/4-5	PSD-LSR	T	M	C	5.10	LB	O	YES	YES	July '21	14193	417	KCH	AWB	AWB		
12	31	71/5-6	PSD-LSR	E	M	C	5	LB	C	NO	YES	July '21	9122	268	ASP	AWB	AWB		
13	34	80/0-1	LSR Yard	T	M	SpI	5.80	LB	O	YES	YES	July '21	317884	9350	ASP	AWB	AWB		
14	36	84/3-4	LSR-POZ	E	M	C	5.50	LB	C	NO	YES	July '21	16607	488	KCH	AWB	AWB		
15	37	87/2-3	LSR-POZ	E	M	B2	3.50	LB	O	NO	yes	July '21	22741	669	KCH	AWB	AWB		
16	39	90/9-91/0	LSR-POZ	T	M	C	5.60	LB	O	YES	YES	July '21	17787	523	ASP	AWB	AWB		
17	41	95/9-96/0	POZ-DLB	E	M	C	4.10	LB	O	NO	YES	July '21	1789	53	KCH	AWB	AWB		
18	42	97/2-3	POZ-DLB	E	M	A	3.60	LB	O	NO	YES	July '21	38386	1129	WBM	AWB	AWB		
19	45	100/1-2	POZ-DLB	T	M	B1	7.5M	LB	O	YES	YES	July '24	38749	979	ASP	AWB	AWB		
20	52	112/7-8	DLB-AWB	T	M	SpI	9.0M	LB	O	YES	YES	July '24	154986	154986	ASP	AWB	AWB		
21	53	114/3-4	AWB-CTH	E	M	SpI	9.0M	LB	O	YES	YES	July '24	127506	127506	ASP	AWB	AWB		
22	56	120/9-121/0	AWB-CTH	E	M	B1	4.5M	LB	O	NO	YES	July '24	139767	139767	ASP	AWB	AWB		

SI.No.	LC-No.	LC Location	Block Section	Engg/Traffic	Man/Un-Managed	Class-Gate	Width	Lifting Barrier	Position	Census	TVUs	RVUs	Road-Type	District	ADEN	
23	66	144/1-2	KMV-BDU	E	M	C	5.0M	LB	C	NO	YES	May'24	16754	WBM	AWB	AWB
24	68	151/4-5	KMV-BDU	E	M	A	9.0M	LB	O	YES	YES	May'24	91514	2128	ASP	J
25	69	153/6-7	KMV-BDU	E	M	Spl	9.0M	LB	O	YES	YES	May'24	227055	5280	ASP	J
26	72	162/2-3	BDU-J	E	M	B2	4.5M	LB	O	NO	YES	May'24	64040	1489	ASP	J
27	74	170/8-9	BDU-J	E	M	C	7.5M	LB	C	NO	YES	May'24	23789	553	WBM	J
28	76	174/2-3	BDU-J	E	M	spl	7.5M	LB	O	YES	YES	May'24	100721	2342	ASP	J
29	77	174/8-9	BDU-J	E	M	spl	10.0M	LB	O	YES	YES	May'24	186965	4348	ASP	J
30	80	178/2-3	J-SVD	E	M	C	4.5M	LB	O	NO	YES	May'24	10117	248	KCH	J
31	81	179/9-180/0	J-SVD	E	M	C	4.5M	LB	O	NO	YES	May'24	10751	264	WBM	J
32	82	185/0-1	J-SVD	E	M	Spl	7.5M	LB	O	YES	YES	May'24	100774	2475	ASP	J
33	83	184/9-185/0	SVD Yard	T	M	C	4.5M	LB	O	YES	YES	Mar '21	4067	118	WBM	J
34	88	204/8-9	KODI-RNE	E	M	C	5.00	LB	O	NO	YES	Aug-22	11034	440	WBM	J
35	89	207/1-2	RNE-PTU	T	M	B1	5.10	LB	O	YES	YES	Jul-22	18105	724	ASP	J
36	91	212/8-9	RNE-PTU	E	M	C	5.65	LB	C	NO	YES	Mar-22	4450	74	KCH	J
37	94	227/9-228/0	PTU-UPR	E	M	C	4.7	LB	O	NO	YES	Apr-22	7444	175	WBM	J
38	95	230/5-6	UPR-SCO	E	M	C	5.85	LB	C	NO	YES	Apr-22	7511	210	KCH	J
39	96	234/7-8	UPR-SCO	E	M	C	4.5	LB	O	NO	YES	May-22	4295	134	ASP	J
40	97	237/6-7	UPR-SCO	E	M	B1	5.50	LB	O	YES	YES	May'24	29393	714	ASP	J
41	99	247/1-2	SCO-SELU	T	M	Spl	8.05	LB	O	YES	YES	May'24	170227	3919	ASP	PBN
42	100	251/2-3	SELU-DGPP	E	M	C	5.66	LB	O	NO	YES	Jul-22	6609	359	WBM	PBN
43	105	262/5-6	DGPP-MVO	T	M	Spl	5.49	LB	O	YES	YES	May'24	139450	3425	ASP	PBN
44	112	278/8-9	PG-PBN	T	M	C	4.7	LB	O	YES	YES	May'24	5549	129	WBM	PBN
45	113	280/0-1	PG-PBN	E	M	C	4.75	LB	C	NO	YES	Aug-22	5083	143	WBM	PBN
46	114	281/8-9	PG-PBN	E	M	C	4.00	LB	C	NO	YES	Jun-22	4404	140	KCH	PBN

SI.No.	LC-No.	LC Location	Block Section	Engg/Traffic	Man/Un-Managed	Class-Gate	Width	Lifting Barrier	Inter Locked	Position	PHONE	Census	TVUs	RVUs	Road-Type	District	ADEN
47	116	284/8-9	PG-PBN	E	M	C	4.25	LB	O	NO	YES	May-22	4558	156	KCH	PBN	J
48	117	286/0-1	PG-PBN	E	M	C	4.25	LB	C	NO	YES	Jun-22	2172	76	KCH	PBN	J
49	118	287/2-3	PG-PBN	E	M	A	5.45	LB	O	YES	YES	May-22	32897	1224	ASP	PBN	J
50	119	288/3-4	PG-PBN	E	M	C	5.50	LB	O	NO	YES	Jun-22	13380	512	WBM	PBN	J
51	120	289/4-5	PG-PBN	E	M	Spl	5.50	LB	O	YES	YES	May'24	111477	2618	ASP	PBN	J
52	121	289/9-290/0	PG-PBN	T	M	Spl	5.52	LB	O	YES	YES	May'24	125940	2938	ASP	PBN	J
53	122A	292/6-7	PBN-PIZ	E	M	Spl	6	LB	O	YES	YES	Aug'23	235930	3867	ASP	PBN	PAU
54	125	299/8-9	PBN-PIZ	T	M	Spl	5	LB	O	YES	YES	Aug'23	264990	4344	ASP	PBN	PAU
55	127	302/0-1	PIZ-MQL	E	M	C	5.5	LB	O	NO	YES	Aug'23	6259	102	ASP	PBN	PAU
56	129	305/7-8	PIZ-MQL	T	M	Spl	5	LB	O	YES	YES	Aug'23	223350	366	ASP	PBN	PAU
57	130	308/1-2	MQL-PAU	E	M	C	5	LB	O	NO	YES	Aug'23	79416	1301	ASP	PBN	PAU
58	150	355/0-1	MTDI-MGC	E	M	Spl	3.27	LB	O	YES	YES	Aug'23	9083	148	ASP	NED	NED

PBN-PRL SECTION

1	01	330/6-7	PBN-PKNS	T	M	SPL	5	LB	O	YES	YES	Jul'23	132230	5509	ASP	PBN	PAU
2	03	324/7-8	PBN-PKNS	E	M	B2	4.4	LB	O	YES	YES	Jul'23	24415	1017	ASP	PBN	PAU
3	04	320/5-6	PBN-PKNS	E	M	A	5	LB	O	YES	YES	Jul'23	57980	2412	ASP	PBN	PAU
4	05	317/2-3	PBN-PKNS	E	M	C	4.5	LB	O	NO	YES	Jul'23	5602	233	ASP	PBN	PAU
5	06	313/7-8	PKNS-GNH	E	M	C	5	LB	O	YES	YES	Jul'23	8018	334	ASP	PBN	PAU
6	07	312/4-5	PKNS-GNH	E	M	C	4.5	LB	C	NO	YES	Jul'23	984	41	ASP	PBN	PAU
7	08	311/5-6	PKNS-GNH	E	M	A	5	LB	O	YES	YES	Jul'23	55898	2329	ASP	PBN	PAU
8	10	308/3-4	PKNS-GNH	E	M	C	3.5	LB	C	NO	YES	Jul'23	1510	62	ASP	PBN	PAU
9	12	303/5-6	PKNS-GNH	E	M	C	4.5	LB	O	NO	YES	Jul'23	5393	224	ASP	PBN	PAU
10	13	302/5-6	PKNS-GNH	E	M	C	5	LB	C	NO	YES	Jul'23	6108	254	ASP	PBN	PAU

SI.No.	LC-No.	LC Location	Block Section	Engg/Traffic	Man/Un-Managed	Class-Gate	Width	Lifting Barrier	Position	Inter Locked	PHONE	Census	TVUs	RVUs	Road-Type	District	ADEN	
11	17	295/8-9	GNH-WDN	E	M	Spl	7	LB	O	YES	YES	Jul'23	413530	17230	ASP	PBN	PAU	
12	18	292/5-6	GNH-WDN	E	M	C	4.5	LB	O	NO	YES	Jul'23	2904	121	ASP	PBN	PAU	
13	21	280/2-3	WDN-PRLI	E	M	C	4.5	LB	O	NO	YES	Jul'23	5292	220	ASP	PBN	PAU	
14	22	278/5-6	WDN-PRLI	E	M	C	4.5	LB	O	NO	YES	Jul'23	9730	405	ASP	PBN	PAU	
15	24/A	270/2-3	WDN-PRLI	E	M	A	5.8	LB	O	YES	YES	Jul'23	92508	3854	ASP	Beed	PAU	
16	25	269/2-3	WDN-PRLI	E	M	C	6.2	LB	O	NO	YES	Jul'23	7820	325	ASP	Beed	PAU	
MUE-ADB-PMKT SECTION																		
1	1	3/2-3	MUE-BMBE	E	M	C	5.73	LB	O	NO	YES	May'24	8320	434	ASP	NED	NED	
2	5	38/8-9.	BOKR-HDGR	T	M	A	5.48	LB	O	YES	YES	May'24	32789	1713	ASP	NED	NED	
3	9	56/4-5	HDGR-HEM	T	M	Spl	3.7	LB	O	YES	YES	May'24	71666	3744	ASP	NED	NED	
4	11	115/2-3	BHBK-KNVT	E	M	Spl	8.5	LB	O	YES	YES	Jul-24	157160	7858	ASP	NED	NED	
5	12	117/2-3	KNVT-ABX	T	M	A	6	LB	O	YES	YES	Jul-24	57100	2854	ASP	NED	NED	
6	23	146/3-4	KSAE-UMM	E	M	C	5.5	LB	O	NO	YES	Jul-24	15980	799	CC	ADB	NED	
7	27	155/5-6	UMM-ADB	E	M	C	5	LB	O	NO	YES	Jul-24	7581	361	CC	ADB	NED	
8	29	159/9-160/0	UMM-ADB	E	M	Spl	6.2	LB	O	YES	YES	Jul-24	125958	5997	ASP	ADB	NED	
9	30	161/2-3	UMM-ADB	T	M	Spl.	8.5	LB	O	YES	YES	Jul-24	207456	8643	ASP	ADB	NED	
10	33	166/8-9	ADB-PMKT	E	M	B1	5.25	LB	O	NO	YES	Jul-24	27846	3094	ASP	ADB	NED	
AK-PAU SECTION																		
1	81	748/8-9	AK-SVW	E	M	A	6	LB	O	NO	YES	Jan-23	34352	1808	ASP	AK	AK	
2	87	760/6-7	SVW-BSQ	T	M	Spl	8.0	LB	O	YES	YES	Mar-24	131072	6508	ASP	AK	AK	
3	89	762/4-5	SVW-BSQ	T	M	Spl	7.0	LB	O	YES	YES	Mar-24	100805	5005	ASP	AK	AK	
4	91	767/5-6	BSQ-LHD	E	M	C	7.0	LB	C	NO	YES	Mar-24	5321	264	ASP	AK	AK	
5	102	796/4-5	AMM-JUK	T	M	Spl	9.0	LB	O	YES	YES	Mar-24	165967	8240	ASP	WHM	AK	
6	113	816/6-7	KXX-WHM	E	M	B1	5.0	LB	O	YES	YES	Oct-21	26756	1416	ASP	WHM	AK	
7	155	901/6-7	BLC-SIF	E	M	C	4.20	LB	C	NO	YES	Dec'21	15386	791	ASP	HNL	PAU	
8	165B	921/4-5	CWI-BMF	E	M	Spl	7.00	LB	O	YES	YES	Dec'21	334272	17205	ASP	HNL	PAU	
9	168	933/8-9	BMF-MRV	E	M	B2	4.50	LB	O	NO	YES	Dec'21	21778	1120	ASP	HNL	PAU	
10	171	939/8-9	BMF-MRV	T	M	C	4.50	LB	O	YES	YES	Dec'21	3244	167	ASP	HNL	PAU	

Types of signals/Standard of Interlocking and Block Instrument

S. No.	Station Code	Section (between major junctions with code)	Types of Signals (MACLS)	Standard of Interlocking	Type of Block Instruments	Data logger (Y/N)
1	ADB	MUE-ADB	MACLS	IIR	UFSBI	Y
2	UMM	MUE-ADB	MACLS	IIR	UFSBI	Y
3	KSAE	MUE-ADB	MACLS	IIR	UFSBI	Y
4	ABX	MUE-ADB	MACLS	IIR	UFSBI	Y
5	KNVT	MUE-ADB	MACLS	IIR	UFSBI	Y
6	BHBK	MUE-ADB	MACLS	IIR	UFSBI	Y
7	DHNR	MUE-ADB	MACLS	IIR	UFSBI	Y
8	SHSK	MUE-ADB	MACLS	IIR	UFSBI	Y
9	HEM	MUE-ADB	MACLS	IIR	UFSBI	Y
10	HDGR	MUE-ADB	MACLS	IIR	UFSBI	Y
11	TBU	MUE-ADB	MACLS	IIR	UFSBI	Y
12	BOKR	MUE-ADB	MACLS	IIR	UFSBI	Y
13	BMBE	MUE-ADB	MACLS	IIR	UFSBI	Y
14	MUE	MUE-MMR	MACLS	IIR	UFSBI	Y
15	MGC	MUE-MMR	MACLS	IIR	UFSBI	Y
16	MTDI	MUE-MMR	MACLS	IIR	UFSBI	Y
17	NED	MUE-MMR	MACLS	IIR	UFSBI	Y
18	LBG	MUE-MMR	MACLS	IIR	UFSBI	Y
19	CRU	MUE-MMR	MACLS	IIR	UFSBI	Y
20	PAU	MUE-MMR	MACLS	IR	UFSBI	Y
21	MQL	MUE-MMR	MACLS	IIR	UFSBI	Y
22	PIZ	MUE-MMR	MACLS	IIR	UFSBI	Y
23	PBN	MUE-MMR	MACLS	IIR	UFSBI	Y
24	PG	MUE-MMR	MACLS	IIR	UFSBI	Y
25	DAV	MUE-MMR	MACLS	IIR	UFSBI	Y
26	MVO	MUE-MMR	MACLS	IIR	UFSBI	Y
27	DGPP	MUE-MMR	MACLS	IIR	UFSBI	Y
28	SELU	MUE-MMR	MACLS	IIR	UFSBI	Y
29	SCO	MUE-MMR	MACLS	IIR	UFSBI	Y
30	UPR	MUE-MMR	MACLS	IIR	UFSBI	Y
31	PTU	MUE-MMR	MACLS	IIR	UFSBI	Y
32	RNE	MUE-MMR	MACLS	IIR	UFSBI	Y
33	KODI	MUE-MMR	MACLS	IIR	UFSBI	Y
34	SVD	MUE-MMR	MACLS	IIR	UFSBI	Y
35	J	MUE-MMR	MACLS	IIR	UFSBI	Y
36	DIQ	MUE-MMR	MACLS	IIR	UFSBI	Y
37	BDU	MUE-MMR	MACLS	IIR	UFSBI	Y
38	KMV	MUE-MMR	MACLS	IIR	UFSBI	Y
39	CTH	MUE-MMR	MACLS	IIR	UFSBI	Y
40	AWB	MUE-MMR	MACLS	IIR	UFSBI	Y
41	DLB	MUE-MMR	MACLS	IIR	UFSBI	Y
42	POZ	MUE-MMR	MACLS	IIR	UFSBI	Y
43	LSR	MUE-MMR	MACLS	IIR	UFSBI	Y
44	KAJG	MUE-MMR	MACLS	IIR	UFSBI	Y
45	PSD	MUE-MMR	MACLS	IIR	UFSBI	Y

S. No.	Station Code	Section (between major junctions with code)	Types of Signals (MACLS)	Standard of Interlocking	Type of Block Instruments	Data logger (Y/N)
46	RGO	MUE-MMR	MACLS	IIR	UFSBI	Y
47	TR	MUE-MMR	MACLS	IIR	UFSBI	Y
48	NSL	MUE-MMR	MACLS	IIR	UFSBI, DAIDO	Y
49	PKNS	PBN-PRLI	MACLS	IIR	UFSBI	Y
50	GNH	PBN-PRLI	MACLS	IIR	UFSBI	Y
51	WDN	PBN-PRLI	MACLS	IIR	UFSBI	Y
52	MRV	PAU-AK	MACLS	IIR	UFSBI	Y
53	BMF	PAU-AK	MACLS	IIR	UFSBI	Y
54	CWI	PAU-AK	MACLS	IIR	UFSBI	Y
55	SIF	PAU-AK	MACLS	IIR	UFSBI	Y
56	BLC	PAU-AK	MACLS	IIR	UFSBI	Y
57	NDPR	PAU-AK	MACLS	IIR	UFSBI	Y
58	DNE	PAU-AK	MACLS	IIR	UFSBI	Y
59	HNL	PAU-AK	MACLS	IIR	UFSBI	Y
60	NVLN	PAU-AK	MACLS	IIR	UFSBI	Y
61	MLSU	PAU-AK	MACLS	IIR	UFSBI	Y
62	KNRG	PAU-AK	MACLS	IIR	UFSBI	Y
63	KKG	PAU-AK	MACLS	IIR	UFSBI	Y
64	WHM	PAU-AK	MACLS	IIR	UFSBI	Y
65	KXX	PAU-AK	MACLS	IIR	UFSBI	Y
66	JUK	PAU-AK	MACLS	IIR	UFSBI	Y
67	AMW	PAU-AK	MACLS	IIR	UFSBI	Y
68	LHD	PAU-AK	MACLS	IIR	UFSBI	Y
69	BSQ	PAU-AK	MACLS	IIR	UFSBI	Y
70	SVW	PAU-AK	MACLS	IIR	UFSBI	Y
71	AK	PAU-AK	MACLS	IR	DAIDO	Y

Location of RH Signals

S. No	Station Name	Section (between major junctions with code)	Block section with codes	Single/ Double/ Line	Direction [UP/DN/ Bi-Directional]	Signal number	Signal Description	KM of that direction
1	ABX	MUE-ADB	ABX-KSAE	S/L	DN	S-20	Dn. H/S	125/4-5
2	PKNS	PBN-PRLI	PKNS-PBN	S/L	DN	S-20	Dn. H/S	315/0-1
3	GNH	PBN-PRLI	GNH-WDN	S/L	UP	S-1	Up H/S	296/5-4
4	AWB	MUE-MMR	AWB	S/L	UP	S-9	UP Goods loop-2 Starter signal	113/2-3

Platforms Details

Section	Station Name	Station Code	Category	Pf No	Height (cms)	Length (m)	Breadth (m)
AK-PAU	AKOLA	AK	NSG2	4&5	84	563.00	12.20
AK-PAU	AKOLA	AK	NSG2	6	84	550.00	8.00
AK-PAU	Amanwadi	AMW	NSG6	1	84	600.00	9.00
AK-PAU	Amanwadi	AMW	NSG6	2	84	600.00	8.00
AK-PAU	Barsi takli	BSQ	NSG6	1	90	310.34	9.00
AK-PAU	Basmath	BMF	NSG5	1	95	520.00	10.00
AK-PAU	Bolda	BLC	NSG6	1	85	460.00	8.00
AK-PAU	Chondi	CWI	NSG6	1	85	325.00	9.70
AK-PAU	Dhamini	DNE	NSG6	1	80	335.00	8.00
AK-PAU	Hingoli	HNL	NSG5	1	85	560.00	10.50
AK-PAU	Hingoli	HNL	NSG5	2	85	560.00	11.00
AK-PAU	Jaulka	JUK	NSG6	1	80	449.90	7.50
AK-PAU	Junona(halt)	JUNX	HG3	1	40	296.00	6.50
AK-PAU	Kanargaon naka	KNRG	NSG6	1	100	314.80	7.55
AK-PAU	Kanjara (halt)	KNJJ	HG3	1	30	248.00	5.00
AK-PAU	Kata road	KXX	NSG6	1	84	300.00	7.70
AK-PAU	Kekatumar	KKG	NSG6	1	93	300.00	6.67
AK-PAU	Lohagad	LHD	NSG6	1	90	463.34	11.00
AK-PAU	MALSAILU	MLSU	NSG6	1	90	318.00	7.00
AK-PAU	Marsul	MRV	NSG6	1	85	354.00	6.20
AK-PAU	Marsul	MRV	NSG6	2	85	354.00	6.20
AK-PAU	Nandapur	NDPR	NSG6	1	85	450.00	6.50
AK-PAU	Navalgoan	NVLN	NSG6	1	85	320.00	7.00
AK-PAU	Pangar shinde (halt)	PNSD	HG2	1	50	328.00	7.70
AK-PAU	Sirli	SIF	NSG6	1	85	467.00	8.00
AK-PAU	Sivnisivpur	SVW	NSG6	1	84	460.34	10.00
AK-PAU	Sivnisivpur	SVW	NSG6	2	84	460.34	10.00
AK-PAU	Washim	WHM	NSG5	1	93	533.14	12.40
AK-PAU	Washim	WHM	NSG5	2&3	93	533.14	10.35
MMR-MUE	Aurangabad	AWB	NSG3	1	80	568	10
MMR-MUE	Aurangabad	AWB	NSG3	2&3	84	563	12.5
MMR-MUE	Aurangabad	AWB	NSG3	4&5	90	550	10
MMR-MUE	Badnapur	BDU	NSG6	2	87	548	12
MMR-MUE	Badnapur	BDU	NSG6	1	0	350	8

Section	Station Name	Station Code	Category	Pf No	Height (cms)	Length (m)	Breadth (m)
MMR-MUE	Chikalthana	CTH	NSG6	1	84	550	10
MMR-MUE	Chudawa	CRU	NSG6	1	30	265	8
MMR-MUE	Chudawa	CRU	NSG6	2	80	550	9
MMR-MUE	Daulatabad	DLB	NSG6	1	80	320	11
MMR-MUE	Daulatabad	DLB	NSG6	2	0	250	11
MMR-MUE	Devalgaon avchar	DAV	NSG6	1	30.5	450	6
MMR-MUE	Dhengli pimpalgaon	DGPP	NSG6	1	84	550	9
MMR-MUE	Huzur Saheb Nanded	NED	NSG2	1	84	565	8
MMR-MUE	Huzur Saheb Nanded	NED	NSG2	4	84	565	9
MMR-MUE	Huzur Saheb Nanded	NED	NSG2	2&3	84	555	8
MMR-MUE	Jalna	J	NSG4	1	76	570	10
MMR-MUE	Jalna	J	NSG4	2&3	84	553	10
MMR-MUE	Karanjaon	KAJG	NSG6	1	84	403	9.5
MMR-MUE	Karmad	KMV	NSG6	1	84	555	10
MMR-MUE	Kodi	KODI	NSG6	1	30.5	250	7
MMR-MUE	Kodi	KODI	NSG6	2	46	350	8.4
MMR-MUE	Lasur	LSR	NSG6	1	80	540	8
MMR-MUE	Lasur	LSR	NSG6	2	80	450	8
MMR-MUE	Limbagoan	LBG	NSG6	1	84	502	10.4
MMR-MUE	Limbagoan	LBG	NSG6	2&3	84	502	8
MMR-MUE	Malkedi	MTDI	NSG6	1	84	550	9
MMR-MUE	Malkedi	MTDI	NSG6	2	84	550	7.2
MMR-MUE	Manwath road	MVO	NSG5	1	84	466	8
MMR-MUE	Manwath road	MVO	NSG5	2	84	484	9.9
MMR-MUE	Mirkhel	MQL	NSG6	1	0	185	7
MMR-MUE	Mirkhel	MQL	NSG6	2	101	550	7
MMR-MUE	Mudkhed jn	MUE	NSG5	1	84	600	12.5
MMR-MUE	Mudkhed jn	MUE	NSG5	2&3	84	600	9.6
MMR-MUE	Mudkhed jn	MUE	NSG5	4	84	450	6.2
MMR-MUE	Mugat	MGC	NSG6	1	84	495	8.5
MMR-MUE	Mugat	MGC	NSG6	2	84	495	8
MMR-MUE	Mukundwadi	MKDD	NSG5	1	84	418	7.2
MMR-MUE	Nagarsol	NSL	NSG3	2&3	80	623	13

Section	Station Name	Station Code	Category	Pf No	Height (cms)	Length (m)	Breadth (m)
MMR-MUE	Nagarsol	NSL	NSG3	1	80	623	10
MMR-MUE	Parbhani	PBN	NSG3	1	84	554	10
MMR-MUE	Parbhani	PBN	NSG3	2&3	82	545	11.5
MMR-MUE	Pardgoan (halt)	PDG	HG3	1	84	313	9
MMR-MUE	Parsoda	PSD	NSG6	1	45	250	8
MMR-MUE	Partur	PTU	NSG5	1	84	470	10
MMR-MUE	Partur	PTU	NSG5	2	84	484	8
MMR-MUE	Pathrad (Halt)	PARD	HG3	1	0	230	6
MMR-MUE	Pathrad (Halt)	PARD	HG3	2	84	350	6.5
MMR-MUE	Pergaon	PG	NSG6	1	84	560	8
MMR-MUE	Pergaon	PG	NSG6	2&3	46	350	8.5
MMR-MUE	Pingli	PIZ	NSG6	1	0	185	7
MMR-MUE	Pingli	PIZ	NSG6	2	100	551	7
MMR-MUE	Potul	POZ	NSG6	1	84	330	10
MMR-MUE	Purna	PAU	NSG4	1	76	445	7.8
MMR-MUE	Purna	PAU	NSG4	2&3	83	589	9.8
MMR-MUE	Purna	PAU	NSG4	4	101	580.3	10
MMR-MUE	Ranjani	RNE	NSG6	1	84	400	8.5
MMR-MUE	Rotegoan	RGO	NSG5	1	84	560	8.05
MMR-MUE	Rotegoan	RGO	NSG5	2	84	570	7.6
MMR-MUE	Sarwadi	SVD	NSG6	1	0	250	10
MMR-MUE	Satuna	SCO	NSG6	1	0	195	8.5
MMR-MUE	Satuna	SCO	NSG6	2	46	361	8.5
MMR-MUE	Selu	SELU	NSG5	1	76	552	8
MMR-MUE	Selu	SELU	NSG5	2&3	84	570	8
MMR-MUE	Tarur	TR	NSG6	1	35	360	6
MMR-MUE	Usmanpur	UPR	NSG6	1	84	306	9
MMR-MUE	Wanegaon	WNG	HG3	1	84	350	6
MMR-MUE	Wanegaon	WNG	HG3	2	84	350	7
MUE-PMKT	Adilabad	ADB	NSG5	1	84	530	8
MUE-PMKT	Adilabad	ADB	NSG5	2&3	84	555	11
MUE-PMKT	Ambari	ABX	NSG6	1	45	382	10
MUE-PMKT	Bhokar	BOKR	NSG5	1	84	520	16.1
MUE-PMKT	Bhokar	BOKR	NSG5	2	84	464	6.1
MUE-PMKT	Bimbari	BMBE	NSG6	1	40	250	5.4
MUE-PMKT	Bodhadi bujrug	BHBK	NSG6	1	84	535	8

Section	Station Name	Station Code	Category	Pf No	Height (cms)	Length (m)	Breadth (m)
MUE-PMKT	Bodhadi bujrug	BHBK	NSG6	2	84	530	8
MUE-PMKT	Devthana(Halt)	DVN	HG3	1	45	250	5.4
MUE-PMKT	Dhanora(deccan)	DHNR	NSG6	1	84	382	6
MUE-PMKT	Dhanora(deccan)	DHNR	NSG6	2	0	382	6
MUE-PMKT	Hadgaon road	HDGR	NSG6	1	84	550	7.4
MUE-PMKT	Hadgaon road	HDGR	NSG6	2	45	370	8
MUE-PMKT	Himayatnagar (deccan)	HEM	NSG5	1	84	530	12.3
MUE-PMKT	Himayatnagar (deccan)	HEM	NSG5	2	45	553.5	8
MUE-PMKT	Jambali (halt)	JMBL	HG3	1	0	250	5.5
MUE-PMKT	Jirona (Halt)	JXN	HG3	1	45	250	5.5
MUE-PMKT	Julgaon(deccan)	JLG	HG3	1	45	250	8.4
MUE-PMKT	Khadki bazar (halt)	KDBR	HG3	1	45	250	6
MUE-PMKT	Kinwat	KNVT	NSG5	1	84	530	10
MUE-PMKT	Kinwat	KNVT	NSG5	2	84	530	10
MUE-PMKT	Kosai	KSAE	NSG6	1	80	382	6
MUE-PMKT	Madannapur (Halt)	MDPJ	HG3	1	45	265	6
MUE-PMKT	Mahimba (halt)	MHMB	HG3	1	79	250	6
MUE-PMKT	Parwakurd (Halt)	PRWA	HG3	1	45	240	4.7
MUE-PMKT	Sahasrakhund	SHSK	NSG5	1	84	560	7.3
MUE-PMKT	Sahasrakhund	SHSK	NSG5	2	50	382	9.7
MUE-PMKT	Talamadugu (Halt)	TLMG	HG3	1	78	182	7.5
MUE-PMKT	Terban	TBU	NSG6	1	84	441	8.9
MUE-PMKT	Umram	UMM	NSG6	1	45	250	6
PRLI-PBN	Dhondi (halt)	DNDI	HG3	1	35	240	5
PRLI-PBN	Gangakher	GNH	NSG5	1	84	456.7	10
PRLI-PBN	Gangakher	GNH	NSG5	2	76	568	6
PRLI-PBN	Pokarni narsimha	PKNS	NSG6	1	76	250	6
PRLI-PBN	Pokarni narsimha	PKNS	NSG6	2	76	250	6
PRLI-PBN	Sangannapur (halt)	SNGR	HG3	1	44	240	5
PRLI-PBN	Ukhali(halt)	UKH	HG3	1	20	277.3	4.8
PRLI-PBN	Wadegoannila	WDN	NSG6	1	65	245	4.75
PRLI-PBN	Wadegoannila	WDN	NSG6	2	65	245	4.65

CSRs of lines in station yard

S.No	Stns	Line	Line/ Road No.	CSR	
MMR-MUE SECTION					
1	NSL	L/L 1	Rd.1	693.65	
		M/L	Rd.2	693.65	
		L/L 2	Rd.3	807	
		L/L 3	Rd.4	750	
		L/L 4	Rd.5	750	
2	TR	L/L	Rd.1	700	
		M/L	Rd.2	700	
		L/L	Rd.3	747	
		Track Machine		300	
3	RGO	L/L	Rd.1	715	
		M/L	Rd.2	715	
		L/L	Rd.3	715	
4	PSD	M/L	Rd.1	812	
		L/L	Rd.2	812	
5	KAJG	M/L	Rd.1	729	
		L/L	Rd.2	729	
6	LSR	L/L	Rd.1	755	
		M/L	Rd.2	695	
		L/L	Rd.3	750	
		Ballast Siding		300	
		M/L	Rd.1	777	
7	POZ	L/L	Rd.2	703	
		Siding Line	1	Rd.3	500
			2	Rd.4	479
			3	Rd.5	747
		Shunting Neck		MMR End	320
		Neck		MUE End	236
8	DLB	L/L	Rd.1	742	
		M/L	Rd.2	702	
		L/L	Rd.3	735	
		Shunting Neck	MUE end	696	
		Laxmi Siding		750	
		Military Siding 1		712	
		Military Siding 2		712	
		Concor Siding		708	
9	AWB	L/L	Rd.1	860	
		M/L	Rd.2	860	
		L/L	Rd.3	825	
		L/L	Rd.4	755	
		Sick Siding	No.1	118	
		Sick Siding	No.2	208	
		Goods L/L	No.1	770	
		Goods L/L	No.2	815	
		Through Siding		770	

S.No	Stns	Line	Line/ Road No.	CSR
		Pit Line		400
		Shunting Neck		400
		Oil siding		275
		Tourist Siding		280
10	CTH	L/L	Rd.1	712.6
		M/L	Rd.2	715
		L/L	Rd.3	715
11	KMV	L/L	Rd.1	715
		M/L	Rd.2	715
		L/L	Rd.3	715
TM Siding				
12	BDU	L/L	Rd.1	720
		M/L	Rd.2	720
		L/L	Rd.3	750
13	DIQ	M/L	Rd.1	720
		L/L	Rd.2	720
		L/L	Rd.3	720
		Brake Van		120
		Dry Port Siding	Engine Reversal Line	754
		A&D Siding		200
14	J	L/L	Rd.1	698
		M/L	Rd.2	693
		L/L	Rd.3	696.00
		Goods Line		704
		Goods Siding		714
		Ballast Siding		318
15	SVD	L/L	Rd.1	698.5
		M/L	Rd.2	698.5
16	KODI	L/L	Rd.1	696
		M/L	Rd.2	711
		L/L	Rd.3	715
		PQRS Siding	No.1	539
			No.2	539
			No.3	500
		TM siding		70
17	RNE	L/L	Rd.1	705
		M/L	Rd.2	705
		TM siding		110
18	PTU	L/L	Rd.1	722
		M/L	Rd.2	722
		L/L	Rd.3	722
19	UPR	L/L	Rd.1	693
		M/L	Rd.2	693
20	SCO	L/L	Rd.1	686
		M/L	Rd.2	733

S.No	Stns	Line	Line/ Road No.	CSR
		L/L	Rd.3	716
		Sick /TM Siding		75
21	SELU	L/L	Rd.1	710
		M/L	Rd.2	710
		L/L	Rd.3	720
		RGM R&D Siding		715
22	DGPP	L/L	Rd.1	723
		M/L	Rd.2	723
23	MVO	L/L	Rd.1	686
		M/L	Rd.2	715
		L/L	Rd.3	686
24	DAV	L/L	Rd.1	715
		M/L	Rd.2	715
25	PG	L/L	Rd.1	700
		M/L	Rd.2	700
		L/L	Rd.3	721
		Sick /TM Siding		65
		L/L (UP)1	Rd.1	680
26	PBN	M/L(UP)	Rd.2	686
		M/L(DN)	Rd.3	695
		Goods Line	No.1	686
			No.2	757.98
		Goods Siding	No.1	165
			No.2	165
			No.3	235
			No.4	235
		Shunting Neck	No.1	300
			No.2	482
		Engine L/L		100
		Ballast Siding		221
		R&D Line		686
27	PIZ	L/L (UP)	Rd.1	715
		M/L(UP)	Rd.2	715
		M/L(DN)	Rd.3	764
		Common L/L	Rd.4	764
		TM Siding		150
		Dead End Siding		100
28	MQL	Common L/L	Rd.1	715
		M/L(UP)	Rd.2	715
		M/L(DN)	Rd.3	745
		L/L (DN)	Rd.4	715
		TM Siding		150
29	PAU	Common L/L	Rd.1	736
		Engine Escape Line	Rd.2	736
		Goods L/L	Rd.3	736
		M/L(UP)	Rd.4	736
		M/L(DN)	Rd.5	736

S.No	Stns	Line	Line/ Road No.	CSR
		L/L (DN)	Rd.6	736
		Goods Line	No.1	686
			No.2	686
		Stabling Line	No.1	343.64
			No.2	343.64
			No.3	372
		ART Line		360
		MRV Line		195
		Sick Line		80
				116
		AC Coach Line		66
		Pit Line		453
		Freight Train Examination Line		282.5
		Shunting Line		438.85
		Goods LINE		686
				686
30	CRU	TM Siding		300
		L/L (UP)	Rd1	733.46
		M/L(UP)	Rd2	733.46
		M/L(DN)	Rd3	726
31	LBG	L/L (DN)	Rd4	726
		L/L (UP)	Rd1	730.35
		M/L(UP)	Rd2	730.35
		M/L(DN)	Rd3	743.51
		L/L (DN)	Rd4	743.51
		TM Siding		300
		L/L (DN)	Rd1	720.18
		M/L(DN)	Rd2	720.18
		M/L(UP)	Rd3	744.28
		Goods R&D Line	Rd4	713.37
		Pit Line	No.1	448
			No.2	585
			No.3	570
		Stabling Line	No.1	130
			No.2	150
32	NED		No.3	300
			No.4	635.03
			No.5	340
			No.6	305
			No.7	305
			No.8	600
		Shunting Neck	No.1	686
			No.2	600
		Common L/L	No.1	644.08
		Sick Line		431.15
		Saloo siding		237
		IOH siding		114
		IOH siding		118
		IOH siding		94

S.No	Stns	Line	Line/ Road No.	CSR
33	MTDI	L/L (UP)	Rd1	715
		M/L(UP)	Rd2	715
		M/L(DN)	Rd3	889.97
		Common L/L	Rd4	715
		Goods L/L	Rd5	715
			Stabling Line	715
			Shunting Neck	70
34	MGC	L/L (DN)	Rd1	716.51
		M/L(DN)	Rd2	716.51
		M/L(UP)	Rd3	717.59
		Common L/L	Rd4	717.59
35	MUE	Common L/L	Rd1	746.66
		M/L(DN)	Rd2	746.66
		M/L(UP)	Rd3	821
		L/L (UP)	Rd4	764
		Goods L/L	Rd5	764
		Common L/L	Rd6	764
			No.1	323.3
		PQRS Siding	No.2	323.3
			No.3	308
		Satellite	No.1	205
		Depot Siding	No.2	205
		TM Siding		300
MUE-PMKT SECTION				
36	BMBE	L/L	Rd.1	715
		M/L	Rd.2	715
		L/L	Rd.3	715
37	BOKR	L/L	Rd.1	715
		M/L	Rd.2	715
		L/L	Rd.3	715
		Hot Axle Siding		120
		Ballast Siding		
38	TBU	L/L	Rd.1	715
		M/L	Rd.2	715
		L/L	Rd.3	715
39	HDGR	L/L	Rd.1	715
		M/L	Rd.2	715
		L/L	Rd.3	715
40	HEM	L/L	Rd.1	715
		M/L	Rd.2	715
		L/L	Rd.3	715
		Ballast Siding		300
		TM Siding		324
		Shunting Neck		35
		Tower Car Siding		72

S.No	Stns	Line	Line/ Road No.	CS R
41	SHSK	L/L	Rd.1	715
		M/L	Rd.2	715
		L/L	Rd.3	715
42	DHNR	L/L	Rd.1	715
		M/L	Rd.2	715
		L/L	Rd.3	715
43	BHBK	L/L	Rd.1	715
		M/L	Rd.2	715
		L/L	Rd.3	715
44	KNVT	L/L	Rd.1	819. 53
		M/L	Rd.2	819. 53
		L/L	Rd.3	818
		Tool Van Siding		120
		Hot Axle Siding		100
45	ABX	L/L	Rd.1	732
		M/L	Rd.2	732
46	KSAE	L/L	Rd.1	732
		M/L	Rd.2	732
		L/L	Rd.3	732
47	UMM	L/L	Rd.1	715
		M/L	Rd.2	715
48	ADB	L/L	Rd.1	704
		M/L	Rd.2	726
		L/L	Rd.3	840
		L/L	Rd.4	840
			Goods Line	715
			Goods Line	715
		Shunting Neck		715
PBN-PRLI SECTION				
49	WDN	M/L	Rd.1	700. 15
		L/L	Rd.2	700. 15
			PQRS Siding	800
50	GNH	L/L	Rd.1	696
		M/L	Rd.2	696
		Goods Siding		100
51	PKNS	M/L	Rd.1	695
		L/L	Rd.2	686
PAU-AK SECTION				
52	AK	Pass. L/L	Rd.1	562
		L/L	Rd.2	704
		L/L	Rd.3	946.1
		M/L	Rd.4	706.5

S.No	Stns	Line	Line/ Road No.	CSR
53	SVW	L/L	Rd.1	740.5
		M/L	Rd.2	743
		L/L	Rd.3	746.3
		Goods Line	Rd.4	743.9
54	BSQ	L/L	Rd.1	717
		M/L	Rd.2	716
55	LHD	L/L	Rd.1	718
		M/L	Rd.2	718
56	AMW	L/L	Rd.1	729
		M/L	Rd.2	729
		L/L	Rd.3	729
57	JUK	L/L	Rd.1	717
		M/L	Rd.2	717
58	KXX	L/L	Rd.1	723
		M/L	Rd.2	723
59	WHM	L/L	Rd.1	716
		M/L	Rd.2	717
		L/L	Rd.3	776
		Goods Line	Rd.4	751
		CSM Siding		216
		Tower Car Siding		112.06
60	KKG	L/L	Rd.1	853
		M/L	Rd.2	853
61	KNRG	L/L	Rd.1	723
		M/L	Rd.2	721
62	MLSU	L/L	Rd.1	750
		M/L	Rd.2	750
63	NVLN	L/L	Rd.1	670
		M/L	Rd.2	670

S.No	Stns	Line	Line/ Road No.	CSR	
64	HNL	L/L	Rd.1	820	
		M/L	Rd.2	820	
		L/L	Rd.3	715	
		L/L	Rd.4	715	
		Goods Siding	No.1		
		Goods Siding	No.2		
		BG Siding	PAU End	120	
		BG Siding	PAU End	170	
Shunting Neck				400	
Tower Car Siding				133.34	
65	DNE	M/L	Rd.1	752	
		L/L	Rd.2	752	
66	NDPR	M/L	Rd.1	730	
		L/L	Rd.2	730	
67	BLC	L/L	Rd.2	798	
		M/L	Rd.1	798	
		L/L	Rd.2	798	
			Ballast Siding	505	
68	SIF	L/L	Rd.1	740	
		M/L	Rd.2	740	
69	CWI	L/L	Rd.1	725	
		M/L	Rd.2	725	
70	BMF	L/L	Rd.1	742	
		M/L	Rd.2	742	
		L/L	Rd.3	742	
71	MRV	L/L	Rd.1	740	
		M/L	Rd.2	740	
		L/L	Rd.3	740	

**CAPACITY OF RUNNING LINES
MUE-MMR**

S. No.	Kms	Inter Distance	Codes	No.of lines	CSR in mts	Platform length in mts	FOB	Station wise siding and their CSR in mts
1	00.00	00.00	MMR	12			YES	
2	14.90	14.90	ANK	4			YES	
3	24.42	9.43	NSL	5	1,2-693,3-793,4,5-750	1,2,3-623(HL) Goods PF-680(RL)	YES	RGM-750,shunting neck 58.70
4	38.38	13.96	TR	3	1 & 2-686,3-715	1-245(RL)		SICK/TM Siding-80
5	52.29	13.91	RGO	3	1,2 & 3-715	1 & 3-480(HL)	YES	NIL
6	64.89	12.60	PSD	2	1 & 2-828	1 & 2-250		NIL
7	70.01	5.12	KAJG	2	1 & 2-715	1- 420(HL)		NIL
8	79.75	9.74	LSR	3	1-747,2-690,3-736,	1-550,3-450(HL)	YES	HOT AXLE-62 & RGM-289
9	91.40	11.65	POZ	2	1-703 & 2-777	2-250		PQRS SidingNo.1,2,3(500,479,747) SH NECK-236 SH NECK-320

S. No.	Kms	Inter Distance	Codes	No.of lines	CSR in mts	Platform length in mts	FOB	Station wise siding and their CSR in mts
10	100.65	9.24	DLB	3	1-742,2-702,3-735	1-250HL		MILITARY(1&2)-712 (PF-400), CONCOR-708, GOODS-75.8, Laxmi siding-1116.61, Shunting neck for military-696 Shunting neck for Laxmi siding-750
11	113.20	12.51	AWB	6	1 & 2-848 3,4-696 GL1-726 & GL2-375	PF-1,3,4 - 570 PF-2 - 428	YES	THROUGH-702, OIL-275,TOURIST-280 Pitline-400,siding-20, SH neck-450(DLB end)
12	123.18	10.03	CTH	3	1,2 & 3 -713	1 - 250		
13	137.49	14.31	KMV	3	1,2 & 3 - 715	1 - 250		Siding - 65
14	156.96	19.47	BDU	3	1,2 & 3 - 717	1 & 3 - 250	YES	Siding - 55
15	168.86	11.68	DIQ	3	1,2 & 3-720	--	--	A & B Siding -200
16	175.86	7.22	J	4	1 ,2,3,&4-720,Goods RD -700	1- 558(HL), 2 & 3- 576(HL) Goods RD line - 509(RL),672(RL)	YES	Ballast siding-294,Stabling line No.-1-756,Stabling line No.-276, Stabling line-2- 276,Pit line-777.93,Sick line 1&2-276,Shunting neck-709
17	185.56	9.66	SVD	2	1 & 2 - 686	1 - 250		
18	195.56	10.04	KODI	3	1 & 3-711, 2-708	1-250, 3-350		PQRS- 1 & 2-539,3-500 HOT AXLE siding - 70
19	206.70	11.14	RNE	2	1 & 2- 686	1 & 2-255		DEAD END SIDING-50
20	220.87	14.17	PTU	3	1,2 & 3 - 686	1 & 3 - 460	YES	
21	229.46	8.86	UPR	2	1 & 2 - 686	1 - 254		
22	238.60	8.87	SCO	3	1,2 & 3 -716	1-298 & 3-360	YES	SICK/TM siding - 80
23	248.08	9.48	SELU	4	1 & 2 - 690,3-715 RGM-715	1- 469 & 3 - 460	YES	GOODS SIDING - 170
24	257.36	9.28	DGPP	2	1 & 2-715	1 - 420		
25	262.91	5.55	MVO	3	1,2,& 3-686	1 & 3 -183	YES	
26	272.01	9.10	DAV	2	1 & 2-715	1-420		
27	278.13	6.12	PG	3	1 & 2 - 687,3 -715	1 - 253 & 3 - 350		SICK / TM SIDING - 50
28	290.44	12.31	PBN	5	1 - 699, 2 & 3 - 686 GL1-686,GL2-757	1-545, 2 & 3 - 544	YES	GOODS SIDING-1&2-165 (PF-165),3&4-235 (PF-214), BALLST SIDING - 221 Shunting neck-1-300, shunting neck -2 482, Engine line-100
29	300.35	9.91	PIZ	4	UP/ML & LL-715 DN/ML & CL-763.86	UP/Loop line-550 Common Loop-183	YES	Ballast Siding -260 TTM Siding-150
30	306.35	6.00	MQL	4	UP/ML & CL-721.50 DN/ML & LL-715	DN/Loop line-550 Common Loop- 187.75	YES	TTM Siding-150

S. No.	Kms	Inter Distance	Codes	No.of lines	CSR in mts	Platform length in mts	FOB	Station wise siding and their CSR in mts
31	318.98	12.63	PAU	6	UP/ML-736 DN/ML-736 DN/LL-736 CLL-1-736 CGLL -736 Engine escape-736	UP/ML-570 (PF-3) DN/ML-570 (PF-2) CL-1- 570 (PF-4) DN/LL-585 (PF-1)	YES	ART-360,MRV-181, TTM-300,Pit/L-453 G/Siding-1 & 2-686, Shunting line- 1(438.85),2(120) stabling line-372 Sick line-I&II (116,80) Freight line-282.50 AC coaching line-66 Stabling line -1 & 2 343.64
32	328.64	9.66	CRU	4	UP/ML & LL-733.46 DN/ML & LL-726	UP/Loop line - 265 DN Loop Line -550		
33	338.28	9.64	LBG	4	UP/ML& LL-747.35 DN/ML & CL-743.51	UP/Loop line-265 Common Loop-550	YES	TTM siding-300
34	349.38	11.10	NED	5	UP/ML-744.28, DN/ML-720.18 CLL-1-644.08, CLL-2-720.18, CGLL -713.37	UP/ML-553 (PF-3) DN/ML-553 (PF-2) CL-1-560 (PF-4) CL-2-530 (PF-1)	YES	Pit line-1(448) ,2 (585) & 3(570) SH NECK-1(686),2(600) Sick line-431.15 Stabling line- 1(130),2(150),3(380),4(635) ,5(340),6(305),7(305),8(500) VIP Siding-237 IOH lines- 1(94),2(118),3(114)
35	352.24	2.86	MTDI	5	UP/ML&LL-715, DN/ML-889.97 CLL-715 Goods LL-715	UP/LL -550 (PF-1) CL-1-560 (PF-2)	YES	Stabling line-720 Goods line-715
36	362.61	10.37	MGC	4	UP/ML& CL-717.59 DN/ML & LL-716.51	UP/Loop line-495 Common Loop Line - 495	YES	
37	371.87	9.26	MUE	6	UP/ML-821 UP/LL-764 CL-1-746.66 CL-2-764 DN/ML-746.66 CGLL- 764	UP/ML & LL-570 CL-1-685, CL-2-510	YES	TTM SIDING-300 PQRS SIDING-1 & 2- 323, PQRS SIDING 3 -308 SATELLITE DEPOT SIDING 1,2 -205

1.-TYPE OF SIGNAL-MACLS 2-NSLTO MUE (SCR)-IIR & MMR-III (R) INTERLOCKING

3.-TYPE OF BLOCK INSTRUMENT-TOKENLESS. 4-PBN-MUE Double line

ADB - MUE

S. No.	Kms	Inter Distance	Codes	No.of lines	CSR in mts	Platform length in mts	FOB	Station wise siding and their CSR in mts
1	161.95		ADB	6	1 & 2-715,3-840, 4-780 GL-1 & 2-715	1-454,3 & 4-454	YES	Saloon siding-75 Shunting Neck-715
2	151.18	10.77	UMM	2	1&2-715	1-382	-	----
3	139.38	11.8	KSAE	3	1,2,&3-732	1-382	--	
4	124.74	14.64	ABX	2	1&2-732	1-382	--	---
5	116.74	8.00	KNVT	3	1-770,2&3-715	1& 3-530	YES	Hot axle siding-100 Tool van Siding-120

S. No.	Kms	Inter Distance	Codes	No.of lines	CSR in mts	Platform length in mts	FOB	Station wise siding and their CSR in mts
6	102.22	14.52	BHBK	3	1,2&3-715	1-382,3-382	YES	---
7	87.84	14.38	DHNR	3	1,2&3-715	1-382,3-382	--	---
8	72.41	15.43	SHSK	3	1,2&3-715	1-382,3-382	--	---
9	57.37	15.04	HEM	3	1,2&3-715	1-530, 3-530	--	Ballast siding - 350 meters Track machine siding -300 meters Tower Car siding- 72 meters Shunting neck-35 meters
10	39.10	18.27	HDGR	3	1,2&3-715	1&3-387	-	---
11	29.63	08.49	TBU	3	1,2&3-715	1&3-387	-	---
12	21.14	17.96	BOKR	3	1,2&3-715	1-454, 3-530	YES	Hot axle siding-100
13	14.12	7.02	BMBE	3	1,2&3-715	1-250	-	----
14	0.00	14.12	MUE	6	UP/ML-821 UP/LL-764 CL-1-746.66 CL-2-764 DN/ML-746.66 CGLL- 764	UP/ML & LL-570 CL-1-685, CL-2-510	YES	TTM SIDING-300 PQRS SIDING-1 & 2- 323, PQRS SIDING 3 -308 SATELLITE DEPOT SIDING 1,2 -205

1.-TYPE OF SIGNAL-MACLS 2-ADB TO MUE (SCR)- IIR

3.-TYPE OF BLOCK INSTRUMENT-TOKENLESS. 4.- ADB -MUE S/L

PBN - PRLI

S. No.	Kms	Inter Distance	Codes	No.of lines	CSR in mts	Platform length in mts	FOB	Station wise siding and their CSR in mts
1	267.77		PRLI	6	1-681,2 & 3-709 GL-1681 GL-2 &-3 -706	1 & 3-450, 2-515	YES	ICL, MSPS, NMVP
2	283.23	15.46	WDN	2	1 & 2-700	1 & 2-242	-	PQRS Siding-800 TTM siding-300
3	297.15	13.92	GNH	2	1 & 2-698	ML-572 LL-460	YES	Goods siding-100
4	314.25	17.10	PKNS	2	1 & 2-686	1 & 2-250	-	
5	331.38	17.13	PBN	5	1 - 699, 2 & 3 - 686 GL1-686,GL2-757	1-545, 2 & 3 - 544	YES	GOODS SIDING -1&2-165 (PF-165),3&4-235 (PF-214), BALLST SIDING - 221 Shunting neck-1-300, shunting neck -2 482, Engine line-100

PAU - AK

S. No.	Kms	Inter Distance	Codes	No.of lines	CSR in mts	Platform length in mts	FOB	Station wise siding and their CSR in mts
1	950.40		PAU	6	UP/ML-736 DN/ML-736 DN/LL-736 CLL-1-736 CGLL -736 Engine escape-736	UP/ML-570 (PF-3) DN/ML-570 (PF-2) CL-1- 570 (PF-4) DN/LL-585 (PF-1)	YES	ART-360,MRV-181, TTM-300,Pit/L-453 G/Siding-1 & 2-686, Shunting line-1(438.85),2(120) Stabling line-372 Sick line-I&II (116,80) Freight line-282.50 AC coaching line-66 Stabling line -1 & 2- 343.64
2	940.52	9.88	MRV	3	1,2&3-715	1&3-300		
3	927.94	12.94	BMF	3	1,2&3-715	1-565,3-500RL	YES	
4	917.15	10.79	CWI	2	1&2-715	1-296 HL		
5	905.16	11.99	SIF	2	1&2-715	1-458HL		
6	896.84	8.32	BLC	3	1,2&3-715	1-406 HL		Ballast Siding -505
7	889.17	7.67	NDPR	2	1&2-715	1-397HL		
8	879.43	9.74	DNE	2	1&2-715	2-335HL		
9	870.07	9.36	HNL	4	1&2-820,3&4-715	1&2-555HL	YES	Goods Siding No.1-472 Meters Goods Siding No.2-353 Meters Siding - 120 Meters Siding -170 Meters Shunting neck -450 Meters Tower Car Siding -109 Meters Ballast Siding -350 Meters
10	861.48	8.59	NVLN	2	1&2-715	1-350HL		
11	850.87	10.61	MLSU	2	1&2-715	1-277 HL		
12	841.59	9.28	KNRG	2	1&2-715	1-350HL		
13	830.50	6.09	KKG	2	1&2-715	1-300HL		
14	820.12	10.38	WHM	4	1&3-715,2-820 GL-715	173-550HL, GL-420RL	YES	CSM Siding-216m Tower car siding-112m
15	810.03	10.09	KXX	2	1&2-715	1-300HL		
16	797.34	12.69	JUK	2	1&2-715	1-300HL		
17	787.06	10.28	AMW	3	1,2&3-715	1-450&3-310RL		
18	774.72	12.34	LHD	2	1&2-715	1-450 HL		
19	762.11	12.61	BSQ	2	1&2--715	1-300HL		
20	750.15	11.96	SVW	4	1,2,3&4-715,	1 & 3-450	YES	
21	741.18	8.97	AK	4	1-737,2-737,3-902 ML-902	1-550 (PF-6) ML-540 (PF-5) 3- 540 (PF-4)	Yes	

1.-TYPE OF SIGNAL-MACLS 2-PAU TO AK

3.-TYPE OF BLOCK INSTRUMENT-TOKENLESS. 4.- PAU-AK S/L

Telephone Numbers of Railway Officers

DESIGNATION	RLY		BSNL		CUG/MOBILE
	OFF	RES	OFF	RES	
GENERAL ADMINISTRATION					
DRM	52200	52400	02462-213333	02462-213435	9730471000
PS (Gaz.) to DRM	52204	52463		02462-213435	9730471211
ADRM	52201	52401	02462-213694	02462-213629	9730471001
CPM/GS	53509	-	-	-	7410058245
Dy.CE/GS		-	-	-	7410058258
Sr. DMM	52237	52437	-	-	9730471009
ACC COUNTS					
Sr. DFM	52284	52410	02462-213101	-	9730471100
DFM	52411	52210	02462-213998	-	9096071960
ADFM -I	52211	-	02462-213998	-	9730471101
ADFM- II	52413	-	-	-	9701372129
AUDIT					
Sr.DAuO	52299	-	-	-	9247272047
COMMERCIAL					
Sr. DCM	52220	52420	-	-	9730471950
ACM	52225	52421	-	-	9730471952
ACM	52221	-	-	-	9730471953
ELECTRICAL					
Sr.DEE/M	52290	52490	-	-	9730471300
Sr.DEE/TR	53293	-	-	-	8799905300
ADEE/M	52292	-	-	-	9730471301
ADEE/TR	-	52492	-	-	8799905301
ENGINEERING					
Sr.DEN/Co-ord	52230	52430	-	-	9730471200
DEN/W	52238	52432	-	-	9730471201
DEN/NE	52231	52431	-	-	9730471205
ADEN/Bridges	52495	52404	-	-	9730471210
ADEN/NED	52331	52320	02462-239555	-	9730471208
ADEN/PAU	54351	54352	-	-	9730471212
ADEN/J	50756	50755	-	-	9730471213
ADEN/AWB	50356	50355	-	-	9730471214
ADEN/AK	-	-	-	-	9730471255
MECHANICAL					
Sr.DME	52240	52440	02462-213458	-	9730471400
DME/C&W	52241	-	02462-213339	-	9730471401
ADME/Power	52243	52441	-	-	9730471404
EnHM					
Sr.DEnHM	53538	53536	-	-	9561012044
ADEnHM	-	-	-	-	9063353884
MEDICAL					
CMS	52215	53000	-	-	9730471500
CMP/Jalna	50657	-	-	-	9730471507
SrDMO/NED	50140	-	-	-	9730471502
DMO/NED	52139	-	-	-	9730471501
ACMS/NED	52139	-	-	-	9730471508

OPERATING						
Sr.DOM	52250	52450	-	-	9730471900	
DOM/Goods	52251	52451	-	-	9730471901	
AOM/Coaching	53111	-	-	-	9730471902	
PERSONNEL						
DPO Co-ord	52260	52460	-	-	9730471600	
APO/ENGG	52276	53006	-	-	9730471601	
APO/GEN	52261	52462	-	-	9730471116	
RBA	52208	-	-	-	9096071603	
SAFETY						
Sr.DSO	52252	52452	02462-213598	-	9730471750	
SECURITY						
Sr.DSC	52280	52280	02462-213632	-	9730471700	
ASC	52282	-	02462-213197	-	9730471701	
SIGNAL & TELECOMMUNICATION						
Sr. DSTE	52270	52470	-	-	9730471800	
DSTE	52272	52471	-	-	9730471804	
ADSTE/NED	53272	53472	02462-213236	-	9730471803	
ADSTE/AWB	50301	50312	-	-	9730471807	
ENGINEERING (CON)						
DY.CE/CON/II	52239	52412	-	-	9701372149	
AXEN/CON/III	52229	-	-	-	9701371520	
AFA/CN	52217	-	-	-	9701372129	
RE						
Dy.CEE/RE-I	53352	52403	-	-	9701342300	
Dy.CEE/RE-II	53353	52453	-	-	9701342302	
Sr.DEE/TR	53293	52406	-	-	9730471308	
AEEE/RE	53544	-	-	-	9701342303	

Telephone No.s of Control office

S. No.	DESIGNATION	BSNL	AIRTEL/JIO CUG	RLY Phone No.s
1	Chief Controller	02462-213729		52255, 52999
2	Dy. Chief Controller	02462-213729	9209031216	52258
3	PBN-MMR Board-1	-	9209031213	52256
4	PBN-PMKT, PBN-PRLI Board-2	-	9209031214	52424
5	PAU-AK Board-3	-	9209031215	52257
6	C&W Controller	-	-	52244
7	Comm. Controller	02462-213545	-	52224
8	Engg. Controller	02462-213416	-	52236
9	Electrical Controller	02462-213120	-	52469
10	Security Controller	02462-213246	-	52286
11	Power Control	-	-	52245, 52617
12	S & T CTO	02462-213338	9730471079, 9561112405	52222, 52444
13	TNC	-	-	52259, 52614

Telephone Numbers of all stations

S.No.	Station Name/Siding	BSNL		CUG FCT		RLY Auto Phone No.s
		Landline	FCT	JIO	AIRTEL	
Control Board-I						
1	MANMAD	-	-	9096071866	-	011-72713
2	ANKAI	-	-		-	50167/011- 72709
3	NAGARSOL	-	-	9209031217	9063434641	50137
4	TARUR	-	-	9209031218	9063434642	50113
5	ROTEGAON	-	-	9209031219	9063434643	50110
6	PARSODA	-	-	9209031220	9063434645	50112
7	KARANJGAON	-	-	9209031221	9063434644	50318
8	LASUR	-	-	9209032245	9063434693	50166
9	POTUL	-	-	9209032246	9063434694	50111
10	DAULATABAD	-	-	9209032247	9063434695	50109
11	AURANGABAD	-	-	9209032248	9063434696	50102
12	MUKUNDWADI	-	-	9209099037	-	-
13	CHIKALTHANA	-	-	9209032249	9063434697	50107
14	KARMAD	-	-	9209032250	9063434698	50108
15	BADANAPUR	-	-	9209032251	9063434560	50639
16	DINEGAON	-	-	9209099046	9063434561	50680
17	JALNA	-	-	9209032252	9063434562	50602
18	SARWARI	-	-	9209032253	9063434563	50629
19	KODI	-	-	9209032254	9063434564	50628
20	RANJANI	-	-	9209032255	9063434572	50607
21	PARTUR	-	-	9209032256	9063434573	50608
22	USMANPUR	-	-	9209032257	9063434574	54608
23	SATUNA	-	-	9209032258	9063434575	54609
24	SELU	-	-	9209032259	9063434576	54615
25	DENGLI PIMPALGAON	-	-	9209032260	9063434577	54607
26	MANWAT ROAD	-	-	9209032261	9063434534	54606
27	DEVALGAON	-	-	9209038801	9063434533	54605
28	PERGAON	-	-	9209038802	9063434532	54604
29	PARBHANI	-	-	9209038803	9063434539	54656
Control Board-II						
30	PARLI	-	-	7671955825	-	81957
31	VADGAON NILLA	-	-	9209038806	9063434535	54613
32	GANGAKHED	-	-	9209038805	9063434536	54612
33	POKHARNI NARSIMHA	-	-	9209038804	9063434537	54611
34	PARBHANI	-	-	9209038803	9063434539	54656
35	PINGLI	-	-	9209038807	9063434540	54603
36	MIRKHEL	-	-	9209038808	9063434541	54522
37	PURNA	-	-	9209038809	9063434542	54102, 54104
38	CHUDAWA	-	-	9209099030	9063434543	54521
39	LIMBGAON	-	-	9209038811	9063434544	52356

40	NANDED	02462-231903	-	9209038812	-	52302
41	MALTEKDI	02462-217200	-	9209038813	-	52126
42	MUGAT	-	-	9209038814	9063434581	53127
43	MUDKHED	02462-275531	-	9209038815		56150
44	BIMBARI	-	-	9209038816	9063434580	56161
45	BHOKAR	02467-222618	-	9209038817	-	56162
46	THERBAN	-	-	9209038818	9063434578	53702
47	HADGAON ROAD	-	-	9209038819	9063354815	53703
48	HIMAYAT NAGAR	-	-	9209038820	9063354817	53704
49	SAHASRAKUND	-	-	9209038821	9063354818	53705
50	DHANORA	-	-	9209038822	9063354819	53706
51	BODHADI BUZURG	-	-	9209038823	9063354820	53707
52	KINWAT	-	-	9209038824	9063354821	53708
53	AMBARI	-	-	9209038825	9063354822	53709
54	KOSAI	-	-	9209038826	9063354823	53710
55	UMRAM	-	-	9209038827	9063354824	53711
56	ADILABAD	-	-	9209038828	9063354825	53712
57	PIMPALKHUTI	-	-	-	-	012-53443
Control Board-III						
58	PURNA	-	-	9209038809	9063434542	54102, 54104
59	MARSUL	-	-	9209038829	9063434545	54362
60	BASMATH	-	-	9209038830	9063434531	52001
61	CHONDI	-	-	9209038831	-	52002
62	SIRLI	-	-	9209038832	9063434528	52003
63	BOLDA	-	-	9209099039	9063434527	52004
64	NANDAPUR	-	-	9209038834	9063434526	52005
65	DHAMINI	-	-	9209038835	9063434525	52006
66	HINGOLI	-	-	9209038836	9063434524	52007
67	NAVALGAON	-	-	9209038837	9063434523	52008
68	MALSELU	-	-	9209038838	9063434522	52009
69	KANHERGAON NAKA	-	-	9209038839	9063354826	52010
70	KEKATUMAR	-	-	9209038841	9063354834	52012
71	WASHIM	07252-232030	-	9209038842	-	52013
72	KATAROAD	-	-	9209038843	9063434521	52014
73	JAULKHA	-	9404406882	9209038844	-	52015
74	AMANWADI	-	-	9209038845	9063434520	52016
75	LOHAGAD	-	9404406547	9209038846	-	52017
76	BARSITAKLI	-	-	9209038847	9063434519	52018
77	SIVNI SHIVAPUR	-	9404400879	9209038848	-	52019
78	AKOLA	-	-	9209038849	9063434518	52020

Telephone No.s of Crew Lobbies

S. No.	Lobby Name	BSNL		CUG FCT		RLY Auto Phone No.s
		Landline	FCT	JIO	AIRTEL	
1	MANMAD LOBBY	02591-224742	-	-	-	50809/ 011-72238
2	CREW LOBBY/AK	-	-	9209055054	-	011-63219
3	CREW LOBBY/NED	-	-	9209099025	-	52175
4	CREW LOBBY/PAU	-	-	9209099026	-	54309
5	CREW LOBBY/AWB	-	-	9209099027	-	50504
6	CREW LOBBY/ADB	-	8732236522	9209099028	-	--

Jurisdiction of Traffic Inspectors

S. No.	Station / HQ	Jurisdiction	No. of Stations	Phone No.
1	Nanded	Purna - Therban	10	8600004573
2	Jalna	Selu-Badnapur	10	9730471911
3	Aurangabad	Karmad-Nagarsol	11	9730471910
4	Parbhani	Mirkhel-Dengali Pimpalgaon, Pokharni Narsimha-Vadgaon Nilla	10	9096071935
5	Hingoli	Marsul- Malselu	10	9096071937
6	Washim	Kanergaon-Akola	10	9561012520
7	Adilabad	Adilabad-Hadgaon Road	10	9561012523

Telephone Numbers of Civil Authorities (State Government)

S. No.	District/Designation	BSNL Number		Mobile No.
		Office	Residence	
ADILABAD				
1	District Collector	08732-226203	08732-226202	9491053696
2	Superintendent of Police	08732-226888	08732-226004	9440795000
3	District Disaster Management Cell	08732-221144	-	-
NANDED				
1	District Collector	02462-237101	02462-253001	9004444338
2	Superintendent of Police	02462-234504	02462-234503	9158888640
3	District Disaster Management Cell	02462-235077 Fax-238500	-	-
PARBHANI				
1	District Collector	02452-223555	-	9023551003
2	Superintendent of Police	02452-223444	-	7558221144
3	District Disaster Management Cell	02452-226400 02452-223702	-	9970977452

JALNA				
1	District Collector	02482-224700	02482-225701	7798977831
2	Superintendent of Police	02482-225601	-	8007611453
3	District Disaster Management Cell	02482-223132	-	9860184977
AURANGABAD				
1	District Collector	0240-2331200	0240-2331100	8476045209, 7720010751 9423860022
2	Superintendent of Police/ Rural	0240-2380808	0240-2381414, 2331200	9823691000
3	District Disaster Management Cell	0240-2331077 Toll Free-1077	-	9860593920, 9970977452
NASIK				
1	District Collector	0253-2578700, 2578500	0253-2578600	9421866666, 9422645400
2	Superintendent of Police	0253-2578238, 2309700	0253-2309701	7507409797, 9823133910
3	District Disaster Management Cell	0253-2469412	-	9561499449
HINGOLI				
1	District Collector	02456-221701	-	9420847055
2	Superintendent Police	02456-221744	-	8554905454
3	District Disaster Management Cell	02456-222560	-	9527044171
WASHIM				
1	District Collector	07252-233400	07252-233401	9673703455
2	Superintendent Police	07252-232134	07252-232003	9130010888
3	District Disaster Management Cell	07252-234238	-	8379929415
AKOLA				
1	District Collector	0724-2424442	0724-2424441	9921044466
2	Superintendent Police	0724-2435002	0724-2435001	9823885899
3	District Disaster Management Cell	0724-2424444	-	9657950219

LIST OF TRAINS ESCORTED BY RPF/GRP

S. No.	Train No.	Train Name	Escorted by RPF	
			From	To
01	17687	Marathwada Exp	NED	MUE
02	17064	Ajanta Exp	MUE	PBN
03	17063	Ajanta Exp	PBN	MUE
04	17663	RC-PBN Exp	MUE	PAU
05	17612	Rajya Rani Exp	PBN	NED
06	17664	PBN-RC EXP	NED	MUE
07	12787	NS-NSL Exp	MUE	JALNA
08	17057	Devagiri Exp	JALNA	NED
09	17406	Krishna Exp	ADB	MUE
10	17405	Krishna Exp	MUE	ADB
11	20705	Vande Bharat Exp	Jalna	MMR
12	20706	Vande Bharat Exp	MMR	Jalna

Fire Brigades Details

S. No.	RPF Post	List of Fire Brigades in the Post/OP Jurisdiction	Fire Brigade Number	District/State
1	NED	Nanded	02462-25255 9011000990	Nanded/Maharashtra
		Maltekdi	02462-90110009902	
		Mudkhed	02462-252555	
2	PAU	Purna	8530687284	Parbhani/Maharashtra
		Hingoli	02456-223101 9673757665 9552696632	Hingoli/Maharashtra
		Basmat	02456-223101 9673757665 9860598838	Hingoli/Maharashtra
3	PBN	Parbhani	02452-223101	Parbhani/Maharashtra
		Gangakhed	7507958918	
4	J	Jalna	02482-230101 9975298207	Jalna /Maharashtra
		Partur	02482-230101 9028936080	
5	AWB	Aurangabad	0240-2334000 0240-2327401 0240-2327402 0240-2327403 0240-2327404 9823270782	Aurangabad/ Maharashtra
		Karmad	0240-2622171	
		Chikalthana	0240-2474074 9982030794	
		Mukundwadi		
		Daultabad	8108077798 0240-554255	
		Nagarsol Tarur	9890979177 9970113213	
		Rotegaon	9421408453	
6	AK	Akola	0724-2434460	Akola/Maharashtra
		Barshitakli	0724-2434446	
		Lohagad		
		Amanwadi		
		Jaulka		
		Kata Road	07252-232009	
		Washim		
		Kekatumra		
7	ADB	Penganga		Adilabad/Telangana
		Adilabad		
		Umram	08732-226299/ 9949991091	
		Talamadugu		
		Kosai		Nanded/Maharashtra
		Ambadi		
		Kinwat		
		Bodhadi		
		Dhanora Gadchiroli	02469-222111/ 9767770530	
		Mahiba		
		Sahasrakund		
		Jirona		

DISASTER MANAGEMENT-QUICK RESPONSE TEAM (QRT)

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

DOCTORS ON DISASTER MANAGEMENT TEAM (QRT)

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

PARA MEDICAL STAFF ON DISASTER MANAGEMENT QUICK RESPONSE TEAM

SL.NO.	NAME OF THE STAFF	DESIGNATION	MOBILE NO.
1.	RAJ KUMAR	SENIOR MALE NURSING SUPDT.	9908636863
2.	SREENATH SASIDHAR	SENIOR MALE NURSING SUPDT.	8639968813
3.	JINCE RAJAN	MALE NURSING SUPDT.	9496325214
4.	ARUN M.K.	MALE NURSING SUPDT.	8301834184
5.	NIRANJAN KUMARS	DRESSER	9652638080
6.	A.DOMNICK MARIO	DRESSER	9908839090
7.	G MADHU	DRESSER	8121356062
8.	RAJASEKAR	DRESSER	8074103951
9.	T RAJU	HOSPITAL ATTENDANT	8317561018
10.	PRAKASH LAXMAN PARATE	HOSPITAL ATTENDANT	7995417088
11.	GAURAV	HOSPITAL ATTENDANT	7396551701
12.	B S SHIV KUMAR	HOSPITAL ATTENDANT	8639126114, 9700378406

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

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

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

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

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

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

Sl. No.	NAME OF THE DOCTOR	DESIGNATION	TELEPHONE NUMBERS			
			OFFICE		RESIDENCE	
			MOBILE	RLY	MOB./BSNL	RLY

1	DR. N. KRISHNAVENI	ACHD(PATHOLOGY)	9701370547	--	27820124	89316
2	DR. J. SHANMUGA PRIYA	Sr. DMO(ENT)	9701370533	--	27225999	--
3	DR. G MADHUSMITHA	Sr. DMO (GYNAEC)	9701370539	--	--	--
4	DR. B HARISH	DMO (OPHTHAL)	9701370520	--	--	--
5	DR. V SARAIAH	DMO(SURGEON)	9701370530			
6	DR. S SUNIL KUMAR	DMO(PULMONOLOGY)	9866797922	--	--	--
7	DR. K MEGHANA	ADMO (GEN MED)	9494949467	--	--	--
8	DR. Y SUSHMA	ADMO (GEN MED)	9176797998	--	--	--
9	DR. R. NARASIMHA RAO	CH CONSULTANT	9701370525	--	--	--
10	SMT K SHIVS KUMARI	ANO	9701370559	--	--	--

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

Sl. No.	NAME OF THE DOCTOR	DESIGNATION	TELEPHONE NUMBERS			
			OFFICE		RESIDENCE	
			MOBILE	RLY	MOB./BSNL	RLY
1	DR. SUVARNA JYOTHI	ACHD(PATHOLOGY)	9701370548	--	--	--
2	DR. P O VANDANA	ACHD (GYNAEC)	9701370542			--
3	DR. CHETAN PANDURANG.M	Sr. DMO(RADIOLOGY)	9701370524	--	--	--
4	DR. G VEDARANYA	DMO (PULMANOLOGY)	9701370523	--	--	--
5	DR. S DIVYA YAMINI	DMO	9701370558			
6	DR. BALAGARI RATNAMAIAH	DMO	9701370532			
7	DR. M PREMA JYOTHI	DMO(OPHTHAL)	9701370534	--	--	--
8	DR. P RAGAMAHITA	ADMO (GEN MED)	9701370529			
9	DR. N RAMESH	CH CONSULTANT (DERM)	9701370514	--	--	--
10	Sri K V RAMA SUBRAMANIYAN	APHO	9032371314	--	--	--

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

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

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

I	ON DUTY DOCTOR-PHONE NOS. RLY: 89177, 89151, P&T: 040-27789151
a)	On duty Doctor/Duty Pharmacist will coordinate in forming ARME team and QRT and also receive the control message and note down the following: -
1	PLACE OF OCCURRENCE
2	TRAINS INVOLVED
3	GRAVITY OF THE ACCIDENT (IE) NO. OF. INJURED/DEAD
4	TIME OF THE ACCIDENT
5	NAME OF THE PERSON WHO IS GIVING THE MESSAGE SHOULD BE NOTED DOWN
6	THE TIME OF RECEIVING THE MESSAGE FROM THE CONTROL AND REPEAT THE TIME TO THE PERSON WHO IS GIVING THE MESSAGE.
b)	The duty doctor will inform PCMD; CHD; MD/CH/LGD; CSS/CH/LGD; ACHD (ADMIN)/CH/LGD and Medical Officer In-charge of ARME & QRT. He will instruct the on-duty pharmacist and ICCU sister on duty to convey the message to all concerned as per the list.
II	ON DUTY PHARMACIST-PHONE NOS. RLY: 89122, P&T: 040-27789122
a)	On duty Pharmacist will receive the control message and note down the following: -
1	MESSAGE NUMBER ALONG WITH THE DETAILS OF THE ACCIDENT.
2	PLACE OF OCCURRENCE
3	TRAINS INVOLVED
4	GRAVITY OF THE ACCIDENT (IE) NO. OF. INJURED/DEAD
5	TIME OF THE ACCIDENT
6	NAME OF THE PERSON WHO IS GIVING THE MESSAGE SHOULD BE NOTED DOWN
7	THE TIME OF RECEIVING THE MESSAGE FROM THE CONTROL AND REPEAT THE TIME TO THE PERSON WHO IS GIVING THE MESSAGE.
b)	The duty doctor will inform PCMD; CHD; MD/CH/LGD; CSS/CH/LGD; ACHD (ADMIN)/CH/LGD and Medical Officer In-charge of ARME & QRT. He will instruct the on-duty pharmacist and ICCU sister on duty to convey the message to all concerned as per the list.
c)	TEAM A doctors will attend the station and be proceeding with MRV if any casualty happens during 1 st to 10 th of the month. The team B & team C doctors will be attending hospital and make necessary arrangements to receive the casualties.
d)	TEAM B doctors will attend the station and be proceeding with MRV if any casualty happens during 11 th to 20 th of the month. The team A & team C doctors will be attending hospital and make necessary arrangements to receive the casualties
e)	TEAM C doctors will attend the station and be proceeding with MRV if any casualty happens during 21 st to 30 th / 31 st of the month. The team A & team B doctors will be attending hospital and make necessary arrangements to receive the casualties
f)	The on-duty pharmacist will inform the doctors as per the list notified above with a simple message "MRV ORDERED, REACH SECUNDERABAD STATION, MRV PLACED AT _____ (IF LOCATION KNOWN) without wasting time by giving details about the accident.
g)	At the same time the duty pharmacist will also press the siren button provided in the dispensary.
h)	The duty pharmacist should also instruct the on-duty ambulance driver, on duty dresser in the casualty to pool up the Para-medical staff. The duty pharmacist will assist in sending the medical team to the ARME quickly without any delay.

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

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

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

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

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

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

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

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

Important CUG numbers to be contacted in the case of accidents: -

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

Medical facilities

Passenger who fall ill while travelling:

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

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

Consultation fee of Rs 20/- per passenger irrespective of the grade of the Medical officer. This fee is retained in full by the Doctor.

As regards the charges for medicines, injections, etc. the same may be recovered at the following rates and credited, in full to the Railway revenues:

Re.1/- per tablet or a dose of mixture.

Maximum retail price as mentioned on the strip per dose of higher antibiotics.

Re 5 per sterile dressing of wounds.

Rs 10 per injection (which includes the cost of the common drugs, ie., the injecting materials)

No prior permission is necessary for such attendance, which is considered professional.

In case of the indigent passengers and trespassers, where it is not possible to recover the cost of medicines etc. these may be issued on the certificate of indigence from the doctor. The expenditure if any, incurred in connection with the hospitalization of such patients may be treated as part of the ordinary expenses of working the Railway Hospitals.

b) LOCATION OF RAILWAY HOSPITALS AND HEALTH UNITS:

Divisions	Hospitals	Health Units
HQrs	Central Hospital/ Lallaguda	--
Secunderabad	PC/KZJ	Chikalguda, Parli-Vajinath, Vikrabad, DSL/ Kazipet, Dornakal, Ramagundam, Bellampalli, Moula-ali, Bhadrachallam Road & Hyderabad
Hyderabad	--	Kacheguda, Moula-ali, Nizamabad, Kurnool Town, Mahbubnagar

Vijayawada	Divisional Hospital/BZA SDH/RYP	Tuni, Samarlakota , Rayanapadu, Ongole, Rajahmundry, Eluru, Tenali, Bittragunta, Gudur, Bhimavaram, Gudivada, Satyanarayananapuram
Guntur	DH/GNT	Nandyal, Donakonda, Nadikudi
Guntakal	Divisional Hospital/GTL SDH/TPTY	Renigunta, Tirupathi, Kadapa, Dharmavaram, Dronachallam, Nandalur, Raichur, Madanapalli, Pakala, Dhoni, Gooty
Nanded	Divisional Hospital/NED SDH/PAU	DRH/NED, SDH/PAU, HU/AKOLA, HU/JALNA, HU/ADB,

HEALTH EMERGENCY NUMBERS

DIVISIONAL RAILWAY HOSPITAL NANDED EMERGENCY No -9730471503

S.No.	Health Units	Name of the Doctors	Design.	CUG Nos.
1	DH/NED	Dr. H.K.CHALAGERI	CMS	9730471500
2.	DH/NED	Dr.B.T.NAVEEN KUMAR	Sr.DMO	9730471501
3	DH/NED	Dr.MANISHA DUDHMALE	Sr.DMO	9730471502
4.	DH/NED	Dr.M. LAXMIKANTH	DMO	9730471508
5.	DH/NED	VACANT		
6.	SDH/PAU	Dr.M.NARESH KUMAR	DMO PAU	9730471506
7.	SDH/PAU	Dr. Kapil Karwande	CMP PAU	8600757718
8.	HU/JALNA	Dr.KAPIL MAGRE	CMP/ J	9730471507
9.	HU/ADB	Dr. RAVI TEJA	DMO	9096071398
10	HU/AK	Dr.Snehal Dongre	CMP	9096071515

LOCK-UP DISPENSARIES

Health Units	Lock-up Dispensaries	Days of Operation
NED	Divisional Officers Compound	Once in a week
J	AWB	Twice in a week
ADB	KNVT	Twice in a week

Location of EC Sockets

Sr. No.	Block Section	No. of ECs	UP/DN	Location	Sr. No.	Block Section	No. of ECs	UP/DN	Location	Sr. No.	Block Section	No. of ECs	UP/DN	Location	
1	ANK-NSL	8	LH(S/L)	16/0	46	LH(S/L)	62/0	91	LH(S/L)	10/0	136	LH(S/L)	153/4-5		
2			LH(S/L)	17/0	47	LH(S/L)	63/0	92	LH(S/L)	11/0	137	LH(S/L)	154/4-5		
3			LH(S/L)	18/0	48	LH(S/L)	64/0	93	LH(S/L)	11/10	138	LH(S/L)	155/4-5		
4			LH(S/L)	19/0	49	LH(S/L)	66/0	94	LH(S/L)	11/20	139	LH(S/L)	156/4-5		
5			LH(S/L)	20/0	50	PSD-KAJG	5	LH(S/L)	67/0	95	LH(S/L)	114/2-3	140	LH(S/L)	157/4-5
6			LH(S/L)	21/0	51	LH(S/L)	68/0	96	LH(S/L)	115/2-3	141	LH(S/L)	158/4-5		
7			LH(S/L)	22/0	52	LH(S/L)	69/0	97	AWB-CTH	10	LH(S/L)	116/1-2	142	LH(S/L)	159/4-5
8			LH(S/L)	23/0	53	LH(S/L)	70/0	98	LH(S/L)	117/1-2	143	LH(S/L)	160/4-5		
9	NSL-TR	14	LH(S/L)	25/0	54	LH(S/L)	71/0	99	LH(S/L)	118/1-2	144	BDU-DIQ	12		
10			LH(S/L)	26/0	55	LH(S/L)	72/0	100	LH(S/L)	119/1-2	145	LH(S/L)	162/3-4		
11			LH(S/L)	27/0	56	LH(S/L)	73/0	101	LH(S/L)	120/1-2	146	LH(S/L)	163/2-3		
12			LH(S/L)	28/0	57	LSR-KAJG	9	LH(S/L)	74/0	102	LH(S/L)	121/0-1	147	LH(S/L)	164/2-3
13			LH(S/L)	29/0	58	LH(S/L)	75/0	103	LH(S/L)	122/0-1	148	LH(S/L)	165/2-3		
14			LH(S/L)	30/0	59	LH(S/L)	76/0	104	LH(S/L)	122/7-8	149	LH(S/L)	166/0-1		
15			LH(S/L)	31/0	60	LH(S/L)	77/0	105	LH(S/L)	123/7-8	150	LH(S/L)	167/0-1		
16			LH(S/L)	32/0	61	LH(S/L)	78/0	106	LH(S/L)	124/6-7	151	LH(S/L)	168/0-1		
17			LH(S/L)	33/0	62	LH(S/L)	79/0	107	LH(S/L)	125/6-7	152	LH(S/L)	169/8-9		
18			LH(S/L)	34/0	63	LH(S/L)	81/0	108	LH(S/L)	126/6-7	153	LH(S/L)	170/7-8		
19			LH(S/L)	35/0	64	LH(S/L)	82/0	109	LH(S/L)	127/5-6	154	LH(S/L)	171/8-9		
20			LH(S/L)	36/0	65	LH(S/L)	83/0	110	LH(S/L)	128/4-5	155	LH(S/L)	172/8-9		
21			LH(S/L)	37/0	66	LH(S/L)	84/0	111	LH(S/L)	129/4-5	156	LH(S/L)	173/7-8		
22			LH(S/L)	38/0	67	LSR-POZ	11	LH(S/L)	85/0	112	CTH-KMV	15	LH(S/L)	174/6-7	
23			LH(S/L)	39/0	68	LH(S/L)	86/0	113	LH(S/L)	131/2-3	158	LH(S/L)	175/6-7		
24			LH(S/L)	40/0	69	LH(S/L)	87/0	114	LH(S/L)	132/2-3	159	LH(S/L)	177/1-2		
25			LH(S/L)	41/0	70	LH(S/L)	88/0	115	LH(S/L)	133/2-3	160	LH(S/L)	178/1-2		
26			LH(S/L)	42/0	71	LH(S/L)	89/0	116	LH(S/L)	134/2-3	161	LH(S/L)	179/1-2		
27			LH(S/L)	43/0	72	LH(S/L)	90/0	117	LH(S/L)	135/2-3	162	LH(S/L)	180/1-2		
28			LH(S/L)	44/0	73	LH(S/L)	91/0	118	LH(S/L)	136/2-3	163	J-SVD	9	LH(S/L)	182/0-1
29			LH(S/L)	45/0	74	LH(S/L)	92/0	119	LH(S/L)	137/2-3	164	LH(S/L)	183/0-1		
30			LH(S/L)	46/0	75	LH(S/L)	93/0	120	LH(S/L)	137/9-138/0	165	LH(S/L)	184/0-1		
31			LH(S/L)	47/0	76	LH(S/L)	94/0	121	LH(S/L)	138/8-9	166	LH(S/L)	185/0-1		
32	TR-RGO	14	LH(S/L)	48/0	77	POZ-DLB	9	LH(S/L)	95/0	122	LH(S/L)	139/8-9	167	LH(S/L)	185/8-9
33			LH(S/L)	49/0	78	LH(S/L)	96/0	123	LH(S/L)	140/7-8	168	LH(S/L)	186/8-9		
34			LH(S/L)	50/0	79	LH(S/L)	97/0	124	LH(S/L)	141/7-8	169	LH(S/L)	187/8-9		
35			LH(S/L)	51/0	80	LH(S/L)	98/0	125	LH(S/L)	142/7-8	170	LH(S/L)	188/8-9		
36			LH(S/L)	52/0	81	LH(S/L)	99/0	126	KMV-BDU	20	LH(S/L)	143/7-8	171	SVD-KODI	10
37			LH(S/L)	53/1-2	82	LH(S/L)	100/0	127	LH(S/L)	144/7-8	172	LH(S/L)	189/7-8		
38			LH(S/L)	54/0	83	LH(S/L)	101/0	128	LH(S/L)	145/7-8	173	LH(S/L)	190/7-8		
39			LH(S/L)	55/0	84	LH(S/L)	102/1	129	LH(S/L)	146/6-7	174	LH(S/L)	191/7-8		
40			LH(S/L)	56/0	85	LH(S/L)	103/0	130	LH(S/L)	147/6-7	175	LH(S/L)	192/6-7		
41			LH(S/L)	57/0	86	DLB-AWB	12	LH(S/L)	104/0	131	LH(S/L)	148/6-7	176	LH(S/L)	193/6-7
42			LH(S/L)	58/0	87	LH(S/L)	105/0	132	LH(S/L)	149/5-6	177	LH(S/L)	194/6-7		
43			LH(S/L)	59/0	88	LH(S/L)	106/0	133	LH(S/L)	150/5-6	178	LH(S/L)	195/5-6		
44			LH(S/L)	60/0	89	LH(S/L)	107/0	134	LH(S/L)	151/5-6	179	KODI-RNE	11	LH(S/L)	197/5-6
45			LH(S/L)	61/0	90	LH(S/L)	108/0	135	LH(S/L)	152/4-5	180	LH(S/L)	198/5-6		

Sr. No.	Block Section	No. of ECs	UP / DN	Location	Sr. No.	Block Section	No. of ECs	UP/DN	Location	Sr. No.	Block Section	No. of ECs	UP/DN	Location
181	RH(S/L)	199/5-6	226	LH(S/L)	244/1-2	271	LH(S/L)	269/0-1	316	LH(S/L)	314/7-8			
182	LH(S/L)	200/5-6	227	LH(S/L)	245/1-2	272	LH(S/L)	270/7-8	317	LH(S/L)	315/5-6			
183	LH(S/L)	201/5-6	228	LH(S/L)	246/1-2	273	LH(S/L)	271/7-8	318	LH(S/L)	316/5-6			
184	LH(S/L)	202/4-5	229	LH(S/L)	247/1-2	274	LH(S/L)	272/7-8	319	LH(S/L)	317/5-6			
185	LH(S/L)	203/4-5	230	LH(S/L)	249/2-3	275	LH(S/L)	273/5-6	320	LH(S/L)	318/5-6			
186	LH(S/L)	204/4-5	231	LH(S/L)	250/2-3	276	LH(S/L)	274/5-6	321	LH(S/L)	319/5-6			
187	LH(S/L)	205/3-4	232	LH(S/L)	251/2-3	277	LH(S/L)	275/4-5	322	LH(S/L)	320/4-5			
188	LH(S/L)	206/4-5	233	SELU-DGPP	9	LH(S/L)	252/2-3	278	LH(S/L)	276/5-6	323	PKNS-PBN	17	
189	LH(S/L)	207/2-3	234	LH(S/L)	253/2-3	279	LH(S/L)	277/6-7	324	LH(S/L)	322/3-4			
190	LH(S/L)	208/3-4	235	LH(S/L)	254/2-3	280	LH(S/L)	278/5-6	325	LH(S/L)	323/3-4			
191	LH(S/L)	209/2-3	236	LH(S/L)	255/2-3	281	LH(S/L)	279/5-6	326	LH(S/L)	324/3-4			
192	LH(S/L)	210/2-3	237	LH(S/L)	256/2-3	282	LH(S/L)	280/4-5	327	LH(S/L)	325/2-3			
193	LH(S/L)	211/1-2	238	LH(S/L)	257/1-2	283	LH(S/L)	281/5-6	328	LH(S/L)	326/2-3			
194	LH(S/L)	212/1-2	239	LH(S/L)	258/1-2	284	LH(S/L)	282/5-6	329	LH(S/L)	327/2-3			
195	LH(S/L)	213/0-1	240	DGPP-MVO	5	LH(S/L)	259/1-2	285	LH(S/L)	283/4-5	330	LH(S/L)	328/0-1	
196	LH(S/L)	213/9-214/0	241	LH(S/L)	260/0-1	286	LH(S/L)	284/3-4	331	LH(S/L)	329/0-1			
197	LH(S/L)	214/9-215/0	242	LH(S/L)	261/0-1	287	LH(S/L)	285/3-4	332	LH(S/L)	330/0-1-330/8-9			
198	LH(S/L)	215/9-216/0	243	LH(S/L)	262/0-1	288	LH(S/L)	286/2-3	333	LH(S/L)	331/6-7			
199	LH(S/L)	216/8-9	244	LH(S/L)	263/8-9	289	LH(S/L)	287/2-3	334	LH(S/L)	292/5-6			
200	LH(S/L)	217/7-8-9	245	LH(S/L)	264/8-9	290	LH(S/L)	288/2-3	335	LH(S/L)	293/5-6			
201	LH(S/L)	218/8-9	246	LH(S/L)	265/7-8	291	LH(S/L)	289/2-3	336	LH(S/L)	294/4-5			
202	LH(S/L)	219/7-8	247	MVO-DAV	9	LH(S/L)	266/6-7	292	LH(S/L)	290/1-2	337	PBN-PIZ	9	
203	LH(S/L)	221/5-6	248	LH(S/L)	267/6-7	293	LH(S/L)	291/1-2	338	BW	296/4-5			
204	LH(S/L)	222/5-6	249	LH(S/L)	268/4-5	294	LH(S/L)	292/1-2	339	BW	297/3-4			
205	LH(S/L)	223/5-6	250	LH(S/L)	269/4-5	295	LH(S/L)	293/1-2	340	BW	298/3-4			
206	LH(S/L)	224/4-5	251	LH(S/L)	270/4-5	296	LH(S/L)	294/1-2	341	BW	299/3-4			
207	LH(S/L)	225/4-5	252	LH(S/L)	271/4-5	297	LH(S/L)	295/1-2	342	BW	301/2-3			
208	LH(S/L)	226/4-5	253	LH(S/L)	272/4-5	298	LH(S/L)	296/0-1	343	PIZ-MQL	6			
209	LH(S/L)	227/4-5	254	LH(S/L)	273/3-4	299	LH(S/L)	297/0-1	344					
210	LH(S/L)	228/4-5	255	DAV-PG	6	LH(S/L)	274/3-4	300	LH(S/L)	298/0-1	345			
211	LH(S/L)	229/4-5	256	LH(S/L)	275/3-4	301	LH(S/L)	299/0-1	346					
212	LH(S/L)	230/3-4	257	LH(S/L)	276/2-3	302	LH(S/L)	300/0-1	347					
213	LH(S/L)	231/3-4	258	LH(S/L)	277/2-3	303	LH(S/L)	301/0-1	348	MOL-PAU	13			
214	LH(S/L)	232/3-4	259	LH(S/L)	279/3-4	304	LH(S/L)	302/0-1	349					
215	LH(S/L)	233/3-4	260	LH(S/L)	280/4-5	305	LH(S/L)	303/0-1	350					
216	LH(S/L)	234/2-3	261	LH(S/L)	281/4-5	306	LH(S/L)	304/0-1	351					
217	LH(S/L)	235/2-3	262	LH(S/L)	282/4-5	307	LH(S/L)	305/0-1	352					
218	LH(S/L)	236/2-3	263	LH(S/L)	283/3-4	308	LH(S/L)	306/0 - 305/9	353					
219	LH(S/L)	237/2-3	264	LH(S/L)	284/3-4	309	LH(S/L)	307/0 - 306/9	354					
220	LH(S/L)	238/2-3	265	LH(S/L)	285/3-4	310	LH(S/L)	308/0 - 307/9	355					
221	LH(S/L)	239/2-3	266	LH(S/L)	286/3-4	311	LH(S/L)	309/7-8	356					
222	SCO-SELU	9	LH(S/L)	240/2-3	267	LH(S/L)	287/2-3	312	LH(S/L)	311/7-8	357			
223	LH(S/L)	241/2-3	268	LH(S/L)	288/2-3	313	LH(S/L)	312/7-8	358	LH(S/L)	316/6-7			
224	LH(S/L)	242/2-3	269	LH(S/L)	289/2-3	314	LH(S/L)	312/7-8	359	LH(S/L)	317/3-4			
225	LH(S/L)	243/2-3	270	LH(S/L)	290/0-1	315	LH(S/L)	313/7-8	360	LH(S/L)	318/3-4			

Sr. No.	Block Section	No. of ECs	UP/DN	Location	Sr. No.	Block Section	No. of ECs	UP/DN	Location	Sr. No.	Block Section	No. of ECs	UP/DN	Location	Location	
PAU-CRU	9	361	UP	320/2/3	406		DN	366/8/9	451		LH(SL)	38/6/7	496		RHS(L)	81/3-4
		362	UP	321/1/2	407		DN	367/8/9	452		LH(SL)	39/6/7	497		LH(SL)	82/2-3
		363	UP	322/0/1	408		DN	368/8/9	453		LH(SL)	40/6/7	498		LH(SL)	83/2-3
		364	UP	323/0/1	409		UP	369/6/7	454		LH(SL)	41/6/7	499		LH(SL)	84/3-4
		365	UP	324/0/1	410		UP	37/0/6/7	455		LH(SL)	42/6/7	500		LH(SL)	85/3-4
		366	UP	324/9-325/0	411		LH(SL)	0/9-1/0	456		RH(SL)	43/7-8	501		RH(SL)	86/2-3
CRU-LBG	10	367	UP	325/9-326/0	412		RH(SL)	1/8-9	457		LH(SL)	44/4-5	502		LH(SL)	87/2-3
		368	UP	326/8/9	413		RH(SL)	2/8-9	458		LH(SL)	45/4-5	503		LH(SL)	88/0-1
		369	UP	327/8/9	414		RH(SL)	3/7-8	459		LH(SL)	46/4-5	504		RH(SL)	88/9-89/0
		370	UP	329/2/3	415		RH(SL)	4/7-8	460		RH(SL)	47/1-2	505		RH(SL)	89/8-9
		371	UP	330/1/2	416	MUE-BMBE	LH(SL)	5/6-7	461		RH(SL)	48/0-1	506		LH(SL)	90/8-9
		372	UP	331/1/2	417		RH(SL)	6/5-6	462		LH(SL)	49/0-1	507		RH(SL)	91/7-8
LBG-NED	11	373	UP	332/0/1	418		RH(SL)	7/4-5	463		LH(SL)	50/0-1	508		RH(SL)	92/6-7
		374	UP	332/9-333/0	419		RH(SL)	8/4-5	464		RH(SL)	50/0-9-5/1/0	509		RH(SL)	93/4-5
		375	UP	333/8/9	420		RH(SL)	9/4-5	465		RH(SL)	51/9-5/2/0	510		RH(SL)	94/4-5
		376	UP	334/8/9	421		RH(SL)	10/5-6	466		RH(SL)	52/9-5/2/0	511		RH(SL)	95/3-4
		377	UP	335/8/9	422		RH(SL)	11/5-6	467		RH(SL)	53/7-8	512		RH(SL)	96/2-3
		378	UP	336/7/8	423		RH(SL)	12/4-5	468		RH(SL)	54/7-8	513		LH(SL)	97/2-3
MTDI-MGC	10	379	UP	337/7/8	424		RH(SL)	13/4-5	469		RH(SL)	55/6-7	514		LH(SL)	98/0-1
		380	UP	338/7/8	425		LH(SL)	14/2-3	470		LH(SL)	56/5-6	515		LH(SL)	99/0-1
		381	UP	339/6/7	426		RH(SL)	15/1-2	471		LH(SL)	57/7-8	516		LH(SL)	99/9-10/0/0
		382	UP	340/6/7	427		RH(SL)	16/1-2	472		LH(SL)	58/6-7	517		RH(SL)	100/8-9
		383	UP	341/5-6	428	BMBE-BOKR	RH(SL)	17/1-2	473		LH(SL)	59/6-7	518		LH(SL)	101/7-8
		384	UP	342/4-5	429		RH(SL)	18/0-1	474		LH(SL)	60/5-6	519		LH(SL)	102/5-6
NED-MTDI	2	385	UP	343/3-4	430		RH(SL)	19/0-1	475		LH(SL)	61/5-6	520		RH(SL)	103/3-4
		386	UP	344/3-4	431		RH(SL)	19/9-20/0	476		LH(SL)	62/5-6	521		RH(SL)	104/3-4
		387	UP	345/3-4	432		LH(SL)	20/7-8	477		LH(SL)	63/4-5	522		RH(SL)	105/3-4
		388	UP	346/3-4	433		RH(SL)	21/4-5	478		LH(SL)	64/4-5	523		RH(SL)	106/3-4
		389	DN	347/4-5	434		RH(SL)	22/5-6	479		RH(SL)	65/3-4	524		RH(SL)	107/2-3
		390	DN	348/1-2	435		LH(SL)	23/4-5	480		LH(SL)	66/3-4	525		LH(SL)	108/2-3
MTDI-MGC	10	391	NED-MTDI	DN	350/5-6	436	BOKR-TBU	9	481		LH(SL)	67/2-3	526		RH(SL)	109/1-2
		392	UP	351/6-7	437		DN	353/4-5	438		DN	68/2-3	527		RH(SL)	110/1-2
		393	UP	354/5-6	439		UP	355/5-6	440		LH(SL)	69/1-2	528		LH(SL)	111/0-1
		394	UP	355/5-6	440		LH(SL)	26/7-8	484		RH(SL)	70/0-1	529		LH(SL)	111/9-112/0/0
		395	UP	356/5-6	441		LH(SL)	27/6-7	485		RH(SL)	70/8-9	530		LH(SL)	112/6-7
		396	UP	357/5-6	442		RH(SL)	28/6-7	486		RH(SL)	71/8-9	531		LH(SL)	113/7-8
MGC-MUE	8	397	UP	358/5-6	443		RH(SL)	30/3-4	487		LH(SL)	72/6-7	532		LH(SL)	114/6-7
		398	UP	359/6-7	444		RH(SL)	31/3-4	488		RH(SL)	73/5-6	533		LH(SL)	115/6-7
		399	UP	360/5-6	445		RH(SL)	32/0-1	489		LH(SL)	74/4-5	534		RH(SL)	117/4-5
		400	UP	361/4-5	446		DN	32/9-33/0	490		RH(SL)	75/5-6	535		RH(SL)	118/3-4
		401	UP	362/3-4	447		RH(SL)	33/9-34/0	491		RH(SL)	76/5-6	536		LH(SL)	119/2-3
		402	DN	363/8/9	448		RH(SL)	34/8-9	492		RH(SL)	77/5-6	537		LH(SL)	120/1-2
MGC-MUE	8	403	UP	365/0-1	449		RH(SL)	35/8-9	493		LH(SL)	78/4-5	538		LH(SL)	121/0-1
		404	DN	365/8/9	450		LH(SL)	36/7-8	494		LH(SL)	79/4-5	539		LH(SL)	122/0-1
		405	DN	365/8/9	450		LH(SL)	37/7-8	495		LH(SL)	80/4-5	540		LH(SL)	122/9-123/0

Sr. No.	Block Section	No. of ECs	UP/DN	Location	Sr. No.	Block Section	No. of ECs	UP/DN	Location	Sr. No.	Block Section	No. of ECs	UP/DN	Location				
541	ABX-KSAE	16	LHS/L	123/8-9	586	RH(S/L)	167/8-9	631	RH(S/L)	922/0-921/9	676	DNE-HNL	11	RH(S/L)	879/8-9			
542			LHS/L	125/6-7	587	RH(S/L)	168/7-8	632	RH(S/L)	921/1-2	677			RH(S/L)	879/0-878/9			
543			LHS/L	126/5-6	588	RH(S/L)	169/5-6	633	RH(S/L)	920/2-3	678			RH(S/L)	878/0-1			
544			LHS/L	127/5-6	589	RH(S/L)	170/5-6	634	LHS/L	919/2-3	679			RH(S/L)	877/0-1			
545			LHS/L	128/4-5	590	RH(S/L)	171/4-5	635	LHS/L	918/2-3	680			RH(S/L)	876/1-2			
546		22	RHS/L	129/2-3	591	RH(S/L)	172/4-5	636	LHS/L	917/3-4	681	DNE-HNL	11	RH(S/L)	875/5-6			
547			RHS/L	130/0-1	592	RH(S/L)	173/3-4	637	RH(S/L)	916/5-6	682			RH(S/L)	874/5-6			
548			LHS/L	130/9-131/0	593	RH(S/L)	174/2-3	638	CWI-SIF	12	RH(S/L)	915/5-6	683	RH(S/L)	873/6-7			
549			LHS/L	131/8-9	594	RH(S/L)	175/2-3	639	RH(S/L)	914/6-7	684	RH(S/L)	872/6-7					
550			LHS/L	132/3-4	595	RH(S/L)	176/1-2	640	RH(S/L)	913/7-8	685	LHS/L	871/7-8					
551	KSAE-UMM		LHS/L	133/3-4	596	RH(S/L)	177/0-1	641	RH(S/L)	912/8-9	686	HNL-NVLN	8	LHS/L	870/0-8-9			
552			RHS/L	134/3-4	597	RH(S/L)	177/9-178/0	642	RH(S/L)	911/7-8	687			LHS/L	870/1-2			
553			RHS/L	135/1-2	598	RH(S/L)	178/5-6	643	RH(S/L)	910/8-9	688			RH(S/L)	869/3-4			
554			RHS/L	135/9-136/0	599	RH(S/L)	179/0-1	644	RH(S/L)	910/0-909/9	689			RH(S/L)	868/2-3			
555			RHS/L	136/8-9	600	RH(S/L)	180/0-1	645	RH(S/L)	909/0-1	690			RH(S/L)	867/4-5			
556			LHS/L	137/6-7	601	RH(S/L)	181/0-180/9	646	LHS/L	908/0-907/9	691			RH(S/L)	866/4-5			
557			LHS/L	138/5-6	602	RH(S/L)	181/8-9	647	LHS/L	907/0-1	692			LHS/L	865/4-5			
558			LHS/L	140/2-3	603	LHS/L	949/8-9	648	LHS/L	905/8-9	693			LHS/L	864/5-6			
559			LHS/L	141/1-2	604	RH(S/L)	948/1-2	649	SIF-BLC	8	LHS/L	904/2-3	694	LHS/L	863/5-6			
560			RHS/L	141/9-142/0	605	RH(S/L)	947/1-2	650	LHS/L	903/2-3	695	LHS/L	862/5-6					
561	PAU-MRV		RHS/L	142/9-143/0	606	RH(S/L)	946/2-3	651	LHS/L	902/3-4	696	RHS/L	860/6-7	RHS/L	859/6-7			
562			RHS/L	143/8-9	607	RH(S/L)	945/2-3	652	RH(S/L)	901/4-5	697			RHS/L	859/6-7			
563			RHS/L	144/7-8	608	RH(S/L)	944/2-3	653	RH(S/L)	900/4-5	698			LHS/L	858/6-7			
564			RHS/L	145/7-8	609	RH(S/L)	943/3-4	654	LHS/L	899/5-6	699			LHS/L	857/7-8			
565			RHS/L	146/7-8	610	RH(S/L)	942/1-2	655	RH(S/L)	898/6-7	700			LHS/L	855/0-854/9			
566			RHS/L	147/5-6	611	RH(S/L)	941/1-2	656	RH(S/L)	897/5-6	701			LHS/L	854/0-853/9			
567			RHS/L	148/4-5	612	RH(S/L)	939/8-9	657	RH(S/L)	896/6-7	702			LHS/L	853/0-852/9			
568			RHS/L	149/4-5	613	RH(S/L)	939/2-3	658	RH(S/L)	895/7-8	703			LHS/L	852/0-1			
569			RHS/L	150/2-3	614	LHS/L	938/3-4	659	LHS/L	894/7-8	704			LHS/L	850/0-1			
570			RHS/L	151/8-9	615	LHS/L	937/2-3	660	LHS/L	893/8-9	705			LHS/L	849/0-1			
571	MRV-BMF		RHS/L	152/7-8	616	RH(S/L)	936/2-3	661	BLC-NDPR	9	LHS/L	892/8-9	706	MLSU-KNRG	9	RHS/L	848/0-1	
572			LHS/L	153/6-7	617	RH(S/L)	935/2-3	662	RH(S/L)	892/0-891/9	707	RHS/L	847/0-1					
573			RHS/L	154/6-7	618	LHS/L	934/2-3	663	LHS/L	891/0-1	708	RHS/L	846/0-1					
574			RHS/L	155/5-6	619	LHS/L	933/2-3	664	RH(S/L)	890/0-1	709	RHS/L	845/3-4					
575			RHS/L	156/5-6	620	LHS/L	932/4-5	665	LHS/L	889/4-5	710	RHS/L	844/4-5					
576			RHS/L	157/5-6	621	LHS/L	931/4-5	666	RH(S/L)	888/5-6	711	RHS/L	843/5-6					
577			RHS/L	158/3-4	622	LHS/L	930/4-5	667	RH(S/L)	887/5-6	712	RHS/L	842/3-4					
578			RHS/L	159/2-3	623	LHS/L	929/5-6	668	RH(S/L)	886/5-6	713	RHS/L	841/1-2					
579			RHS/L	160/1-2	624	RH(S/L)	928/8-9	669	RH(S/L)	885/6-7	714	RHS/L	840/0-1					
580			RHS/L	161/0-1	625	LHS/L	927/4-5	670	NDPR-DNE	11	RH(S/L)	884/7-8	715	RHS/L	839/0-838/9			
581	ADB-PMKT		RHS/L	162/6-7	626	LHS/L	926/7-8	671	RH(S/L)	884/0-883/9	716	KRG-KKG	7	RH(S/L)	838/0-837/9			
582			RHS/L	163/9-164/0	627	LHS/L	925/8-9	672	RH(S/L)	883/0-882/9	717			RH(S/L)	837/1-2			
583			RHS/L	164/9-165/0	628	LHS/L	924/8-9	673	RH(S/L)	882/0-1	718			RH(S/L)	836/1-2			
584			RHS/L	165/9-166/0	629	LHS/L	923/8-9	674	RH(S/L)	881/2-3	719			RH(S/L)	835/2-3			
585			RHS/L	166/8-9	630	RH(S/L)	923/0-922/9	675	RH(S/L)	880/7-8	720			RH(S/L)	834/2-3			

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

S. No	Br. No.	Km	SPAN	Type of Bridge	Type of Locos(Double Headed) where Tractive Effort is limited to 30t per Loco	Type of Locos (Single Headed) where Tractive Effort is limited to 30t per Loco
KNW-AK-PAU(SL)						
1	570-1	570/1-2	11 X 12.20m	PSC Girder	TE limit of 30t/loco applicable to all electric and diesel locos while carrying CC+8+2t loading(due to continuation of LWR)	
2	578-1	578/9-579/0	11 X 12.20m	PSC Girder		
3	932/1	932/5-6	2X12.19m	Plate Girder	WDG5	
MUE-MMR (SL)						
1	23	24/14-15	3X12.20m	Plate Girder	WDG5	
2	51	51/5-6	4x12.20m	Plate Girder	WDG4D, WDG4G, WDG6G, WDG5	
3	66	64/9-10	3x12.20m	Plate Girder	WDG4D, WDG4G, WDG6G, WDG5	
4	74	74/4-5	5x12.20m	Plate Girder	WDG4D, WDG4G, WDG6G, WDG5	
5	75	75/6-7	1x12.20m	Plate Girder	WDG4D, WDG4G, WDG6G, WDG5	
6	76	76/5-6	1x11.67m + 6x18.25m + 1x11.67m	Plate Girder	WDG4D, WDG4G, WDG6G, WDG5	
7	111	104/1-2	1x12.20m	Plate Girder	WDG4D, WDG4G, WDG6G, WDG5	
8	125	111/12-13	4x12.12m	Plate Girder	WDG4D, WDG4G, WDG6G, WDG5	
9	241	208/16-209/1	2x11.65m	Plate Girder	WDG5	
10	256	237/7-8	2x12.2m	Plate Girder	WDG5	
11	289	256/9-10	6x12.20m	Plate Girder	WDG4D, WDG4G, WDG6G, WDG5	

LOAD TABLE - DIESEL

Section	Load	WDM3A/WDM3D		WDG3A		WDG4/WDG4D		WDG6G		Remarks
		SH	MU	SH	MU	SH	MU	SH	MU	
MUE-PBN	42 BCNL/42 BCNL	NP	P*	NP	P	P*	P	P	P	* Train should not stop at Home Signal of LBG and CRU.
	58 BCNL/59 BOXNL/52BTPNL	NP	NP	P#	NP	P	P	P	P	# Banker to be provided during inclement weather or SR 30 KMPH or below at the foot of the above gradient (1 in 133)
	45 BOST/ 45 CONCORD/ 43 BRNL	NP	NP	P#	NP	P	P	P	P	
	45 BLC	NP	NP	NP	P	P	P	P	P	
PBN-MUE	42 BCNL/42 BCNL	NP	NP	P#	NP	P#	P	P	P	#Banker to be provided Ex CRU/LBG during inclement season or SR 30 KMPH or below at the foot of the LC No. 139 (Gradient is 1 in 133)
	58 BCNL/59 BOXNL/52BTPNL	NP	P#	NP	P	P	P	P	P	
	45 BOST/ 45 CONCORD/ 43 BRNL	NP	NP	P	P	P	P	P	P	
	45 BLC	NP	NP	NP	P	P	P	P	P	
MUE-ADB	42 BCNL/42 BCNL	NP	NP	P#	P*	P	P	P	P	* Banker to be provided between MUE- BMBE (1 in 116) BOKR-TBU (1 in 100) & ABX - KSAE (1 in 80) section during inclement weather and whenever tonnage exceeds 4900T.
	58 BCNL/59 BOXNL/52BTPNL	NP	NP	P#	NP	P	P	P	P	# Main line to be given at MUE & ABX station and Banker to be provided if SR is 30 KMPH or below at the foot of the gradient MUE - HDGR & ABX - KSAE.
	45 BOST/ 45 CONCORD/ 43 BRNL	NP	NP	P	NP	P	P	P	P	
	45 BLC	NP	NP	P	P	P	P	P	P	
ADB-MUE	42 BCNL/ 42 BCNL	NP	NP	P*	P#	P	P	P	P	* Main line through to be given at KSAE, (1 in 100) HDGR (1 in 105) and Banker to be provided if SR in 30 KMPH or below at the foot of the gradient.
	58 BCNL/59 BOXNL/52BTPNL	NP	NP	P*	NP	P	P	P	P	#Banker to be provided KSAE-ABX (1 in 80) & BHBK-DHNR (1 in 100), HDGR- TBU (1 in 105) section during inclement weather and whenever tonnage exceeds 4900T.
	45 BOST/ 45 CONCORD/ 43 BRNL	NP	NP	P*	NP	P	P	P	P	
	45 BLC	NP	NP	P#	NP	P	P	P	P	
PBN-PRLI	42 BCNL/ 42 BCNL	NP	P	P	P*	P	P	P	P	* Main line through to be given at GNH (1 in 108) and WDN (1 in 120) station or banker to be provided during inclement weather & SR is 30 KMPH or below at the foot of the gradient.
	58 BCNL/59 BOXNL/52BTPNL	NP	NP	P	NP	P	P	P	P	* Banker to be provided PBN-PRLI during inclement weather and below whenever tonnage exceeds 4900 T.
	45 BOST/ 45 CONCORD/ 43 BRNL	NP	NP	P#	NP	P	P	P	P	
	45 BLC	NP	NP	P	P	P	P	P	P	
PRLI-PBN	42 BCNL/ 42 BCNL	NP	P#	NP	P#	P	P	P	P	* Banker to be provided between GNH- PBN section (1 in 130) during inclement weather or SR is 30 KMPH or below at the foot of the gradient.
	58 BCNL/59 BOXNL/52BTPNL	NP	NP	P#	NP	P	P	P	P	
	45 BOST/ 45 CONCORD/ 43 BRNL	NP	NP	P#	NP	P	P	P	P	
	45 BLC	NP	NP	P*	NP	P	P	P	P	
PBN-MMR	42 BCNL/ 42 BCNL	NP	P	P#	NP	P	P	P	P	* Main line through to be given at DAV (1 in 135) & J station (1 in 133).
	58 BCNL/59 BOXNL/52BTPNL	NP	NP	P	NP	P	P	P	P	# Banker to be provided during inclement weather between PG-DAV (1 in 135 & J - BDU (1 in 133) or SR 30 KMPH or below at the foot of the gradient.
	45 BOST/ 45 CONCORD/ 43 BRNL	NP	NP	P	P	P	P	P	P	
	45 BLC	NP	NP	P*	P	P	P	P	P	
MMR-PBN	42 BCNL/ 42 BCNL	NP	P*	NP	P#	NP	P	P	P	* Banker to be given at MMR- ANK (1 in 100), MMR- AAK (1in 100) and AWB- CTH (1 in 133).

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	58 BCNHL/59 BOXNL/52BTPNL	NP	NP	NP	P@#	NP	P	P*	P	P	# Banker to be provided during inclement weather or SR below 30 KMPH between MMR- ANK, MMR -AAK and AWB - CTH. @ while starting from the AWB M/L (1 in 133) train should be backed up to MMR end name board.
	45 BLC	NP	NP	P#	NP	P	P	P	P	P	# Banker to be provided during inclement season or SR 30 KMPH below from CWI - WHM (CWI-SIF = 1 in 105, NDPR - DNE = 1 in 131, KNRG - MLSU = 1 in 117, KKG- WHM= 1 in 108) & not to stop AK home signal (1 in 143)
PAU-AK	42 BCNHL/ 58 BCNHL/59 BOXNL/52BTPNL	NP	P#	NP	P#	NP	P	P#	P	P	# Banker to be provided during inclement weather or SR 30 KMPH / below in between AK-WHM, (AK- SVM = 1 in 116, LHD - AMW = 1 in 100) KNRG- MLSU (1 in 105) @ M/L run through to be given at AMW (1 in 105) & KNRG (1 in 105) station. If not provided banker.
	45 BLC	NP	NP	P#	NP	P	P	P	P	P	# Banker to be provided during inclement weather or SR 30 KMPH / below in between AK-WHM, (AK- SVM = 1 in 116, LHD - AMW = 1 in 100) KNRG- MLSU (1 in 105) @ M/L run through to be given at AMW (1 in 105) & KNRG (1 in 105) station. If not provided banker.
AK-PAU	42 BCNHL/ 58 BCNHL/59 BOXNL/52BTPNL	NP	NP	P@#	NP	P	P	P#	P	P	# Banker to be provided during inclement weather or SR 30 KMPH / below in between AK-WHM, (AK- SVM = 1 in 116, LHD - AMW = 1 in 100) KNRG- MLSU (1 in 105) @ M/L run through to be given at AMW (1 in 105) & KNRG (1 in 105) station. If not provided banker.
	45 BLC	NP	NP	P	P	P	P	P	P	P	# Banker to be provided during inclement weather or SR 30 KMPH / below in between AK-WHM, (AK- SVM = 1 in 116, LHD - AMW = 1 in 100) KNRG- MLSU (1 in 105) @ M/L run through to be given at AMW (1 in 105) & KNRG (1 in 105) station. If not provided banker.
NOTE:											
1. Whenever load exceeds 3600 T with single WDG4 loco (4500 HP) banker to be provided for gradient of 1 in 133 or above in all the sections of the division											
2. Whenever load exceeds 3400 T with single WDG4 loco (4000 HP) banker to be provided for gradient of 1 in 133 or above in all the sections over division.											
3. Whenever load exceeds 3200 T of BLC rake with MU WDM3A locomotive banker to be provided for gradient of 1 in 133 or above during inclement weather / caution order in 30 or less .											
4 ADB-MUE section between KSAE - ABX , BHBK - DHNR and HDGR - BOKR sections , for any reason if goods train stalled should be backed to KSAE, BHBK & HDGR station or banker to be given for re - starting the train . Divided train working is not permitted due to 1 in 80 and 1 in 100 steep up gradients , S curves and falling gradient in to station sections .											
5. Divided train working should not be done between AMW - JUK section (AK-PAU) due to 1 in 100 up gradient and S curves . If stalled banker to be provided on train should be backed in to AMW stations .											

LOAD TABLE (Electric)

Section	Load	WAG-5			WAG-7			WAG-9			Remarks
		SH	MU	P#*	SH	MU	P*	SH	MU	P	
MUE-PBN	42 BCNHL/42 BCNHL 58 BCNHL/52BTPNL 45 BOST/45 CONCORD/43 BRNL 45 BLC	NP	P*	NP	NP	P*	NP	NP	P	P	* Train should not stop at Home Signal of LBG and CRU. # Banker to be provided during inclement weather or SR 30 KMPH or below at the foot of the above gradient (1 in 133)
PBN-MUE	42 BCNHL/42 BCNHL 58 BCNHL/52BTPNL 59 BOXNL/52BTPNL 45 BOST/45 CONCORD/43 BRNL 45 BLC	NP	P*	NP	NP	P*	NP	NP	P	P	* Banker to be provided Ex CRU-LBG during inclement season or SR 30 KMPH or below at the foot of the Gradient is 1 in 133.
MUE-ADB	42 BCNHL/42 BCNHL 58 BCNHL/52BTPNL 45 BOST/45 CONCORD/43 BRNL 45 BLC	NP	P#	NP	NP	P#	NP	NP	P	P	# Main line to be given at MUE & ABX station and Banker to be provided if SR is 30 KMPH or below at the foot of the gradient MUE -HDGR & ABX - KSAE during inclement season and whenever tonnage exceeds 3400T (BCN)/4900T.
ADB-MUE	42 BCNHL/42 BCNHL 58 BCNHL/52BTPNL	NP	P#	NP	NP	P#	NP	NP	P	P	#Banker to be provided KSAE-ABX (1 in 80) & BHBK-DHNR (1 in 100), HDGR- TBU (1 in 105) section during inclement weather/ if SR is 30 KMPH or below at the foot of the gradient whenever tonnage exceeds 3400T (BCN)/4900T.

	45 BOST/45 CONCORD/ 43 BRNL	NP	P#	NP	P	NP	P
	45 BLC	NP	P	P*	P	NP	P
	42 BCNHL/42 BCNHL 58 BCNHL/ 59 BOXNL/52BTPNL	NP	P	NP	P	P	P
PBN-PRL	45 BOST/45 CONCORD/ 43 BRNL	NP	P	NP	P	P	P
	45 BLC	NP	P*	NP	P	NP	P
	42 BCNHL/42 BCNHL 58 BCNHL/ 59 BOXNL/52BTPNL	NP	P	P*	P	P*	P
PRL-PBN	45 BOST/43 CONCORD/ 43 BRNL	NP	P	NP	P	NP	P
	45 BLC	NP	P	NP	P	NP	P
	42 BCNHL/42 BCNHL 58 BCNHL/ 59 BOXNL/52BTPNL	NP	P	P	P*	P	P
PBN-MMR	45 BOST/45 CONCORD/ 43 BRNL	NP	P#	NP	P	NP	P
	45 BLC	NP	P	NP	P	NP	P
	42 BCNHL/42 BCNHL 58 BCNHL/ 59 BOXNL/52BTPNL	NP	P	NP	P	P*	P
MMR-PBN	45 BOST/45 CONCORD/ 43 BRNL	NP	P	NP	P	NP	P
	45 BLC	NP	P*	NP	P	NP	P
	42 BCNHL/42 BCNHL 58 BCNHL/ 59 BOXNL/52BTPNL	NP	P	NP	P	P*	P
PAU-AK	45 BOST/45 CONCORD/ 43 BRNL	NP	P	NP	P	NP	P
	45 BLC	NP	P	NP	P	P#	P
	42 BCNHL/42 BCNHL 58 BCNHL/ 59 BOXNL/52BTPNL	NP	P#	NP	P	NP	P
AK-PAU	45 BOST/45 CONCORD/ 43 BRNL	NP	P	NP	P	NP	P
	45 BLC	NP	P	NP	P	NP	P
	42 BCNHL/42 BCNHL 58 BCNHL/ 59 BOXNL/52BTPNL	NP	P	NP	P	P#	P
NOTE:	Load trials with various Traction Locomotives yet to complete in all sections over NED division. However, tabulation has been prepared based on the Horsepower of the locomotives and geographical conditions of the section on trial basis.						

JSC Data for Coaching stock

Section	From Km.	To Km.	Sec. speed	JSC Data for Coaching stock																		
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16			
Speed certified by RDSO																						
RB/CRS Sanctioned speed																						
Sanctioned for max.speed in SCR																						
1 Ankai (Excl) — Jaina(SL)	16	175.86	175.86	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100			
2 Jaina - Parbhani (SL)	290.44	371.87	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110			
3 *Parbhani Jn.-Puma Jn.—Mudkhed(UP&DN)	290.44	371.87	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110			
4 Mudkhed -Kinwat(SL)	0	116.774	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100			
5 Kinwat-Adilabad (SL)	116.74	161.95	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100			
6 Adilabad — Pimpalkutty (SL)	161.95	181.975	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100			
7 Purna-Akola (SL)	950.4	743.52	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100			
8 ParivVaijnath -Parbhani (SL)	267.77	331.38	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100			
9 Akola - Akot (SL)	742.079	697.71	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60			

Section	From Km.	To Km.	Sec. speed	JSC Data for Coaching stock																JSC Data for Coaching stock																		
				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	32	33	34	35
Speed certified by RDSO																																						
RB/CRS Sanctioned speed																																						
Sanctioned for max.speed in SCR																																						
1 Ankai (Excl) — Jaina(SL)	16	175.86	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100			
2 Jaina - Parbhani (SL)	290.44	371.87	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100			
3 *Parbhani Jn.-Puma Jn.—Mudkhed(UP&DN)	290.44	371.87	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100			
4 Mudkhed -Kinwat(SL)	0	116.774	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100			
5 Kinwat-Adilabad (SL)	116.74	161.95	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100			
6 Adilabad — Pimpalkutty (SL)	161.95	181.975	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100			
7 Purna-Akola (SL)	950.4	743.52	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100			
8 ParivVaijnath -Parbhani (SL)	267.77	331.38	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100			
9 Akola - Akot (SL)	742.079	697.71	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60

JSC Data for Coaching stock - NED Division

JSC Data for Coaching stock - NED Division									
		From Km.	To Km.	Sec. speed	37	38	39	40	41
					42	43	44	45	46
Speed certified by RDSO					160	160	130	160	105
RB/CRS Sanctioned speed					130	160	130	110	105
Sanctioned for max.speed in SCR					110	130	110	110	105
1 Ankai (Excl) – Jahnal (SL)	16	175.86	100	100	100	100	100	100	100
2 Jahnal - Parbhani (SL)	175.86	290.44	100	100	100	100	100	100	100
3 *Parbhani Jn.-Puma Jn.—Mudkhed(UP&DN)	290.44	371.87	110	110*	110	110	110	110	110
4 Mudkhed -Kinwat(SL)	0	116.774	100	100	100	-	100	100	100
5 Kinwat- Adilabad (SL)	116.74	161.95	100	100	100	-	100	100	100
6 Adilabad — Pimpalkutty (SL)	161.95	181.975	100	100	100	100	100	100	100
7 Purna-Akola (SL)	950.4	743.52	100	100	100	100	100	100	100
8 Parli/Vajnath -Parbhani (SL)	267.77	331.38	100	100	100	100	100	100	100
9 Akola - Akot (SL)	742.079	697.71	60	60	60	60	60	60	60

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.

S. no.	Section	From km	To km	Maximum Permissible speed in kmph
NANDED DIVISION				
1	Parbhani-Purna Jn-Mudkhed (UP & DN)	290.44	371.87	110*
2	Mudkhed – Adilabad – Pimpalkutty (SL)	0.00	181.98	100*
3	Purna-Akola (SL)	950.40	743.52	100
4	Ankai (Excl) – Parbhani (SL)	16.00	290.44	100
5	ParliVaijnath -Parbhani (SL)	267.77	331.38	100

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

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

PCME

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

S. no.	Between stations	km from	km to	SR (kmph)	Reason
NANDED DIVISION					
*PSR on Mudkhed - Adilabad-Pimpalkutti (SL)					
1	ABX-KSAE	125/1-126/5	95	Due to 2.75°curve	
2	ADB-PMKT	162/5-163/5	95	Due to 2.75°curve	
*PSRs on PBN-MUE (UP Line)					
1	PBN	291/0-291/2	50	Points and crossings taking off from 2° curve.	
2	PAU	318/2-318/6	50	SR of 50kmph due to Non standard& Non transition curve.	
3	PAU	319/2-319/4	50	SR of 50kmph due to Non transition reverse curve.	
4	LBG-NED	343/0-346/0	75	Yielding Formation.	
5	NED	348/9-349/0	50	Reverse curve laid without transition curve.	
6	NED	350/2-350/7	100	Points and crossings taking off from 1.5° curve.	
7	MTDI-MGC	355/0-357/0	75	Yielding Formation.	
8	MUE	371/05-371/08	50	Reverse curve laid without transition curve.	
*PSRs on MUE-PBN (DN Line)					
1	MUE	371/08-371/05	50	Reverse curve laid without transition curve.	
2	NED	349/01-349/08	30	CC apron.	
3	NED-LBG	347/0-343/0	75	Yielding Formation.	
4	PAU	319/3-318/6	30	CC apron.	
5	PBN	291/2-291/0	50	Points and crossings taking off from 2° curve.	

PCME

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PCEE

PCOM

PCE

SPEED RESTRICTIONS for coaches (Rolling stock)					
S no.	Section	Locomotive names	NAMED DIVISION	From Km	To Km
1	Parbhani jn-purna jn-mudkhed jn .	LWS	LVPH(140KN AIR SPRING)	295.7	297.12
2	Parbhani jn-purna jn-mudkhed jn .	LWS	LSLRD(140KN AIR SPRING)	318.462	318.61
		LWS	LWSCNA-(140KN AIR SPRING)		
		LWS	LWSCZA(140 KN AIR SPRING)		
		LWS	LWFAC/LWFAC2(120KN AIR SPRING)		
		LWS	LWACCN/LWACCN2(120KN air spring)		
		LWS	LWACCW/LWACCW2(120KN AIR SPRING)		
		LWS	LWCBC/LWCBC2(120KN AIR SPRING)		
		LWS	LDLSRA		
		LWS	VNH1-NEW MILK TANK		
		LWS	NMGHS 16.25 t		

PCME PCST PCEE PCOM PCE PCE

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

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

S. no.	Between stations	km from	km to	SR (kmph)	Reason
NANDED DIVISION					
*Permanent Speed Restriction on Adilabad - Pimpalkutty					
1	Adilabad - Pimpalkutty (SL)	162/5	163/5	95	Due to Sharper 2.75° Curve

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

South Central Railway
Joint safety certificate No. M/C-063

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

S. no.	Between stations	km from	km to	SR (kmph)	Reason
NANDED DIVISION					
*Permanent Speed Restriction on Adilabad - Pimpalkutty					
1	Adilabad - Pimpalkutty (SL)	162/5	163/5	95	Due to Sharper 2.75° Curve

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

JSC Data for Wagons - NED Division.

Section	From Km.	To Km.	Sec. speed	BCNASHM1				BCNASHM2				BCNHL				BCNMM1				BCNMM2				BFNS				BFNSM			
				E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L	E	L		
Speed certified by RDSO				100	75	100	75	80	75	70	75	90	75	80	75	100	75	40	25	65	65	65	65	65	65	95	95	95	95		
RBI/CRS Sanctioned speed				100	75	100	75	80	75	70	75	90	75	80	75	100	75	40	25	60	60	60	60	60	60	95	95	95	95		
Sanctioned for max.speed in SCR				100	75	100	75	80	60	70	75	90	75	80	60	100	75	40	25	60	60	60	60	60	60	95	95	95	95		
1 Ankai (Excl) —Jalna(SL)	16	175.86	100	60	45	60	45	80	60	60	45	60	45	80	60	60	45	40	25	60	60	60	60	60	60	45	60	45	60		
2 Jalna - Parbhani (SL)	175.86	290.44	100	60	45	60	45	80	60	60	45	60	45	80	60	60	45	40	25	60	60	60	60	60	60	45	60	45	60		
*Parbhani Jn.-Purna Jn.—Mudkhed(UP&DN)	290.44	371.87	110	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	60	60	95	95	95	95		
4 Mudkhed -Kinwat(SL)	0	116.774	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	60	60	95	95	95	95			
5 Kinwat- Adilabad (SL)	116.74	161.95	100	90	60	90	60	80	60	70	60	90	60	80	60	90	60	40	25	60	60	60	60	60	60	90	90	90	90		
6 Adilabad — Pimpalkutty (SL)	161.95	181.975	100	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	60	60	95	95	95	95		
7 Purna-Akola (SL)	950.4	743.52	100	100	60	100	60	80	60	70	60	90	60	80	60	100	60	40	25	60	60	60	60	60	60	95	95	95	95		
8 Parivaijnath -Parbhani (SL)	267.77	331.38	100	60	45	60	45	80	60	60	45	60	45	80	60	60	45	40	25	60	60	60	60	60	60	45	60	45	60		
9 Akola - Akot (SL)	742.079	697.71	60	-	-	-	-	60	60	-	-	-	-	60	60	-	-	40	25	-	-	-	-	-	-	-	-	-	-		
10 Khandwa-Amlakhurd(SL)	567.953	621.40																													
11 Purna - Parbhani (UP &DN)	318.980	290.440	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

JSC Data for Wagons - NED Division.

Section	From Km.	To Km.	Sec. speed	BNV	BLCS (A-Car & B-Car & Car)(20.32t) BLCM(A-Car & B-Car & B-B) (Single Stack)	BLSS(A-CAR & B-CAR)	BOBSNS (22.9t)	BOBYNHSM1	BOMN(16.4t)
				E L E L E L E L E L				E L E L E L	
Speed certified by RDSSO				100 75 100 100 65 65 100 100 65 65	-	-	100 75 100 75 75 80		
RB/CRS Sanctioned speed				100 75 100 100 65 65 100 100 65 65	-	-	100 75 100 75 75 80		
Sanctioned for max.speed in SCR				100 60 100 100 65 65 100 100 65 65	-	-	100 75 100 75 75 75		
1 Ankai (Excl) —Jalna(SL)	16	175.86	100 60 45 75 75	- - 60 45 100 75 60 45 60	45	60 45 60 45 75 75			
2 Jalna - Parbhani (SL)	175.86	290.44	100 60 45 75 75	- - 60 45 100 75 60 45 60	45	60 45 60 45 75 75			
* Parbhani Jn.-Puma Jn.—Mudkhed(UP&DN)	290.44	371.87	110 100 60 100 65 50 65 60 100 65 60	100 85 - - 65 60 100 85 65 60 95\$(100 ©)	60*	100 60 100 60 75 75			
4 Mudkhed -Kinwat(SL)	0	116.774	100 100 60 100 85 - -	65 60 100 85 65 60 100 85 65 60 95\$(100 ©)### 60###*	60	100 60 100 60 75 75			
5 Kinwat- Adilabad (SL)	116.74	161.95	100 90 60 90 80 - -	65 55 90 80 65 55 90\$ (100 ©)### 60###*	90	55 90 60 75 70			
6 Adilabad — Pimpalkutty (SL)	161.95	181.975	100 100 60 100 85 - -	65 60 100 85 65 60 95\$(100 ©)* 60*	95	60 100 60 75 75			
7 Purna-Akola (SL)	950.4	743.52	100 100 60 100 85 65 65 60 100 85 65 60 95\$(100 ©)*	60 90 60 100 85 65 60 100 85 65 60 95\$(100 ©)*	60	90 60 100 60 75 75			
8 Parivajinath -Parbhani (SL)	267.77	331.38	100 60 45 75 75	- - 60 45 100 75 60 45 60	45	60 45 60 45 75 75			
9 Akola - Akot (SL)	742.079	697.71	60 - 60 60 - -	60 60 60 - - -	-	- 60 60 60 - -			
10 Khandwa-Amlakhurd(SL)	567.953	621.40							
11 Purna - Parbhani (UP & DN)	318.980	290.440	100 - - -	65 65 - - -	-	- - - - -			

JSC Data for Wagons - NED Division.

JSC Data for Wagons - NED Division.		Section	From Km.	To Km.	Sec. spee p	FLATCOIL3 (22.9 t)												
61	62					63	64	65	66	67	68	69	70	71	72	73	74	75
Speed certified by RDSO						E	L	E	L	E	L	E	L	E	L	E	L	
RB/CRS Sanctioned speed						100	100	90	75	75	80	100	90	65	60	65	65	-
Sanctioned for max speed in SCR						100	100	90	75	75	80	100	90	65	60	65	65	-
1 Ankai (Excl) —Jalna(SL)	16	175.86	100	65	50	60	45	75	75	65	50	65	60	65	50	90	75	65
2 Jalna - Parbhani (SL)	175.86	290.44	100	65	50	60	45	75	75	65	50	65	60	65	50	100	75	65
3 *Parbhani Jn.-Purna Jn.—Mudkhed(UP&DN)	290.44	371.87	110	100	75	90	60	75	80	100	90	65	60	60	65	100*	75*	100
4 Mudkhed -Kinwat(SL)	0	116.774	100	100	75	90	60	75	75	100	85	65	60	60	65	95	75	100
5 Kinwat- Adilabad (SL)	116.74	161.95	100	90	75	90	60	75	70	90	85	65	60	60	65	95	90	90
6 Adilabad — Pimpalkutty (SL)	161.95	181.975	100	100	75	50	30	75	80	100	90	65	60	60	65	100*	75*	100
7 Purna-Akola (SL)	950.4	743.52	100	100	75	90	60	75	75	100	85	65	60	60	65	95	75	100
8 Parivaijnath -Parbhani (SL)	267.77	331.38	100	65	50	60	45	75	75	65	50	65	60	60	65	50	100	100
9 Akola - Akot (SL)	742.079	697.71	60	60	-	60	60	60	60	60	60	60	60	60	60	60	60	60
10 Khandwa-Amlakhurd(SL)	567.953	621.40														100\$	80\$	
11 Purna - Parbhani (UP &DN)	318.980	290.440	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Annexure-I

List of Miscellaneous type Wagons: *Speed Restrictions are as per Annexure-II (upto 31-10-2023)

13. Annexure showing the Section wise speeds proposed for running of BLC (A-car & B-car)-
20.32t,BLCM (A-car & B- car) -22t DSDC over AK-PBN-PRLI of SCR

RDSO's Certificated Speed- 65E/65L

RB./CRS Sanctioned speed- 65E/65L

SCR's GM/CRS Sanctioned speed- 65E/65L

Sl. No.	Section	From Km	To Km	Maximum Speed Kmph	
NANDED DIVISION				Loaded	Empty
1	Akola-Purna (SL)	743.52	950.4	65	65
2	Purna- Parbhani (UP & DN)	318.98	290.44	65*	65
3	Parbhani-Parli Vaijnath(SL)	331.38	267.77	50	65

Structural Clearances available for running of DSDC wagon on route AK-PAU-PBN-PRLI
(Annexure to Track and Bridge Certificates)

Sl. No	Section/ Station (Name & Code)		Line No	Line Electrified YES/NO	*	#	\$	Available Horizontal Clearance	Available Vertical Clearance	Permitted to run (Yes or No)	£	Remarks
	1	2	3	4	5	6	7	8	9	10	11	12
1	AK-PAU	Sivni Shivpur - SWV	Loop Line (RD-1)	NO	NA			> 1600	> 5220	YES	30	LL
			Main Line (RD-2)	NO	NA			> 1600	> 5220	YES	40	PF on ML
			Loop Line (RD-3)	NO	NA			> 1600	> 5220	YES	30	LL
			Goods Line(RD-4)	NO	NA			> 1600	> 5220	YES	30	LL
2	AK-PAU	Barsi Takli - BSQ	Main Line (RD-2)	NO	NA			> 1915	> 5220	YES	65	
			Loop Line (RD-1)	NO	NA			> 1600	> 5220	YES	30	LL
			Loop Line (RD-3)	NO	NA			> 1600	> 5220	YES	30	LL
3	AK-PAU	Lohagad - LHD	Main Line (RD-2)	NO	NA			> 1915	> 5220	YES	65	
			Loop Line (RD-1)	NO	NA			> 1600	> 5220	YES	30	LL
4	AK-PAU	Amanwadi - AMW	Main Line (RD-2)	NO	NA			> 1915	> 5220	YES	65	
			Loop Line (RD-1)	NO	NA			> 1600	> 5220	YES	30	LL
			Loop Line (RD-3)	NO	NA			> 1600	> 5220	YES	30	LL
5	AK-PAU	Jaulka - JUK	Main Line (RD-2)	NO	NA			> 1915	> 5220	YES	65	
			Loop Line (RD-1)	NO	NA			> 1600	> 5220	YES	30	LL
6	AK-PAU	Kataroad - KXX	Main Line (RD-2)	NO	NA			> 1915	> 5220	YES	65	
			Loop Line (RD-1)	NO	NA			> 1600	> 5220	YES	30	LL
7	AK-PAU	Washim - WHM	Goods Line (RD-4)	NO	NA			1593	4529	NO		COP Facia Infringement
			Loop Line (RD-3)	NO	NA			> 1600	> 5220	YES	30	LL
			Main Line (RD-2)	NO	NA			> 1915	> 5220	YES	65	
			Loop Line (RD-1)	NO	NA			> 1600	> 5220	YES	30	LL
8	AK-PAU	Kekatumar - KKG	Main Line (RD-2)	NO	NA			> 1915	> 5220	YES	65	
			Loop Line (RD-1)	NO	NA			1557	4360	NO		COP Facia Infringement
9	AK-PAU	Penganga - PGG	Main Line (RD-2)	NO	NA			> 1915	> 5220	YES	65	
			Loop Line (RD-1)	NO	NA			> 1600	> 5220	YES	30	LL
10	AK-PAU	Kanhargoan naka - KNRG	Main Line (RD-2)	NO	NA			> 1915	> 5220	YES	65	
			Loop Line (RD-1)	NO	NA	1614	5298	> 1614	> 5298	YES	30	LL in 2.5deg Curve
11	AK-PAU	Malselu - MLSU	Main Line (RD-2)	NO	NA			> 1915	> 5220	YES	65	
			Loop Line (RD-1)	NO	NA			> 1600	> 5220	YES	30	LL
12	AK-PAU	Navalgaon - NVLN	Main Line (RD-2)	NO	NA			> 1915	> 5220	YES	65	
			Loop Line (RD-1)	NO	NA			> 1600	> 5220	YES	30	LL
13	AK-PAU	Hingoli - HNL	Main Line (RD-2)	NO	NA			> 1915	> 5220	YES	65	
			Loop Line (RD-1)	NO	NA			> 1600	> 5220	YES	30	LL
			Loop Line (RD-3)	NO	NA			> 1915	> 5220	YES	30	LL

Sl. No	Section/ Station (Name & Code)	Line No	Line Electrified YES/NO	*	#	\$	Available Horizontal Clearance	Available Vertical Clearance	Permitted to run (Yes or No)	£	Remarks
1	2	3	4	5	6	7	8	9	10	11	12
		Loop Line (RD-4)	NO	NA			> 1600	> 5220	YES	30	LL
14	AK- PAU	Dhamini - DNE	NO	NA			> 1600	> 5220	YES	40	PF on ML
		Main Line (RD-1)	NO	NA			> 1600	> 5220	YES	30	LL
		Loop Line (RD-2)	NO	NA			> 1600	> 5220	YES	30	LL
15	AK- PAU	Kanjara (H) - KNJJ	Main Line (RD-1)	NO	NA		> 1600	> 5220	YES	40	PF on ML
16	AK- PAU	Nandapur - NDPR	Main Line (RD-2)	NO	NA		> 1915	> 5220	YES	65	
		Loop Line (RD-1)	NO	NA			> 1600	> 5220	YES	30	LL
		Main Line (RD-2)	NO	NA			> 1915	> 5220	YES	65	
17	AK- PAU	Bolda - BLC	Loop Line (RD-1)	NO	NA		> 1600	> 5220	YES	30	LL
			Loop Line (RD-3)	NO	NA		> 1915	> 5220	YES	30	LL
			Main Line (RD-1)	NO	NA		> 1600	> 5220	YES	40	PF on ML
18	AK- PAU	Pangara shinde (H) - PNSD	Main Line (RD-2)	NO	NA		> 1915	> 5220	YES	65	
			Loop Line (RD-1)	NO	NA		> 1600	> 5220	YES	30	LL
19	AK- PAU	Sirli - SIF	Main Line (RD-1)	NO	NA		> 1600	> 5220	YES	30	LL
20	AK- PAU	Junona (H) - JUNX	Main Line (RD-1)	NO	NA		> 1600	> 5220	YES	40	PF on ML
21	AK- PAU	Chondi - CWI	Main Line (RD-2)	NO	NA		> 1915	> 5220	YES	65	
			Loop Line (RD-1)	NO	NA		> 1600	> 5220	YES	30	LL
22	AK- PAU	Basmat - BMF	Main Line (RD-2)	NO	NA		> 1915	> 5220	YES	65	
			Loop Line (RD-1)	NO	NA		> 1600	> 5220	YES	30	LL
			Loop Line (RD-3)	NO	NA		> 1600	> 5220	YES	30	LL
23	AK- PAU	Pimplachaura (H) - PPLC	Main Line (RD-1)	NO	NA		> 1600	> 5220	YES	40	PF on ML
24	AK- PAU	Marsul - MRV	Main Line (RD-2)	NO	NA		> 1915	> 5220	YES	65	
			Loop Line (RD-1)	NO	NA		1390	4800	NO		COP Facia Infringement
			Loop Line (RD-3)	NO	NA		> 1600	> 5105	YES	30	LL
25	AK- PAU	Purna Jn - PAU	Loop Line (RD-6)	NO	NA		1540	4680	NO		COP Facia Infringement
			Engine Escape Line (RD-5)	NO	NA		> 1600	> 5220	YES	15	LL - Jn.
			Goods Line (RD-4)	NO	NA		> 1600	> 5220	YES	15	LL - Jn.
			Loop Line-2 (RD-3)	NO	NA		> 1600	4200	NO		COP Facia Infringement
			Main Line (RD-2)	NO	NA		1470	4100	NO		COP Facia Infringement
			Loop Line-1 (RD-1)	NO	NA		> 1600	3950	NO		COP Facia Infringement
26	PAU- PBN	Mirkal - MQL	UP Main Line (RD-3)	NO	NA		> 1915	> 5220	YES	65	
			DN Main Line (RD-2)	NO	NA		> 1915	> 5220	YES	65	
			DN Loop Line (RD-1)	NO	NA		> 1600	> 5220	YES	30	LL
			Loop Line (RD-4)	NO	NA		> 1600	> 5220	YES	30	LL
27	PAU- PBN	Pingli - PLZ	UP Main Line (RD-3)	NO	NA		> 1915	> 5220	YES	65	
			DN Main Line (RD-2)	NO	NA		> 1915	> 5220	YES	65	
			UP Loop Line (RD-4)	NO	NA		> 1600	> 5220	YES	30	LL
			DN Loop Line (RD-1)	NO	NA		> 1600	> 5220	YES	30	LL
28	PAU-	Parbhani Jn -	Loop Line-1 (RD-	NO	NA		> 1600	> 5105	YES	30	LL

Sl. N o	Section/ Station (Name & Code)		Line No	Line Electrified YES/NO	*	#	\$	Available Horizontal Clearance	Available Vertical Clearance	Permitted to run (Yes or No)	£	Remarks
	1	2	3	4	5	6	7	8	9	10	11	12
PBN	PBN	1)										
		UP Main Line (RD-2)	NO	NA				1600	4190	NO		COP Facia Infringement
		DN Main Line (RD-3)	NO	NA				> 1600	> 5220	YES	30	PF on ML
		Goods Line (RD-4)	NO	NA				> 1600	> 5105	YES	15	LL - Jn.
		Goods Line (RD-5)	NO	NA				> 1600	> 5105	YES	15	LL - Jn.
29	PBN- PRLI	Sanganapur (H)- SNGR	Main Line (RD-1)	NO	NA			> 1600	> 5220	YES	40	PF on ML. 52Kg (72UTS) rails
30	PBN- PRLI	Pokharni Narasimha - PKNS	Main Line (RD-1)	NO	NA			> 1600	> 5220	YES	40	PF on ML. 52Kg (72UTS) rails
			Loop Line (RD-2)	NO	NA			> 1600	> 5220	YES	30	LL
31	PBN- PRLI	Dhondi (H) - DNDI	Main Line (RD-1)	NO	NA			> 1600	> 5220	YES	40	PF on ML. 52Kg (72UTS) rails
32	PBN- PRLI	Gangakher - GNH	Main Line (RD-1)	NO	NA			> 1600	> 5220	YES	40	PF on ML. 52Kg (72UTS) rails
			Loop Line (RD-2)	NO	NA			> 1600	> 5220	YES	30	LL
33	PBN- PRLI	Wadgaon Nilla -WDN	Main Line (RD-1)	NO	NA			> 1600	> 5220	YES	40	PF on ML. 52Kg (72UTS) rails
			Loop Line (RD-2)	NO	NA			> 1600	> 5220	YES	30	LL
34	PBN- PRLI	Ukhali (H) - UKH	Main Line (RD-1)	NO	NA			> 1600	> 5220	YES	40	PF on ML. 52Kg (72UTS) rails
35	PBN- PRLI	Parli Vajinath - PRLI	Main Line (RD-5)	NO	NA			> 1600	< 5105	NO		Pier cap of ROB
			Loop Line (RD-1)	NO	NA			> 1600	< 5105	NO		Pier cap of ROB
			Loop Line(RD-6)	NO	NA			> 1600	< 5105	NO		Pier cap of ROB
			Goods Line (RD-2)	NO	NA			> 1600	> 5220	YES	15	Goods Loop Line
			Goods Line (RD-3)	NO	NA			> 1600	> 5220	YES	15	Goods Loop Line
			Goods Line (RD-4)	NO	NA			> 1600	> 5220	YES	15	Goods Loop Line
			Tranship Line (RD-7)	NO	NA			> 1600	< 5105	NO		Pier cap of ROB
			Jumbo Line (RD- 8)	NO	NA			> 1600	4880	NO		Pier cap of ROB

* If Electrified minimum Height of contact wire measured from centre line of track 5147mm available or not

Horizontal Clearance for unrestricted speed 1915mm, for 65kmph 1840mm, for 40kmph 1600mm plus extra clearance for curves as per IRSOD Appendix.

\$ Vertical clearance for unrestricted speed 5220 mm for 65kmph 5145 mm for 40kmph 5105 mm plus extra clearance for super elevation of curve (i.e 1.485 x Super elevation)

£ If permitted permissible speed worked out based on available clearance of Col. 6 to 9

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

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

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

NANDED DIVISION					
*PSR on Kinwat -Adilabad (SL)					
1	Kinwat -Adilabad (SL)	125/1	126/5	60	90\$(95©) Due to 2.75° curve
*PSR on Adilabad-Pimpalkutti (SL)					
1	Adilabad - Pimpalkutti (SL)	162/5	163/5	60	95 Due to 2.75° curve

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

Sl. no.	Section	From Km	To Km	SR (Kmph)	
				Loaded	Empty
NANDED DIVISION					
1	Parbhani Jn-Purna Jn-Mudkhed Jn (DN)	295.7	297.12	45	60
		318.462	318.61	45	60
2	Parbhani Jn-Purna Jn-Mudkhed Jn (UP)	290.469	290.695	45	60
		311.00	311.30	45	60
		318.916	318.98	45	60

(©) – SR as per Track Certificate.

\$ – SR on account of EBD shall be followed.

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

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

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

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

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

Sl. no.	Between stations	km from	km to	SR in kmph (Loaded)	Reason
NANDED DIVISION					
*PSR on Kinwat -Adilabad (SL)					
1	Kinwat -Adilabad (SL)	125/1	126/5	60	85 Due to 2.75° curve
*PSR on Adilabad-Pimpalkutti (SL)					
1	Adilabad - Pimpalkutti (SL)	162/5	163/5	60	85 Due to 2.75° curve

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

Sl. no.	Section	From km	To km	SR (Kmph)	
				Loaded	Empty
NANDED DIVISION					
1	Parbhani Jn-Purna Jn-Mudkhed Jn (DN)	295.7	297.12	45	60
		318.462	318.61	45	60
2	Parbhani Jn-Purna Jn-Mudkhed Jn (UP)	290.469	290.695	45	60
		318.916	319.300	45	60

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

- 2) 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.

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

Sl. no.	Section	From Km	To Km	SR (Kmph)	
				Loaded	Empty
NANDED DIVISION					
1	Parbhani Jn-Purna Jn-Mudkhed Jn (DN)	295.7	297.12	45	60
		318.462	318.61	45	60
2	Parbhani Jn-Purna Jn-Mudkhed Jn (UP)	290.469	290.695	45	60
		311.00	311.30	45	60
		318.916	318.98	45	60

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

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

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

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

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

Sl. no.	Section	From Km	To Km	SR (Kmph)	
				Loaded	Empty
NANDED DIVISION					
1	Parbhani Jn-Purna Jn-Mudkhed Jn (DN)	295.7	297.12	45	60
		318.462	318.61	45	60
2	Parbhani Jn-Purna Jn-Mudkhed Jn (UP)	290.469	290.695	45	60
		311.00	311.30	45	60
		318.916	318.98	45	60

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

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

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

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

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

Sl. no.	Section	From Km		To Km		SR (Kmph)	
						Loaded	Empty
NANDED DIVISION							
1	Parbhani Jn-Purna Jn-Mudkhed Jn (DN)	294.000		295.000	45	60	
		318.462		318.610	45	60	
2	Parbhani Jn-Purna Jn-Mudkhed Jn (UP)	290.469		290.695	45	60	
		311.000		320.377	45	60	

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

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

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

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

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

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

NANDED DIVISION

S No	Between Stations	From km	To km	Empty	Load
1	Akola - Akot (SL)	743.52	697.71	60	60
2	Khandwa - Amlakhurd (SL)	567.953	621.40	60	60

(b) 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
NANDED DIVISION							
1	Parbhani Jn-Purna Jn-Mudkhed Jn (DN)	295.7		297.12	65	50	
		318.462		318.61	65	50	
2	Parbhani Jn-Purna Jn-Mudkhed Jn (UP)	290.469		290.695	65	50	
		318.000		318.98	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					
NANDED DIVISION										
*PSRs between Kinwat - Adilabad - Pimpalkutti (SL)										
1	ABX-KSAE	125/1	126/5	90	-	Due to 2.75° curve				
2	ADB-PMKT	162/5	163/5	90	-	Due to 2.75° curve				

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

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

Division	Station	Standard of Interlocking	Speed restriction at stations from interlocking point of view (in kmph)	
NED	PU	I	50 kmph	
NED	AK(Terminal)	I	50 kmph	

**South Central Railway
Joint Safety Certificate no. M/W-061**

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

(a) 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					
NANDED DIVISION										
*PSR on Mudkhed - Adilabad (SL)										
1	Kinwat - Adilabad (SL)	125/1	126/5	60	95	Due to 2.75° curve				
*PSR on Adilabad - Pimpalkutti (SL)										
1	Adilabad - Pimpalkutti (SL)	162/5	163/5	60	95	Due to 2.75° curve				

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

Sl. no.	Section	From km	To Km	SR (kmph)	
				Loaded	Empty
NANDED DIVISION					
1	Parbhani Jn-Purna Jn-Mudkhed Jn (DN)	295.7	297.12	45	60
		318.462	318.61	45	60
2	Parbhani Jn-Purna Jn-Mudkhed Jn (UP)	290.469	290.695	45	60
		311.00	311.30	45	60
		318.916	318.98	45	60

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

Locomotive Name	Section		From Km.	To Km.	Sec. speed p	Axle Load(t)	Axe Load(t)	20.32T (MC) 16.25T (TC)	20.32T (MC) 16.25T (TC)	3250 mm wide AC EMU (BG) Stock fitted with all coil ICF Bogies Maximum four units(16 COACHES)	20.32T (MC) 16.25T (TC)	20.32T (MC) 16.25T (TC)	3250 mm wide AC EMU (BG) Stock fitted with all coil ICF Bogies Maximum four units(16 COACHES)	20.32T (MC) 16.25T (TC)	20.32T (MC) 16.25T (TC)	8/12 car formation. 3250mm wide ME MU stock having 3- phase IGBT based propulsion system	18.135T (MC) 14.633T (TC)	18.135T (MC) 14.633T (TC)	8/12-car formation ME MU stock having 3-phase IGBT based propulsion system and pneumatic suspension system in M/S BEML	18.135T (MC) 14.00T (TC)	18.135T (MC) 14.00T (TC)	8/12-car formation ME MU stock fittered with 3-phase IGBT based propulsions system and pneumatic suspension system in M/S BEML	19.249t (DMC), 16.816t (TC7) and 17.103t (TC8)	8-Car rake formation ME MU stock fittered with under slung 3-phase IGBT based propulsion system and having pneumatic suspension in secondary stage manufactured by
Rly Bd /CRS/GM Sanctioned speed	Speed certified by RDSO																							
1 Ankai (Excl) -Jalna(SL)	1		175.86	100	100	100/60*	100	100	100/60*	100	100	100/60*	100	100	100/60*	100	100	100/60*	100	100				
2 Jalna - Parbhani (SL)	2		290.44	100	100	100/60*	100	100	100/60*	100	100	100/60*	100	100	100/60*	100	100	100/60*	100	100				
NANDED DIVISION																								
3 Parbhani Jn. -Purna Jn. -Mudkhed(UP&DN)	3		371.87	110	100	100/60*	290.44	110	100	100/60*	290.44	110	100	100/60*	290.44	110	100	100/60*	290.44	110				
4 Mudkhed -Kiranwati - Adilabad (SL)	4		161.95	100	100	100/60*	0	161.95	100	100	100/60*	0	161.95	100	100/60*	0	161.95	100	100/60*	0				
5 Adilabad - Pimpalkutty (SL)	5		181.975	50	50	50	161.95	50	50	50	161.95	50	50	50	161.95	50	50	50	161.95	50				
6 Purna-Akola (SL)	6		743.52	100	100	100/60*	950.4	100	100	100/60*	950.4	100	100	100/60*	950.4	100	100	100/60*	950.4	100				
7 Parli/Vijnath -Parbhani (SL)	7		331.38	100	100	100/60*	267.77	100	100	100/60*	267.77	100	100	100/60*	267.77	100	100	100/60*	267.77	100				

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

(b) 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)
NANDED DIVISION				
1	Parbhani Jn-Purna Jn-Mudkhed Jn (DN)	295.7	297.12	65
		318.462	318.61	65
2	Parbhani Jn-Purna Jn-Mudkhed Jn (UP)	290.469	290.695	65
		318.916	319.300	65

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

S.N o	Between stations	Reason	Km from	Km to	SR (Kmph)
NANDED DIVISION					
*PSR on Mudkhed -Pimpalkutt (SL)					
1	Kinwat –Adilabad (SL)	Due to 2.75 degree curve	125/1	126/ 5	95
2	Adilabad – Pimpalkutti (SL)	Due to 2.75 degree curve	162/5	163/ 5	95

c) Speed Restrictions as per 'Bridge certificate' issued by HQrs. Engineering Department: NIL

JSC Data for Electric Locos - NED Division											JSC Data for Diesel Locos - NED Division														
Section	From Km	To Km	Sec Speed	RDSO Certified Speed(KM/PH)											RDSO Certified Speed(KM/PH)										
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
1	ANK(Excl)-J(SL)	16	175.86	100	90	90	100	100	90	-	100	90	-	100	100	80	105	100	100	100	100	956	120	110	
2	J-PBN(SL)	175.88	290.44	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3	PBN-PAU-MUE(UP&DN)	290.44	371.87	110	110	110	110	110	100	100	110	-	110	105	105	80	105/100	80	105	100	90*	90*	90*	90*	
4	MUE-KNVT(SL)	0	116.77	100	100	100	100	100	100	100	-	100	100	-	100	80	100	100	90	90	90	95	90	100	
5	KNVT-ADB(SL)	116.77	161.9	100	100	100	100	100	100	-	100	100	-	100	80	100	100	90	90	90	95	90	100	100	
6	ADB-PMKT(SL)	161.9	181.9	100	100	100	100	100	100	-	100	100	-	100	80	100	100	90	90	90	95	90	100	100	
7	PAU-AK(SL)	950.4	743.52	100	100	100	100	100	100	-	100	100	-	100	80	100	100	90	90	90	95	90	100	100	
8	PRU-PBN(SL)	267.77	331.38	100	100	90	100	100	90	-	100	90	-	100	80	100	100	75	75	75	75	50	100	100	
9	AK-AKOT(SL)	742.079	697.71	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

		JSC Data for Diesel Locos - NED Division.																			
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
S.No	Section	From Km	To Km	Section Speed																	
				RDSO Certified Speed	110	120	105	120	120	105	105	100	100	95	160	130	135	95	100	105	105
				Rly Bd/CRS/GM Sanction Speed	110	120	105	120	120	105	105	100	100	95	160	130	135	95	100	105	105
1	Ankai (Excl) -Jahna(SL)	16	175.86	100	100	100	100	100	100	100	75	100	60	50	80	100	100	95	100	100	100
2	Jalna - Parbhani (SL)	175.86	290.44	100	100	100	100	100	100	100	75	100	60	50	80	100	100	95	100	100	100
3	PNB-PAU-MUFE(JP&DN)	290.44	371.87	110	110	110	105	110	110	110	105	100	90*	90*	90*	110	110	110	95	100	105
4	Mudkhed -Kinwat(SL)	0	116.77 ₄	100	100	100	100	100	100	100	100	90	90	90	100	100	95	100	100	95	100
5	Kinwat-Adilabad (SL)	116.74	161.95	100	100	100	100	100	100	100	100	90	90	90	100	100	95	100	100	95	100
6	Adilabad-Pimpalkutty(SL)	161.95	181.97 ₅	100	100	100	100	100	100	100	90	90	90	100	100	95	100	100	95	100	100
7	Purna-Akola (SL)	950.4	743.52	100	100	100	100	100	100	100	90	90	90	100	100	95	100	100	95	100	100
8	Parivajnath -Parbhani (SL)	267.77	331.38	100	100	100	100	100	100	100	75	100	60	50	80	100	100	95	100	100	95
9	Akola - Akot (SL)	742.079	697.71	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60

JSC Data for Diesel Locomotives - NED Division

Attention !!!
Traffic, C & W and Loco Officials

"Avoidable Detention to Rolling Stock"

Detentions result in Loss of Earnings besides
higher Maintenance Costs!

Do You Know?

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

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

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

Attention!!!

Operating & Commercial Officials

“Cost of providing stoppage to an Express train”

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

Do You Know?

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

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

To withdraw an un economical stoppage means –
To save Rs. 27.84 lakhs p.a. if hauled by Diesel Loco.
and
To save Rs. 18.25 lakhs p.a. if hauled by Electric Loco.

Issued by:

Financial Advisor and Chief Accounts Officer/Traffic
Traffic Costing Cell
South Central Railway

(For official use only)

Speed of train in different circumstances

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

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

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

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

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

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

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

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

1. Do's-

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

2. Don't-

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

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

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

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

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

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

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

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

Accident Relief Trains (ARTs)

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

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

140-T DHBD Cranes:

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

Accident Relief Medical Vans (ARMVs):

(RARVs):

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

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

Emergency Contact numbers of Medical department

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

BEAT of ARTs with its normal jurisdiction on SCR

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

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

BEAT of ARMVs with its normal jurisdiction on SCR

Div	Stn	ARMV Type (Scale)	Beat
SC	SC	Scale-I SPARMV	SC-ALER
			SC-WADI
			VKB-PRLI
			SC-AKE
			KHNP-TJSP
			DKC-KSN
			GWD-RC
			PGDP-NLDA
			SC-DHNE
			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

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

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

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

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

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

Sanctioning Authority:

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

CONDITIONS FOR MOVEMENT OF ODC

Class 'A'

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

Class 'B'

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

Class 'C'

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

IN ELECTRIFIED SECTION

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

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

CFTM/SCR

Procedure to conduct “GLP check” in a sequential manner

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

Date: 04.04.2012.

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

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

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

II. WHEN THE FREIGHT TRAIN IS ORDERED WITHOUT GUARD:

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

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

9. The train can commence its journey.

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

This has the approval of PCME, PCEE & PCOM.

PRINCIPAL CHIEF SAFETY OFFICER

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

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

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

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

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

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/cm²
 FP Pressure in Brake van.....Kg/cm²
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/cm².
 - 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 12th day. However, after expiry of the grace period i.e. after a lapse of 15 days from the date of issue of BPC, even a loaded premium rake shall be offered for examination at the first train examination point in the direction of movement. Further in no case Premium end to end rake shall be offered for loading through by-pass routes or through yards which are not nominated for examination. After examination the rake will be certified as premium rake subject to fulfillment of above mentioned conditions, otherwise as conventional end to end rake, the incoming BPC should be handed over to on duty SSE/JE (C&W)

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

4.8 Premium rakes after examination should be entered in FOIS.

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

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

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

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

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

5.1 Air Brake Rakes:

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

- next examination point in the direction of movement as detailed in Para 13 of this JPO, and should not more than 400km.
- vi. Station Master shall inform the section controller to stop the train at the next nominated train examination point in the direction of the movement for examination.
 - vii. The rake shall not be moved by-passing the next examination point in the direction of the movement.
 - viii. Green Color BPC shall be used for such rakes.
 - ix. Minimum brake power should be 90% after end-to-end examination.
 - x. No freight trains should be allowed to skip train examination and run with invalid BPC. This is a potential safety hazard. To obviate this following procedure should be followed:
 - (a) Before accepting the train from the adjacent Division/ Railway, the section Controller concerned should obtain the BPC particulars (Station/depot, date of issue & serial number of BPC) from the Division/Railway.
 - (b) In case it is found that the train is running with an invalid BPC, it would be the responsibility of the forwarding Division/ Railway to have the train examined and is issued with proper valid BPC.
 - (c) If the train is running on GLP check and no train examination point available en-route after the GLP check, the train may be accepted duly informing to Sr. DOM/Sr.DME/Sr.DEE/TRO of division, and arrange for checking at the next train examination point.
 - xi. The incoming BPC should be handed over to on duty SSE/JE (C&W).

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

- 6.1 Ensure 100% working of LSD/APMs during train examination. Make of APM (like Knorr Bremsse/Escorts etc) should be recorded during train examination.
- 6.2 The type of rake (whether BMBS/Conventional/Mixed BMBS and conventional) and the number of wagons with BMBS in the rake should be endorsed in the BPC.
- 6.3 In mixed rakes (rakes consisting of wagons with under frame mounted brake cylinder and BMBS), the method of calculation of brake power on BPC should consider that the under frame mounted brake cylinder is equivalent to two brake cylinders.
- 6.4 All types of Brake vans may be treated as having brake cylinder equivalent to one BMBS cylinder.
- 6.5 Ensure that the leakage of BP/FP pressures are within permissible limits.
- 6.6 Ensure that the rakes having twin pipe arrangement are issued with twin pipe BPC only.
- 6.7 Ensure timely replacement of worn out brake blocks during Train examination.

7.0 Intensive examination for Departmental trains:

- 7.1 All ballast wagons/sleeper carrier wagons comprising of material train must have a nominated base depot, which should be clearly stenciled on these wagons.
- 7.2 These trains must touch the base depot at least once in a month where they will be thoroughly examined and issued BPC.
- 7.3 The originating Brake power of these trains would be 90%. The validity of the BPC for engineering specials subjected to:
 - i. The validity of BPC for wagons having CASNUB bogies with Air Brake stock is 30 days.
 - ii. The validity of BPC for wagons having UIC bogies with Air Brake stock is 30 days with fortnightly revalidation.
- 7.4 After loading/ unloading, GLP check should be conducted.

- 7.5 For unloading of BOBYN wagons, SSE/P.Way should ensure
- i. Complete unloading of wagons.
 - ii. In case of partial unloading, leveling of ballast on both sides of the wagons.
 - iii. In case of any defect in door closing, it should be reported to C&W staff for immediate attention.

7.6 Periodicity of BPC of RE vehicles:

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

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

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

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

9.0 Back loading of trains/Movement of Stabled loads:

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

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

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

10.0 Marking of freight stock for POH/ROH:

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

- 10.1. Empty wagon will be marked sick for ROH/POH up to 30 days in advance of the due date.
- 10.2. Loaded wagons may be allowed up to 30 days after the due date for ROH/POH.

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

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

11.0 Post loading and post tippling examination

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

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

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

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

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

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

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

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

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

13.0 GLP Check (Guard & LP Joint check)

13.1 GLP check is required in following circumstances:

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

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

13.3 GLP Check List

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

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

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

(Signature of the Loco Pilot)

Loco Pilot 's name:.....
HQrs

(Signature of Train Manager)

Train Manager's name:.....
HQrs.

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

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

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

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

CRSE/Freight

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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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CRSE/Freight

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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&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&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"> i) If the dead locos brake are functional but it is not attached next to working locomotive or. ii) MR & BC equalizing pipes are not connected. iii) Dead locomotives brakes are not functional. <p>The conditions to be satisfied in these cases are as under</p> <ul style="list-style-type: none"> a) Only one dead diesel/electric locomotive is permitted to haul. b) If the dead locomotive is not placed next to train locomotive, It may be marshalled anywhere on the goods train provided that the distance between dead loco and the train loco/banking loco (if any) shall be equalled to the largest span of bridge in the section duly following the below given safety requirements from the point of view of brakes. <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"> i) Only one dead diesel/electric locomotive is permitted to haul. ii) Brake power of mail/express/passenger trains (Excluding dead locos) is at least 90% when dead locomotive is attached.
<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"> i) Only one dead locomotive is permitted to haul. ii) Dead locomotive shall be accompanied by a competent person not less than ALP. This competent person should be provided with suitable equipment including walkie-talkie set, flags, detonators etc., The Guard of the train to which dead locomotive has been attached shall personally ensure that the dead locomotive is accompanied by such a competent person. It will be the duty and the responsibility of competent person to switch on the flasher light and secure in case uncouple occurs. 	

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

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

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

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/cm² in FP in engine by the LP and 5.8 kg/cm² in the rear SLR Guard compartment by the Guard, BP COC of the formation to be opened by the C & W Staff.
 - BP COC of the engine to be opened by the C& W Staff.
 - Ensure 5 kg/cm² in engine by the LP and 4.8 kg/cm² in the rear SLR by Guard and C & W Staff.
 - Iron skids which are placed for securing the formation is removed by the Shunting Staff on either end of the formation.
- c. Releasing of front SLR Guard compartment hand brake should be done by the Shunting Staff and rear SLR hand brake by the Guard.
- d. Shunting Supervisor (YM, SM & Guard)/ Outdoor Dy.SS should inform the C& W Staff to release the formation. The formation releasing activity is the responsibility of C & W Staff which may be coordinated by the Operating Staff. However, C&W shall ensure that releasing the formation should take place only after attaching the loco to the formation.
- e. In case of wayside stations where C & W Staff shall be carried out by the GLP and Pointsman.
- f. Proper communication should be maintained between Operating and C & W staff.

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

CTM/G& PP

CRSE

Attachment of Inspection Carriages

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

JPO - For Running Head on Generation (HOG) trains

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

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

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

	car manning staff shall take permission from Shunter/LP and ensure that both 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

Sl. No	Coach Type	SpringType/ Suspension	Observation	Action to be taken	Max. Speed Restriction	Reference
1	ICF & Hybrid	Primary Coil	Breakage	If only one broken axle box coil spring with no excessive tilt of the axle box is detected enroute a running train, the coach may be allowed to continue journey upto the destination with the condition that the speed shall not exceed 100 kmph.	100 kmph	RDSO 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 st 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 st 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 nd 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 nd
10	2 nd 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 nd class	SGS	24000	23540	3240	1320	37.6	12	14900	2896	13	99 seat
13	2 nd class sleeper	WGSCN	24000	23540	3240	1320	39.6	6	14900	2896	13	80/80
14	2 nd class with disabled friendly compartment lug & brake van	SGSLRD	24000	23540	3240	1320	37.9	3.3	14900	2896	13	30-2 nd 4- disabled
15	2 nd 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 nd 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 st 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	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)	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 ³ /4			0.16m ³ /4		---	0.04/8	0.028/8	0.028/8	0.028/8	0.028/8	0.085/8	0.085/8
21	Rated HP of Eng	2600	3100	3100	2300	3300		3600	4500	4000	4500	4500	4500	4500	6000
22	HP available for traction	2400	2750		2000	2950		2750	3726	3726	4150	4150	4150	4260	5686
23	Engine RPM idle	400		350	400		269/200	269/200	269/200	269/201	269/200	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 ³	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 ³	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 ³	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 ³	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 ³	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 ³	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 ³	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**

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

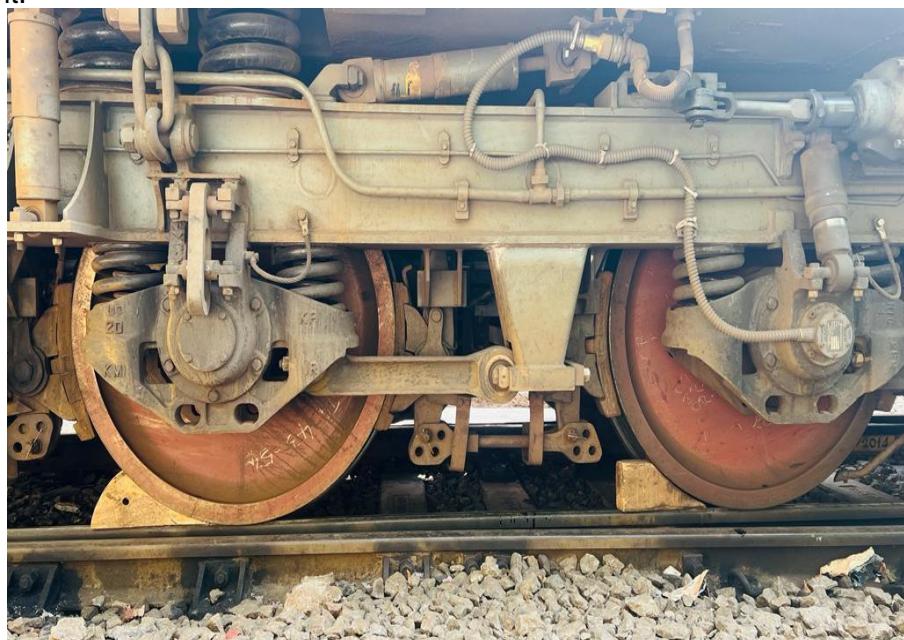
Situations	Absolute		Automatic	
	SL	DL	SL	DL
Track Machine into block section and return to starting station				
Authority to proceed for Material Train into block section and clear to next station	T/A 465			
Shunting Order	T/806			
Authority to perform shunting up to LSS on single line	T/806+Shunt Key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

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

Stabling of trains to avoid roll-down

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

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



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

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 राज्य रेलवे

SOUTH CENTRAL RAILWAY

SYSTEM MAP मान दिग्ग

AS ON 31-03-2024



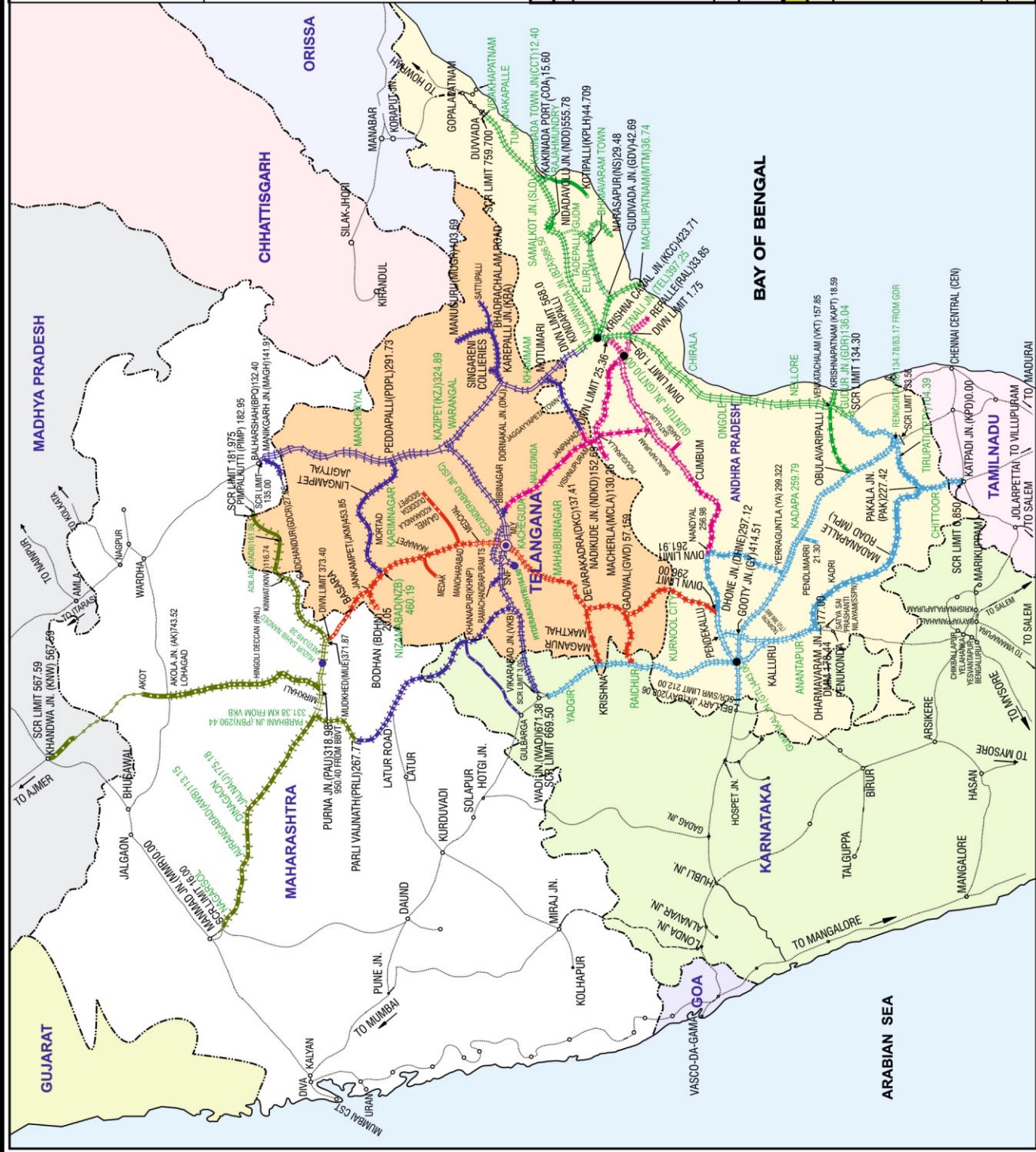
M.
V.G

STATE WISE ROUTE/ RUNNING TRACK		ROUTE	RUNNING
STATE	ROUTE	ROUTE	ROUTE
ANDHRA PRADESH	3028.115	5232.80	
TELANGANA	2014.616	3100.76	
MAHARASHTRA	1102.695 @	1238.92	
KARNATAKA	387.169	577.12	
MADHYA PRADESH	70.180 #	70.18	
TAMILNADU	6.860	6.86	
TOTAL	6609.635	10226.65	@ INCLUDES 50.00 KM (M.G.)

M.

DIVISION WISE ROUTE/RUNNING TRACK K					
ROUTE	ROUTE	ROUTE	ROUTE	ROUTE	ROUTE
SECUNDERABAD	1612.333	2684.12	1070.872	2228.35	
VIJAYAWADA	1452.013	2364.77			
GUNTAKAL	706.055	960.02			
GUNTUR			782.567	921.76	
HYDERABAD			985.795	\$ 1067.66	
NANDED					
TOTAL	6609.635	10226.6			

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STATE	STATE WISE ROUTE & RUNNING TRACK KILOMETERS			
	B.G.	M.G.	B.G.	M.G.
TELANGANA	46,640	0,000	46,640	46,640
MAHARASHTRA	809,000	59,940	888,975	860,000
MADHYA PRADESH	52,960	17,220	70,180	53,447
				17,733
				70,180

MADHYA PRADESH

