

Interruption	BG=A,B,C or D Spl routes (in hrs)	BG=D,E Spl or MG-Q, R routes (in hrs)	BG= E or MG=S routes (in hrs)
Total	3	4	6
Or	or	or	or
Total + Partial	6	8	12

108.1 Classification of Routes:

Classification of routes on South Central Railway is as follows:

SOUTH CENTRAL RAILWAY	
Routes "A" – Speeds upto 160 KM/hour	
Route	Section
A	Vijayawada – Balharshah, including Kazipet by pass. Gudur - Vijayawada
Route "B" – Speeds upto 130 KM / hour	
B	Guntakal – Bellary Gudur – Renigunta - Tirupathi Katpadi – Pakala - Tirupathi Guntakal - Nandyal Vijayawada – Bhimavaram - Nidadavolu Bye pass near Bhimavaram Pagidipalli - Nadikude Guntur - Nadikude Guntur - Krishna Canal Guntur - Tenali Nallapadu – Donakonda - Nandyal Secunderabad – Falaknuma - Dhone Secunderabad – Bolarum - Mudkhed Manmad - Mudkhed Kazipet - Secunderabad Secunderabad - Wadi Hussainsagar - Hyderabad Bye pass near Hussainsagar Vijayawada - Visakhapatnam Wadi - Guntakal Guntakal - Renigunta Gooty - Dharmavaram Bye pass line at Renigunta
Route "D" Speeds upto 110 KMPH and the annual traffic density is less than 20 GMT	
D	Vikarabad - Parlivaajnath Nadikude - Macherla Samalkot - Kakinada Port Parbhani - Parlivaajnath Gooty - Pendekallu Dornakal - Bhadrachalam Road Bhadrachalam Road - Manuguru Karepalli - Singareni Collieries Purna - Akola Pakala - Dharmavaram
Route "D" Spl – Speeds upto 110 KMPH and the annual traffic density is 20 GMT or more.	
D Spl	Bye pass between Sanatnagar and Moula Ali

Route “E”– All other Sections and branch lines with speed upto 100 KMPH	
E	Venkatachalam - Krishnapatnam Peddapalli - Jagityal Manigarh - Gadchandur Motumari - Jaggayapet Town Gudivada - Machilipatnam Bhimavaram - Narasapur Kakinada town – Kotipalli Tenali - Repalle Adilabad - Pimpalkutti Mudkhed - Adilabad Janakampet - Bodhan Malkajgiri - Moula Ali chord line Bye pass at Malkajgiri Bye pass at Secunderabad Bye pass at Dornakal Jn Bye pass at Bhadrachalam Road Bye pass at Manikgarh
Meter Gauge	
Route	Section
R3	Akola – Khandwa

Note:- The actual section speed as notified in the working timetable for different types of loco motives and rolling stock should be followed.

The route classification of some sections may undergo a change from time to time.

- 109 Interruption :** Duration of interruption is defined as duration from the “time of accident” till “starting of first commercial train”(goods train or passenger train) on Line Clear from adjacent station for movement over the affected line in that section. The time of starting of the first commercial train on line clear shall be reckoned as the time of restoration. In case the time gap between “track/OHE fit time” and the “ time of first commercial train passing over the accident spot” is more than 30”, then the restoration will be categorized as “delay in restoration” of traffic. In case the delay is due to non availability of commercial train for starting immediately, the same has to be certified at the level of COM, then that case will not be treated as delay in restoration.
- 110 Railway property:**
This refers to locomotives, rolling stock, permanent way and works, signaling and interlocking equipment, electric equipment and other property owned by the railway.
- 111 Public Property :**
This refers to all such property as does not belong to the railway namely goods, parcels, luggage, live stock and other materials tendered to and accepted by the railway for carriage from a fixed place of departure to a certain destination, excluding the luggage carried by passengers on train.
- 112 Slight Damage to Property:**
Means damage to railway property estimated to cost less than ₹ 50,000/-
- 113 Damage to Property:**
Damage to property means damage to railway property with a value of ₹ 50,000/-or above and up to ₹ 2 crore.
- 114 Serious Damage to Property:**
Serious damage to property means damage to railway property estimated to cost over ₹ 2 crore.