



चक्रधरपुर मंडल

CHAKRADHARPUR DIVISION

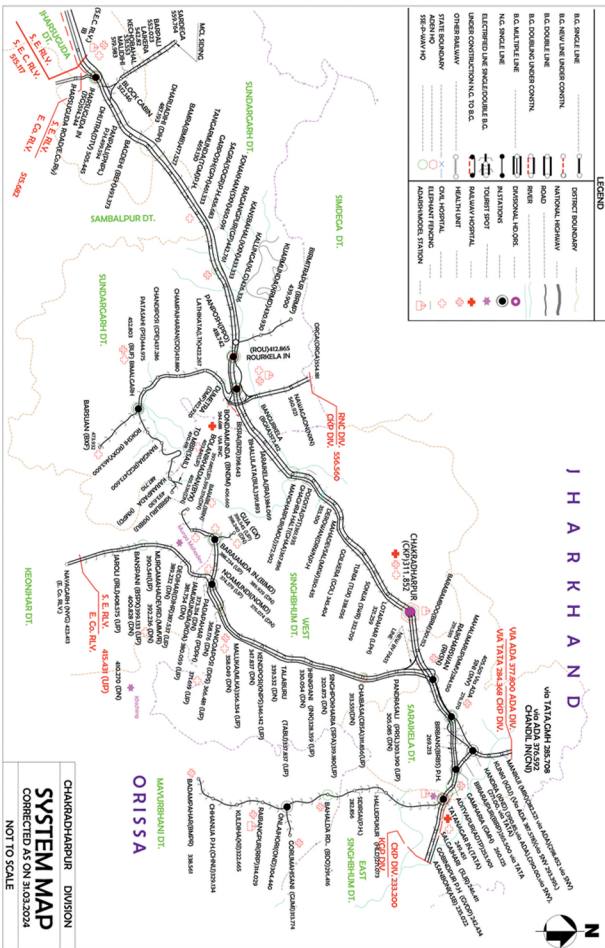
कार्यकारी समय सारणी WORKING TIME TABLE



संख्या /No : 101

From 1st January,2025

केवल रेलकर्मियों के दिशानिर्देश हेतु
For the guidance of Railway officials only



SOUTH EASTERN RAILWAY

CHAKRADHARPUR DIVISION

Working Time Table

No. 101

In force from 1st JAN 2025

For the guidance of Railway Officials

ANIL KUMAR MISHRA
General Manager

DEEPAK KUMAR JHA
Principal Chief Operations Manager

BRIJESH KUMAR MISHRA
Chief Passenger Transportation Manager

ARUN JATOH RATHOD
Divisional Railway Manager

AVANISH
Senior Divisional Operations Manager

C O N T E N T S		Page no.
Sl. No.	CHAPTER –I:-GENERAL INFORMATION	3
1.	Abbreviations	4
2.	Aids to judge speed, Commercial Classification and its criteria for classification of stations	5
3.	Explanatory Notes	6,7
4.	List of ART/ARME with jurisdiction, Medical facilities & Fire Brigade	8
5.	Location with jurisdiction of ART, ARMV & B.D. Cranes over SER	9 - 11
6.	Base of Tower Wagon & Location of Electronic in- motion weigh bridge	12 - 13
	CHAPTER –II:-SECTIONWISE TIMINGS	14
7.	Timings of the trains running over the division & Relevant sections	
(a)	ASB - TATA – CKP (UP)	15 – 19
(b)	CKP – ROU (UP)	21 – 25
(c)	ROU – JSG (UP)	27 – 33
(d)	JSG – ROU (DN)	35 – 41
(e)	ROU – CKP (DN)	43 – 47
(f)	CKP – TATA – ASB (DN)	49 – 53
(g)	ASB – TATA – CNI	55 – 58
(h)	CNI – TATA – ASB	59 – 62
(i)	CNI – MURI – CNI	63 – 67
(j)	CKP – CNI – CKP	68 – 70
(k)	CNI – ADA	71 – 76
(l)	ADA – CNI	77 – 82
(m)	ROU – NXN – HTE	83 – 87
(n)	HTE – NXN – ROU	88 – 92
(o)	RKSN – BBN / GX – RKSN	93 – 95
(p)	BRMP – BXF – BRMP	96,97
(q)	TATA – BMPR – TATA	99 – 101
(r)	JRLI – DPS – BBN	102 – 103
(s)	BBN – BYX, BUF – KRBU, JSG – SARDEGA	106 – 109
(t)	ABSTRACT Timings of Trains at interchange points.	110
	CHAPTER- III:-OPERATIONAL INFORMATION	111
8.	Early Departure (PUBLIC DEPARTURE) time.	112 – 117
9.	Particulars of bell code of EMU/MEMU/DEMU	118
10.	List of IBHs	119
11.	List of Trains to be watered at nominated stations over CKP division	120
12.	List of Trains for en-route rolling in examination stations over CKP division	121
13.	Notice Stations	122,123
14.	Period available for Traffic blocks for integrated maintenance by all departments	124 – 127
	CHAPTER-IV:-SECTIONAL INFORMATION	129
15.	Important Information pertaining to Electrical Traction Department	130 – 134
16.	Jurisdiction of Engineering and TRD officials.	135,136
17.	Modular matching beats of supervisors of different departments	137
18.	List of emergency socket	138 – 141
19.	List of Level Crossing Gates	142 – 144
20.	Section wise breakup of Engineering time allowance (ETA)	145
21.	List of PERMANENT SPEED RESTRICTIONS	146 – 149
22.	30kmph speed over First Loop Line at different sections of CKP division	150
23.	List of Bridges	151
24.	Position of Right Hand Side Signals of CKP Divisions	152
	CHAPTER-V:- Technical Data	153
25.	Types of boards used in Indian Railways	154
26.	Speed of trains/Track Machine/Trolley/Tower Wagon etc in different situations	155
27.	Goods load table including monsoon instruction	156 – 157
28.	Technical data of Electric locomotives	158 – 159
29.	Technical data of Diesel locomotives	160
30.	Technical data of Goods Stock	161 – 165
31.	Technical data of Coaching Stock	166 – 169
32.	Section wise speed of wagons	170 – 195
33.	Technical data for equivalent gradient with respect to degrees of curves	196
	CHAPTER – VI:- MISCELLANEOUS	197
34.	Section-wise nominated trains for carrying Cash Safe	198
35.	List of Telephone numbers of stations, Sr. Supervisors & Security Posts over CKP division	199 – 201
36.	Brake Van Equipment for Coaching Trains.	202
38.	Platform Details in CKP Division	203
39.	Items to be checked by LP/ALP at enroute changing stations.	204
40.	Salient features of various types of wagons	205 – 206

CHAPTER-I

**GENERAL
INFORMATION**

ABBREVIATIONS

1.	(A)	'A' class station	25.	#	Short Termination/Extension of trains
2.	(B)	'B' class station	26.	M	Minutes
3.	(C)	'C' class station	27.	MACLS	Multiple Aspect Colour Light Signal
4.	spl	'Special Class Station'	28.	MRT	Minimum Running Time
5.	AC	Acceleration	29.	MPS	Maximum Permissible Speed
6.	a	Arrival	30.	MI	Mechanical Interlocking
7.	@	Public Departure Time	31.	N	Notice Station
8.	A	Adjustment of fraction of intersectional time	32.	NI	Non Interlocked Station
9.	BH	Block hut	33.	NRT	Normal Running Time
10.	B.G.	Broad Gauge	34.	NV	Non vegetarian refreshment room
11.	BRT	Bare Running Time	35.	PH	Passenger Halt
12.	C	Cautious Driving	36.	P	Additional time required for path adjustment
13.	CS	Time allowance for catch siding	37.	'R'	Restaurant
14.	CP	Central panel	38.	®	Engine Reverse
15.	D	Time allowance for diversion of track	39.	R	Recovery Time
16.	DC	Deceleration	40.	RRI	Route Relay Interlocking
17.	EP	End Panel	41.	S	Second
18.	EC	Engine changing station	42.	SP	Semi Permanent Engineering Time Allowance
19.	EI	Electronic Interlocking	43.	SSI	Solid State Interlocking
20.	EX	Carriage examination station	44.	ST	Time Allowance for Signal & Telecom
21.	ETA	Engineering Time allowance (CD)	45.	V	Vegetarian Refreshment Room
22.	F	Flag station	46.	Wa	Watering
23.	H	Hours	47.	±	Amalgamation/Bifurcation
24.	*	Introduction of new trains	48.	α	Operational Halt

AIDS TO JUDGE SPEED

TELEGRAPH POST		ELECTRIC MAST	
(On section with 15 T.P. Per Km.)		(On Straight Portion at 72 Meter Spacing)	
No. of Tele Posts	Speed per hour	No. of Elect Masts	Speed per hour
Passed in one minute	in Km.	Passed in one minute	in Km.
1	4	1	4.3
3	12.0	3	13.0
5	20.0	5	21.6
7	28.0	7	30.3
9	36.0	9	38.9
11	44.0	11	47.5
13	52.0	13	56.2
15	60.0	15	64.4
17	68.0	17	73.4
19	76.0	19	82.1
21	84.0	21	90.7
23	92.0	23	99.4
25	100.0	25	108.0
27	108.0		

Commercial Classification of stations

Sl. No	Commercial Classification of Stations	Name of Stations	Total No of Station
1	NSG2	TATA, ROU	2
2	NSG3	JSG, CKP	2
3	NSG4	NIL	NIL
4	NSG5	ADTP, SINI, RKS, N, MOU, BNDM, GP, BMB, CBSA, BBN	9
5	NSG6	NXN, KLG, NOMD, BJMD, GMH, MMV, BRM, LPH, SWR, GOL, PST, JRA, BUL, BZR, PPO, KXN, SXN, SOGR, GPH, TGM, DIH, BEH, DTV, BDO, OND, ASB, GUMI, RRP, KIJ, BMPR, KND, KZU, PRSL, SIPA, JNK, TABU, KNPS, MLKA, DPS, GUA, MMVR, DJHR, BSPX, JRLI, KRMD, BRMP, BGKA, DMF, LTK, CJQ, CPE, PSJ, BUF, BXF, BIRP	55
6	HG2	HLD, GVDP	2
7	HG3	DRWN, PNPL, BRBS, TUX, CHNN, MIK, GHAA, SDHS	8

Basic fundamentals of Commercial Classification of stations :

Ctg of Stns	Criteria of Earnings	Criteria of Outward passg. handled	No. of Stns
NSG1	More than 500 Cr.	More than 20 Million	NIL
NSG2	100-500 Cr.	10-20 Million	2
NSG3	20-100 Cr.	05-10 Million	2
NSG4	10-20 Cr.	02-05 Million	NIL
NSG5	01-10 Cr.	01-02 Million	9
NSG6	Upto 01 Cr.	Upto 01 Million	55
		Total	68
HG1	More than 50 Lakhs	More than 03 Lakhs	NIL
HG2	05-50 Lakhs	01-03 Lakhs	2
HG3	Upto 05 Lakhs	Upto 01 Lakhs	8
		Grand Total	78

Explanatory Notes

1.	Indian standard time is maintained at all stations.		
2.	All line clear stations are printed in heavy type, while Flag Stations and Passenger Halts are in italics.		
3.	In the timing columns, the upper figure 'a' denotes arrival and the lower figure 'd' denotes departure. In case where only one figure is shown, it indicates that, the train is booked to run through.		
4.	Service stops are indicated specifically and are not open for public traffic booking. They are provided for crossing purpose and need not be observed, if the crossing takes place elsewhere.		
5.	MAXIMUM SPEED OF TRAINS :		
	Trains should run at maximum permissible speed, subject to all temporary and permanent speed restrictions in force, over the section, even if running to time.		
6.	The maximum permissible speed of trains over facing points on the straight, is shown against each station in the Time Table or in the foot notes.		
	The following outlines broadly indicate the speed over facing points :		
(a)	Speed over facing points when passing over the Main line.		
	i) Non-Interlocked station		15KMPH
	ii) Stations equipped with		
	a) Standard-I	Signalling	Upto 50 KMPH
	b) Standard-II	Signalling	Upto 110 KMPH
	c) Standard-III	Signalling	Upto 140 KMPH
	d) Standard-IV	Signalling	Upto 160 KMPH
	Note: The actual speed over the facing points will be limited by the Track Condition.		
7.	Extra time allowed for temporary engineering restrictions and S&T allowances are shown in minutes as 'C' and for loco recovery as 'R'. These allowances are indicated in the train-timing column.		
8.	Arrival time shown as Departure time :- In the sheet time table and public time table, in case of Road side stations, arrival time has been shown as departure time, so as to enable the train, to make up time and get an earlier start, as that would facilitate crossing/precedence ahead. Irrespective of departure time shown in the working time table, when a train is running late, effort must be made to make up time and start the train earlier. But in no case, it should start earlier than the departure time shown in the Public time table.		
9.	PUNCTUALITY :		
	Station and running staff connected with train operations must realize that, it is their duty to encourage and ensure punctuality of trains by every means within their power, and every endeavour must be made, particularly in case of a train, that is running late, to make up time at stations and on the run, subject to all speed restrictions. The attention of Drivers is drawn to the necessity of being alert and ready to start their trains immediately, as soon as they receive the Guard's signal, after satisfying themselves that they have received the correct 'Authority to proceed'. Drivers should run Mail/Express trains at Maximum permissible speed of the section, even when, the train is running in time, in order to save time for compensating subsequent time losses due to unforeseen detentions, like signal failure, looping etc. subject to maximum permissible speed of the section and any engineering or other special speed restrictions, imposed from time to time. If the Driver is not making up the recovery and adjustment time, the Guard of train shall show it as, loss of time on loco account.		

	It should be readily realized by Drivers that, slowness in starting trains represents a considerable loss of time, if the loss at each station is totaled up for the whole journey.
10.	The special attention of the staff is drawn, towards crossing of trains carrying passengers.
11.	Single and Double lines are indicated on a separate page, along with system of working in force over the section, along with other relevant particulars.
12.	AIR BRAKE TRAINS DISABLED ENROUTE, ROLLING DOWN IN GRADIENTS INSTRUCTIONS TO RUNNING STAFF:
	Drivers of Air Brake Train should take the following action when the train (Passenger or Freight)
	gets stranded in mid-section, on account of loco failure or any other reason :-
	i) Apply brakes on locomotives and train by moving Driver's brake valve handle to emergency application position (mere application of loco brakes is NOT ADEQUATE).
	ii) Apply hand brakes on the locomotives.
	iii) Physically check if brake application has actually taken place.
	iv) Also apply locomotives independent brakes on the banking locomotives, if the train is banked. If the detention is likely to be more than 30 mts, the Guard and the Drivers should then apply wooden wedges and Guard's hand brake, to avoid rolling down of the train.
13.	ATTACHMENT OF INSPECTION CARRIAGE
	Not more than one inspection carriage shall be attached to a Mail/Express train, at a time
14.	In case an anti telescopic steel bodied SLR is un avoidably required to be marshalled with its passenger portion either next to train engine or as the trailing end of the train, the passenger portion of SLR should be kept in empty condition.
15.	Days are abbreviated:- Su- Sunday, M- Monday, Tu- Tuesday, W- Wednesday, Th- Thursday, F- Friday, Sa- Saturday.
16.	Commercial Station classification has been newly added in station detail box.
	Note: Errors And Omissions May Be Pointed Out.

Always remember –
Man is more important than
machine.

ARME/ART, CRANE, MEDICAL FACILITIES & FIRE BRIGADE

- **Accident Relief Medical Equipment's:** Provided at the following stations for use, during accident.
Auxiliary Relief Medical Van: Scale I-TATA, CKP (Self Propelled), BNDM, DPS & Scale III- JSG (TOOL VAN).
- **Composition:** Medical Van, Auxiliary Bogie to Medical Van.
- Cadring Relief Boxes:** First aid boxes are provided with Guards, working Trains carrying passengers, which include Workmen Trains, Labour specials & Materiel Trains.

Medical Facilities:

- i) First Aids : - First AID Boxes are available at all Stations/on duty Station Masters.
- ii) Rly. Hospitals : - TATA, CKP, BNDM.
- iii) Dispensaries : - ADTP, RKS, ROU, JSG, SNY, BUF, DPS, LOCO/CKP, LOCO/TATA & LOCO/BNDM
- iv) Civil Hospital : - TATA, CKP, ROU, JSG, CBSA.

- **Accident Relief Train Base: (Station & Composition)**

Base	RT/TV	RT/SV	BCNATHS	BRNHS/BRNATHS
CKP	2	2	1	3
BNDM	2	2	1	2
TATA	2	1	1	2
DPS	2	2	1	2
JSG	2	1	0	0

- **MAXIMUM PERMISSIBLE SPEED OF ART, ARME/SPARME & 140T BD CRANE IN SER**

Sl. No.	Item/Description	Location	Max. Speed KMPH
1.	140T BD Crane	ADA, BKSC, BNDM, CKP, KGP & HTE	100
2.	ART	ADA, BKSC, BNDM, CKP, TA-TA, DPS, KGP, SRC & HTE	100
3.	ARME	BKSC, BNDM, DPS & SRC	100
4.	SPARME/SPART	ADA, TATA, CKP, KGP & HTE	105 km/h (Mainline Track)

- **Fire Brigade**

Sl. No.	Base	Authority	Phone Nos.
1.	TATA	Sub Inspector, Fire Station, Golmuri	9304953411, 0657-2431036
		Head Fire Brigade office, TISCO	9234511353, 0657-6647777
		Inspector Fire, TATA Motor	0657-66694222, 0657-6694444
2.	ADTP	Sub Officer, Fire Station	9304953415
3.	Saraikela	Inspector	9344953417, 7903249521,
4.	CBSA	Fire Officer	7870109341
	JNK	ACC	7903525579
5.	ROU	SI/SO	9777200173, 0661-2510142, 0661-2510095,
6	JSG	AFO, JSG Fire Brigade unit	9437291549, 06645-272715
7	Keonjhar	SO, BBN	9437953392, 06767-275888
		SO/Baripada JODA	9437542668, 06767-218314
8	Baripada	State Government	06792-252701

- ❖ **Fire Extinguishers :-** Provided at all stations, Coaching Trains & Engines.

LOCATION & CATEGORY OF ART, ARME/SPARME & 140T BD CRANE WITH CONTACT NO IN SER

Railway	Divn.	Station	Details	Category/ ART- ARME	Name & Contact No		Location on in Longitude & Latitude	
					Incharge	Contact No.		
SER	ADA	ADA	SPARME	Scale-I	F.Bandyopadhyay	9163383263	86.6743E 23.4956N	
			ART	Class 'A'	M. Anthony	9163383265		
			140T Crane		Sandeep Kumar	9002083425		
		BKSC	ARME	Scale-I	P.K. Saha	9771483457	86.1131E 23.6908N	
			ART	Class 'A'	-Do-	-Do-		
			140T Crane		T. Sinha	9771483459		
	KGP	KGP	SPARME	Scale-I	Amit Kumar	7903329363	87.2320E 22.3460N	
			ART	Class 'A'	R. K. Banerjee	9002081457		
			140T Crane		S. Sarkar	9002081442		
		SRC	ARME	Scale-I	U.S. Kumar	9932001726	88.2826E 22.5839N	
			ART	Class 'B'	Do	Do		
	CKP	BNDM	ARME	Scale-I	D.S. Rao	9777582462	84.9167E 22.2397N	
			ART	Class-A	D.S. Rao	9777582462		
			140T Crane		D. Soren	7682882029		
		CKP	SPARME	Scale-I	Santosh Kumar	9771482432	85.6255E 22.6683N	
			ART	Class 'A'				
			140T Crane					
		TATA	SPARME	Scale-I	Sujit Sarkar	9934549674	86.2190E 22.7741N	
			ART	Class 'B'	Prabhas Kumar	7488551050		
		DPS	ARME	Scale-I	S.S. Pati	9337170044	85.5895E 22.1700N	
			ART	Class 'B'	Do	Do		
		JSG	TV	Tool Van	S. Behera	9777582470	84.03E, 21.85N	
		RNC	HTE	SPARME	Scale-I	D. Kumar	9771484405	85.3086E 23.3040N
				ART	Class-A	Do	DO	
				140T Crane		Chandrakant	9771484421	

LOCATION WITH JURISDICTION OF ART, ARME/SPARME/SER

Divn.	Station	ART Category	ARME/SPARME Scale	Revised Beat
ADA	ADA	Cat- A	(SPARME) Scale-I	ADA – MDN(Excl.) - 156 km ADA-BURN-MOH - 51km ADA-RKI-CRS - 7 km. ADA-ANR-CNI-GDBR(Excl) –99 km ADA-BJE – 30 Km ADA-BQA-MSAE(Excl)-160km * ADA-VSU-GNJP-100km **
	BKSC	Cat-A	(ARME) Scale-I	BKSC-RJB-GMO (Excl.) – 33 km BKSC-KSX-PRR – 71 km BKSC-MURI-RMT - 72 km. BKSC-TLE-MHQ-VAA-BJE – 71 Km BKSC-TLE-MHQ-GMO(Excl.) – 72km BKSC-MURI-I-126 Km.
RNC	RNC	Cat-A	(SPARME) Scale-I	HTE-MURI–GDBR- 138 km. HTE-RNC-TORI-118 km HTE-MURI-KSX-94 km HTE-MURI-RMT-BRKA(Excl)-127 km HTE-NXN(Excl)-136 km
CKP	CKP	Cat-A	(SPARME) Scale-I	CKP-MOU – 61 km. CKP-RKSN-SNY-KND-CNI – 65 km CKP-RKSN-SNY-GMH-TATA – 42 km CKP-RKSN-DPS-PDPH-BSPX-JRLI – 138 km CKP-DPS-BJMD-BYX- 34 km
	TATA	Cat-B	(SPARME) Scale-I	TATA-CNI (Excl.) - 35 km TATA-GMH - 10 km TATA-BMPR - 90 km
	DPS	Cat-B	(ARME) Scale-I	DPS-RKSN – 80 Km DPS- PDPH-BJMD-BYX - 37 km DPS-BJMD-GX - 30 km DPS- PDPH-BSPX-JRLI – 42 km DPS- PDPH-BSPX-JRLI-KDJR(Excl) – 65 km
	BNDM	Cat-A	(ARME) Scale-I	BNDM-MOU - 29 km BNDM- HTE(Excl) – 156 km BNDM-BUF-BXF - 74 km BUF-KRBU - 41km BNDM-ROU-BRMP - 38 km BNDM-JSG - 107 km BNDM-NXN-20km
KGP	KGP	Cat-A	(SPARME) Scale-I	KGP-TATA (Excl.) – 134 Km KGP-MDN – 13 Km KGP-PKU- HLZ –115 Km KGP-PKU-DIGHA-188 Km KGP-PKU- SRC-TPKR/ SHM – 68 Km KGP-SRC-MHLN – 32 Km KGP-RNTL-BHC(Excl)-76 KGP-ROP-BGY-187km *
	SRC	Cat-B	(ARME) Scale-I	SRC-TPKR - 5 Km SRC-PKU-HLZ - 133 Km SRC-MHLN- AMTA – 52 Km SRC-PKU link-DGHA – 182 Km

* Indicates new jurisdiction included due to gauge conversion.

** Indicates new jurisdiction included due to opening of new section.

LOCATION WITH JURISDICTION OF B.D.CRANE/SER

Divn.	Station	Bk.-down Crane-Type	Revised Beat
ADA	ADA	140T (D) (Up-graded)	ADA – MDN(Excl.) - 156 km ADA-BURN-MOH - 51km ADA-RKI-CRS - 7 km. ADA-ANR-CNI-GDBR(Excl) –99 km ADA-BJE – 30 Km ADA-BQA-MSAE(Excl)-160km * ADA-VSU-GNJP-100km **
	BKSC	140T (D) (Old design)	BKSC-RJB-GMO(Excl.) – 33 km BKSC-KSX-PRR – 71 km BKSC-MURI-RMT - 72 km. BKSC-TLE-MHQ-VAA-BJE – 71 Km BKSC-TLE-MHQ-GMO(Excl.)-72km BKSC-MURI-I-126 Km.
RNC	RNC	140T (D) (Up-graded)	HTE-MURI-GDBR- 138 km. HTE-RNC-TORI-118 km HTE-MURI-KSX-94 km HTE-MURI-RMT-BRKA(Excl)-127 km HTE-NXN(Excl)-136 km
CKP	CKP	140T (D) (Up-graded)	CKP-MOU – 61 km. CKP-RKSN-SNY-KND-CNI – 65 km CKP-RKSN-SNY-GMH-TATA – 42 km CKP-RKSN-DPS-PDPH-BSPX-JRLI – 138 km CKP-DPS-BJMD-BYX- 34 km TATA-CNI (Excl.) - 35 km TATA-GMH - 10 km TATA-BMPR - 90 km TATA-CNI (Excl.) - 35 km TATA-GMH - 10 km TATA-BMPR - 90 km DPS-RKSN – 80 Km DPS- PDPH-BJMD-BYX- 37 km DPS-BJMD-GX- 30 km DPS- PDPH-BSPX-JRLI – 42 km DPS- PDPH-BSPX-JRLI-KDJR(Excl) – 65 km
	BNDM	140T (D) (Up-graded)	BNDM-MOU - 29 km BNDM- HTE(Excl) – 156 km BNDM-BUF-BXF - 74 km BUF-KRBU - 41km BNDM-ROU-BRMP - 38 km BNDM-JSG - 107 km BNDM-NXN-20km
KGP	KGP	140T (D) (Up-graded)	KGP-TATA (Excl.) – 134 Km KGP-MDN – 13 Km KGP-PKU- HLZ –115 Km KGP-PKU-DIGHA-188 Km KGP-PKU- SRC-TPKR/ SHM – 68 Km KGP-SRC-MHLN – 32 Km KGP-RNTL-BHC(Excl)-76 KGP-ROP-BGY-187km * SRC-TPKR - 5 Km SRC-PKU-HLZ - 133 Km SRC-MHLN- AMTA – 52 Km SRC-PKU link-DGHA – 182 Km

* Indicates new jurisdiction included due to gauge conversion.

** Indicates new jurisdiction included due to opening of new section.

TOWER WAGON BASES IN CKP DIVISION

Sl. No.	<i>Stations Provided with Tower Wagons</i>	Sl. No.	<i>Stations Provided with Tower Wagons</i>
1	Tatanagar	8	Bamra
2	Sini	9	Bimalgarh
3	Chakradharpur	10	Chaibasa
4	Manoharpur	11	Dangoaposi
5	Bondamunda	12	Banspani
6	Rourkela	13	Aunlajori
7	Rajgangpur	14	Kechobahal

LOCATION OF ELECTRONIC IN-MOTION WEIGH BRIDGES IN CKP DIVISION

Sl No	Owned by Railway
1.	DPS-1, Dn loop line Km No. 367.336
2.	BDO L/No:3 Between Km No. 291.16 and hand point
3.	BSPX Line No. 05 Between KM 399/22 and mast No. 1060 at channage 603
4.	LTK, DN L/No: 3 Between KM No. 422/18 and 50 from point of Crossing CJQ end
5.	BNDM Line No. 14 of Departure Yard Between KM No. 406/17U and 406/16A1
6	BJMD, L/No-5 (New) Km No. 388.599
7.	Malidih (MIDH) L.No.3 Between KM No. 41/27 and 41/29
8.	Bimalgarh, (BUF) Line No. 2 Between KM No. 452/43 and 453/1
9	BNDM-Q-Cabin Between DN arrival line and Reception Yard
Sl No	Owned by Private
1	M/S TISCO ROPEWAY SIDING, NOAMUNDI, MTRN, RLS-1 (140-T) KM 1941.20 F/CSB
2	M/S TISCO ROPEWAY SIDING, NOAMUNDI, MTRN, RLS-2 (140-T) KM 1955.70 F/CSB
3	JODA EAST DIRECT ENTRY PVT. Sdg. OF M/S. TATA STEEL LTD, JMTC, BSPX RLS-1 (140-T) CA-1657.10m F/TOP
4	JODA EAST DIRECT ENTRY PVT. Sdg. OF M/S. TATA STEEL LTD, JMTC, BSPX RLS-2 (140-T) CA-1664.77m F/TOP
5.	JODA EAST DIRECT ENTRY PVT. Sdg. OF M/S. TATA STEEL LTD, JMTC, BSPX RLS-1 (140-T) Line no. 06 WB. 04 CA-750.0m F/TOP
6	JODA EAST DIRECT ENTRY PVT. Sdg. OF M/S. TATA STEEL LTD, JMTC, BSPX (140-T) Line no. 05 WB. 03 CA-750.0m F/TOP
7	M/S ACC LTD. SDG, JHINKPANI, ACCJ, JNK (140-T) Line No. 08
8	M/STISCO WORKS SITE, TWS, TATA (140-T)
9	M/S. AMALGAM STEEL & POWER Ltd. Served by Kandra STN, PAPK, Kandra (140 T) TOP= 0/0 = 567.00 KM, CA-872.160 F/TOP
10	M/S. SRI MAHAVIR FERRO ALLOYS PVT. LTD. KLG (120-T)
11	M/S BANSPANI IRON LTD, (BIL) IOJB, JRLI (140-T) Near Mast No.-BIL-4005, 842.0m F/CSB/JRLI
12	M/S IN PLANT PRIVATE SIDING OF M/S JINDAL STEEL & POWER LTD, PJPD, DJHR ON LINE NO: 2 WB No 4 (140-T) CA-1191.840 F/CSB
13	M/S IN PLANT PRIVATE SIDING OF M/S JINDAL STEEL & POWER LTD, PJPD, DJHR ON LINE NO: 3 WB No 1 (140-T) CA-1080.338 F/CSB
14	M/S IN PLANT PRIVATE SIDING OF M/S JINDAL STEEL & POWER LTD, PJPD, DJHR ON LINE NO:4 WB No 2 (140-T) CA-1191.840 F/CSB
15	M/S IN PLANT PRIVATE SIDING OF M/S JINDAL STEEL & POWER LTD, PJPD, DJHR ON LINE NO.5 WB No 3 (140-T) CA-1282.759 F/CSB
16	M/S RUNGTA MINES LTD,RMJC/CH SL No 17011008 .WB No- 1 (140-T) JRLI Line No. 03 TOP=0.0=411.394 KM F/HWH, CA-580.00 F/TOP
17	M/S RUNGTA MINES LTD,RMJC/CH. SL No17011007 WB No-2 (140-T) JRLI Opposite of mainline, TOP=0.0=1549.608 KM F/HWH, CA-580.00 F/TOP
18	M/S Mahanadi Cold Fields Ltd, MFSJ/Sardega Line No.4 WB.No.1 (140-T)KM 559.590

19	M/S Mahanadi Cold Fields Ltd, MFSJ/Sardega Line No.4 WB.No.3 (140-T) KM 559.615
20	M/S Mahanadi Cold Fields Ltd, MFSJ/Sardega Line No.2 WB.No.2 (140-T) KM 559.515
Sl No	Owned by Private
21	M/S Mahanadi Cold Fields Ltd, MFSJ/Sardega Line No.2 WB.No.4 (140-T) KM 559.570
22	M/S CONCORE's Green Field PFT/ GFCJ at JSG (120-T)
23	M/s. Dalmia Bharat Cement Ltd OCIG/GP on Line no.1 WB no.2 (140-T) TOP=0/0=529.91 F/CSB, CA-752.40m F/TOP
24	M/s. Dalmia Bharat Cement Ltd OCIG/GP on Line no.2 WB no.1 (140-T) TOP=0/0=529.91 F/CSB, CA-787.40m F/TOP
25	M/s. Essel Mining & Industries Ltd/PEMJ/Appahatu
26	M/s. Shree Cement Limited, Mahalimarup (PSMM) 1426.0 m F/CSB/MMV
27	M/s. Rungta Mines Ltd BBN Line No. 03 (PMRB) KM 397.741
28	M/s. Deepak Steel & Power Ltd at BJMD/ line No. 06 KM 387.599
29	M/s. Rungta Sons Pvt Ltd (PMFB)/DPS (140-T) Dismantle two cross overs in DPS yard (172A/B and 173 A/B) in upcoming 3rd line work
30	M/s Ultra Tech Cement LTD. Dhutra (UTCL) line No 02 DTV exchange yard between long loop and CSL KM 505.465
31	M/s Mahanadi Coalfields Ltd. LIKA Line No. 5 (MCFL)

Keep your essential
equipment's in a good and
efficient working condition

CHAPTER-II

SECTION WISE

TIMINGS

ASANBONI-TATANAGAR-CHAKRADHARPUR (UP)**(Main Line, B.G.)**

➤ Electrified Double Line & Triple Line Controlled Section		
➤ Section Length	:	76.8 Km.
* Number of Stations	:	12
“B” Class Stations	:	04
“Spl” Class Stations	:	08
Passenger Halt	:	02
* No. of Daily Coaching Trains	:	13(M/EXP)+9(PASS) 22
* No. of Non-Daily Coaching Trains	:	6 (WEEKLY AVG) -
* Average No. of Freight Trains		
• TATA – GMH	:	71
• GMH – SNY	:	50
• SNY – RKSN	:	87
• RKSN – CKP	:	45
➤ System of Working	:	
ASB-SLJR	:	Absolute Block with DLBI. Joint line operation in DN line bet SLJR E/CAB & ASB.
SLJR-TATA	:	Absolute Block System with BPAC (Double line & Single Line).
TATA-RKSN	:	Automatic Block System
RKSN-CKP	:	Absolute Block System with Double line Lock & Block Instrument
ADTP-CKP (3 RD LINE)	:	Bi-directional, Automatic Signalling system with MSDAC bet ADTP- RKSN, RKSN-CKP Absolute Block System With BPAC.
Maximum Permissible Speed (Sectional)	:	
ASB-SLJR-TATA-CKP	:	130 Kmph
Maximum Permissible Speed (Traction wise)	:	
Mail /Express (Electric Traction)	:	130 Kmph
Conventional Passenger	:	110 Kmph
MEMU/DEMU	:	100 Kmph
➤ Signalling System		MACLS
➤ Location of IBS	:	RKSN(W/O) - BRM & BRM - CKP
➤ Ruling Gradient	:	1 in 125 (Km 257.292 - 258.867)

All trains will run at maximum permissible speed.

ASANBONI-TATANAGAR-CHAKRADHARPUR (UP)

Days of Running						DLY	DLY	DLY	Su	DLY	DLY	DLY	M	DLY	DLY	
Distance				Train Nos.		12130	18005	12834	18049	18189	18477	18109	20815	58109	13288	
From HWH	Intermediate Distance	Station Code	Maximum Speed over facing point on straight	Train Name		HWH - PA AJADHIND SUPER FAST EXPRESS	HWH - JDB SAMILESHWARI EXPRESS	HWH - ADI SUPER FAST EXPRESS	SHM-BMPR EXPRESS	TATA - ERS EXPRESS	PURI - YNRK UTKAL EXPRESS	TATA - ITR EXPRESS	TATA-VSKP SUPER FAST EXPRESS	TATA - GX PASSENGER	ARA- DURG SOUTH BIHAR EXPRESS	
				RAKE TYPE		ICF	LHB	LHB	ICF(CBC)	LHB	LHB	ICF	LHB	ICF	LHB	
Km.	Km.		Kmph	Maximum Permissible Speed	➔	110	130	130	110	130	130	110	130	110	130	
						H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	
235		ASB	130	Asanboni B III(R) MACLS (EI) NSG6	a d	... 01:15	... 02:17	... 02:44	 03.00		... 05:22				From CNI	
	7.6					0.5R	0.5R	0.5R			0.5R					
242.6		GVDP	130	Govindpur PH HG3	a d	... 01:19	... 02:21	... 2:48	 03:04		... 05:26					
	1.2					0.5R	0.5R	0.5R			0.5R					
243.8		SLJR E/C	130	Salgajhari E/C Spl.III MACLS (EI)	a d	... 01:20	... 02:22	... 02:49	 03:05		... 05:27					
	2.6						1C	1C								
246.4		SLJR W/C	130	Salgajhari W/C (B)III(R) MACLS (PI)	a d	... 01:21	... 02:24	... 02:51	 03:06		... 05:28					
	3.1					1C,2.5D	2.5D	3.5D	1C,1R,3.5D		1C,2.5D	...	WA	...	...	
249.5		TATA	50	Tatanagar Jn. Spl.I MACLS (RRI) NSG2	a d	01:30 01:37@	02:32 02:37@	03:00 03:05@	03:15 03:40@	...	05:37 05:45@	...	06:40	...	07:35 08:05@	
	4.4			Watering/EC		1C,		1C	TO BMPR	1C,3D	WA,1C,2A	1D	Wa,1C,3D	1C,3D	Wa,1C, 2D	
253.9		ADTP	95	Adityapur Spl.III(R) MACLS (EI) NSG5	a d	... 01:45	... 02:44	... 03:13		...	05:10	...	06:48 06:50@	...	07:45 07:47	...
	6.2					0.5R	1C,0.5R	0.5R		...	05:14	...	06:58 07:00@	...	07:53 07:55	...
260.1		GMH	130	Gamharia Jn. Spl.III(R) MACLS (RRI) NSG6	a d	... 01:49	... 02:49	... 03:17		...	05:19	...	07:08 07:10@	...	08:02 08:04	...
	9.1					1C	1C	1C		...	05:25 05:27@	...	07:18 07:20@	...	08:10 08:12	08:30 08:32@
269.2		BRBS		Birbans P.H, HG3	a d	... 01:54	... 02:54	... 03:22		...	05:27@	...	07:20@	...	08:12	08:32@
	7.1					0.5R	0.5R	0.5R		...	05:39 05:41@	...	07:38 07:40@	...	08:30 08:32	08:46 08:48@
276.3		SNY	130	Sini Jn Spl.III MACLS (EI) NSG5	a d	... 01:58	... 02:58	... 03:26		...	05:45	...	07:44	...	08:36	08:53
	7.8					0.5R	0.5R	0.5R		...	05:48	...	07:49 07:51@			...
284.1		MMV	130	Mahalimarup Spl. III(R) MACLS (EI) NSG6	a d	... 02:02	... 03:02	... 03:30		...	05:48	...	07:51@			...
	7.4					0.5R	1C,0.5R	1C,0.5R		...	06:03 06:05@	...	08:05 08:15@	To JRLI	To GUA	09:10 09:15@
291.5		RKSN	130	Rajkharsawan Jn Spl.III(R) MACLS (EI) NSG5	a d	... 02:06	... 03:07	... 03:35		...	06:05@	...	08:15@			
	2.0					0.5R	0.5R	0.5R		...	06:33	...	08:15@			
293.5		RKWO	130	Rajkharsawan West outer Jn (B) III(R) MACLS (EI)	a d	... 02:08	... 03:09	... 03:37		...	06:33	...	08:15@			
	7.6			IBH		1C			...	06:33	...	08:15@				
301.1		BRM	130	Barabamboo (SPL) III(R) MACLS (EI) NSG6	a d	... 02:12	... 03:12	... 03:40	...	06:33	...	08:15@				
	10.7			IBH		2C,1.5R,4.5A	2C,1.5R,7.5A	2C,1.5R,4.5A	...	06:33	...	08:15@				
311.8		CKP	130	Chakradharpur (B) III(R) MACLS (EI) NSG3	a d	02:27 02:32@	03:30 03:37@	03:55 04:02@	...	06:33	...	08:15@				
Total ETA						6	6	6	1	5	6	4	3	3	5	
Extra Time						4.5	7.5	4.5	...	3.5	10.5	2	1	1	3.5	
Recovery Time + Diversion						7.5	7.5	8.5	4.5	7	7.5	5	5	5.5	6	

@ For PTT page no 112-117 to be referred.

TEMPORARY STOPPAGE- 18189 & 13288 AT RKSN

ASANBONI-TATANAGAR-CHAKRADHARPUR (UP)

DLY	Su	M,Tu,W,F	Th,Sa	Except- TU	Su	DLY	M,W,Sa	TU,TH,F,Su	Ex- Tu	DLY	Ex Su	EX- Sa	DLY	DLY	Station Code
68013	18051	12262	12222	20871	22844	12021	12871	22861	20891	58021	68003	68043	58103	12860	
KGP - TATA MEMU PASSENGER	BMPR-ROU EXPRESS	HHW - CSTM DURONTO EXPRESS	HHW - PUNE DURONTO EXPRESS	HHW-ROU VANDE BHARAT EXPRESS	PNBE - BSP SUPER FAST EXPRESS	HHW - BBN JANSHTABDI EXPRESS	HHW-TIG ISPAT SUPER FAST EXPRESS	HHW-KBJ ISPAT SUPER FAST EXPRESS	TATA-BAM VANDE BHARAT EXPRESS	KGP-TATA PASSENGER	TATA - GUA MEMU PASSENGER	TATA-ROU MEMU PASS	TATA - BBN PASSENGER	HHW - CSMT GEETANJALI SUPER FAST EXPRESS	
MEMU	ICF(CBC)	LHB	LHB	VNDB	LHB	LHB	LHB	LHB	VNDB	ICF	MEMU	MEMU	ICF	LHB	
100	110	130	130	130	130	130	130	130	130	110	100	100	110	130	
H M	EX- BMPR	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	
07:56		...	...	...	From CNI	...	...	...		14:23				...	ASB
07:58		08:43	08:43	08:58		09:40	10:03	10:03		14:25				0.5R	
0.5R		0.5R	0.5R	0.5R		0.5R	0.5R	0.5R							
08:04		...	...	...		...	...	...		14:31				...	GVDP
08:05		08:47	08:47	09:02		09:44	10:07	10:07		14:33				17:04	
0.5R		0.5R	0.5R	0.5R		0.5R	0.5R	0.5R						0.5R	
...		...	...	...		...	...	...		...				...	SLJR E/C
08:07		08:48	08:48	09:03		09:45	10:08	10:08		14:34				17:05	
		1C	1C			1C	1C	1C						1C	
08:08		...	...	...		...	...	...		...				...	SLJR W/C
08:09		08:50	08:50	09:04		09:47	10:10	10:10		14:36				17:07	
1C,5,5A		2.5D	2.5D	1C,3,5D	...	2.5D	2.5D	2.5D		1C,1R,8,5A	...		...	2.5D	W/EC
08:20	08:30	08:58	08:58	09:13	09:30	09:55	10:18	10:18	....	14:50	...	....	...	17:15	TATA
...	08:35	09:08@	09:08@	09:18@	09:55@	10:03@	10:23@	10:23@	14:30	...	15:00	15:20	17:15	17:22@	
...	1C,1R,2D	Wa,	Wa,	1C	WA,1C	Wa,1C	1C	1C	2D	...	1C,2D	2.5D	1C,3D	3D	
...	....	...	...	....	...	...	...	...	....	...	15:08	15:28	17:25	...	ADTP
...	08:44	09:15	09:15	09:24	10:02	10:10	10:30	10:30	14:37	...	15:09	15:30	17:27	17:32	
...	0.5R	1C,0.5R	1C,0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	...			0.5R	1C,0.5R,2A	
...	....	...	...	....	...	...	...	...	....	...	15:14	15:35	17:33	...	GMH
...	08:48	09:20	09:20	09:28	10:06	10:14	10:34	10:34	14:41	...	15:15	15:37	17:35	17:39	
...		1C	1C	1C	1C	1C	1C	1C	...	...	0.5R	1C,0.5R	1C	1C	
...	....	...	...	....	...	...	...	...	....	...	15:22	15:45	...	...	BRBS
...	08:53	09:25	09:25	09:33	10:11	10:19	10:39	10:39	14:45	...	15:23	15:47	17:42	17:44	
...		0.5R	0.5R	0.5R	0.5R,3A	0.5R	0.5R	0.5R	0.5R	...	0.5R	0.5R	1R	0.5R	
...	08:58	...	...	....	...	10:25	10:45	10:45	....	...	15:29	15:53	17:48	...	SNY
...	09:00@	09:29	09:29	09:37	10:18	10:27@	10:47@	10:47@	14:49	...	15:30	15:55	17:50	17:48	
...	1C,0.5R,2A	1C,0.5R	1C,0.5R	0.5R	1C,0.5R	1C,0.5R	0.5R	0.5R	0.5R	...	0.5R	1C,0.5R	0.5R	0.5R	
...	....	...	...	....	...	...	...	...	....	...	15:36	16:02	17:57	...	MMV
...	09:09	09:34	09:34	09:41	10:23	10:34	10:53	10:53	14:53	...	15:37	16:04	17:59	17:52	
...		0.5R	0.5R	0.5R	0.5R	1C,1.5R	1C,0.5R	1C,0.5R	0.5R	...	2C,1.5R	0.5R	1C,2R	0.5R	
...	09:14	...	...	....	...	...	11:00	11:00	....	...	15:46	16:10	18:08	...	RKSN
...	09:16@	09:38	09:38	09:45	10:27	10:40	11:02@	11:02@	14:57	...	15:48	16:12	18:10	17:56	
...	0.5R	0.5R	0.5R	0.5R	0.5A		0.5R	0.5R			0.5R	0.5R		0.5R	
...	....	...	...	....	...	...	...	...	....	...	...	...	...	...	RKWO
...	09:19	09:40	09:40	09:47	10:29	10:42	11:06	11:06	14:59	...	15:51	16:15	18:13	17:58	
...	0.5R			1C	1A				0.5R	...		0.5R		1A	IBH
...	...	...	...	...	...	...	...	...		...		16:20		...	BRM
...	09:23	09:43	09:43	09:51	10:33		11:09	11:09		...		16:22		18:02	
...	2C,1R,2A	2C	2C	2C,1.5R,1.5A	2C,2R,4A	↓	2C,1.5R,5.5A	2C,1.5R,5.5A	↓	...	↓	2C,1A,7.5A	↓	3C,1.5R,8.5A	IBH
...	09:35	...	...	10:02	10:48	To BBN	11:25	11:25	TO JRJLI	...	To GUA	16:40	To BBN	18:22	CKP
...	09:40@	09:50	09:50	10:04@	10:50@		11:27@	11:27@				16:45		18:24@	
1	4	6	6	6	5	5	6	6	....	1	3	4	3	6	ETA
5.5	4	...	...	1.5	8.5	...	5.5	5.5	....	8.5	...	7.5	...	14.5	A
1	6	7.5	7.5	8.5	5	7	7.5	7.5	4	1	5	6.5	7	7.5	R + D
@ For PTT page no 112-117 to be referred.															
TEMPORARY STOPPAGE - 12021 AT SINI.															

ASANBONI-TATANAGAR-CHAKRADHARPUR (UP)

Days of Running						W	Th	F	Th	F	Su	DLY	DLY	DLY
Distance				Train Nos.		12768	22894	12870	18111	12889	22512	68005	18113	68009
From HWH	Intermediate Distance	Station Code	Maximum Speed over facing point on straight	Train Name		SRC - NED SUPER FAST EXPRESS	HWH - SNSI SUPER FAST EXPRESS	HWH - CSMT SUPER FAST EXPRESS	TATA - YPR EXPRESS	TATA - SMVB SUPER FAST EXPRESS	KYQ - LTT SUPER FAST EXPRESS	KGP - TATA MEMU PASSENGER	TATA - BSP EXPRESS	TATA - CKP MEMU PASSENGER
RAKE TYPE						ICF	LHB	LHB	LHB	LHB	LHB	MEMU	ICF	MEMU
Km.	Km.		Kmph	Maximum Permissible Speed	→	110	130	130	130	130	130	100	110	100
						H M	H M	H M	H M	H M	H M	H M	H M	H M
235		ASB	130	Asanboni B III(R) MACLS (EI) NSG6	a d	... 17:18	... 17:18	... 17:18			... 17:45	18:50 18:51@		
	7.6					0.5R	0.5R	0.5R			0.5R	0.5R		
242.6		GVDP	130	Govindpur PH HG3	a d	... 17:22	... 17:22	... 17:22			... 17:49	18:57 18:58@		
	1.2					0.5R	0.5R	0.5R			0.5R			
243.8		SLJR E/C	130	Salgajhari E/C Spl.III MACLS (EI)	a d	... 17:23	... 17:23	... 17:23			... 17:50	... 18:34		
	2.6					1C	1C	1C			1C			
246.4		SLJR W/C	130	Salgajhari W/C (B)III(R) MACLS (EP)	a d	... 17:25	... 17:25	... 17:25			... 17:52	19:01 19:02@		
	3.1					2.5D	2.5D	2.5D	...	...	2.5D	1C,0.5R, 7.5A	...	WA
249.5		TATA	50	Tatanagar Jn. Spl.I MACLS (RRI) NSG2	a d	17:33 17:38@	17:33 17:38@	17:33 17:38@	... 17:45	... 17:45	18:00 18:05@	19:10	... 19:00	... 19:20
	4.4			Watering/EC			Wa		3D	3D			1C,2D	1C,2D
253.9		ADTP	95	Adityapur Spl.III(R) MACLS (EI) NSG5	a d	... 17:45	... 17:45	... 17:45	... 17:55	... 17:55	... 18:12		19:09 19:11	19:28 19:29
	6.2					0.5R	0.5R	0.5R	0.5R	0.5R	0.5R		0.5R	
260.1		GMH	130	Gamharia Jn. Spl.III(R) MACLS (RRI) NSG6	a d	... 17:49	... 17:49	... 17:49	... 17:59	... 17:59	... 18:16		19:17 19:19	19:34 19:35
	9.1					1C	1C	1C			1C			0.5R
269.2		BRBS		Birbans P.H, HG3	a d	... 17:54	... 17:54	... 17:54	... 18:03	... 18:03	... 18:21		... 19:25	19:42 19:43
	7.1					0.5R	0.5R	0.5R	0.5R	0.5R	0.5R		1R	0.5R
276.3		SNY	130	Sini Jn Spl.III MACLS (EI) NSG5	a d	... 17:58	... 17:58	... 17:58	... 18:07	... 18:07	... 18:25		19:31 19:33	19:49 19:50
	7.8					0.5R	0.5R	0.5R	1C,0.5R	1C,0.5R	0.5R		0.5R	0.5R
284.1		MMV	130	Mahalimarup Spl. III(R) MACLS (EI) NSG6	a d	... 18:02	... 18:02	... 18:02	... 18:12	... 18:12	... 18:29		19:40 19:42	19:56 19:57
	7.4					1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R		1C	1C,0.5R
291.5		RKSN	130	Rajkharsawan Jn Spl.III(R) MACLS (EI) NSG5	a d	... 18:07	... 18:07	... 18:07	... 18:17	... 18:17	... 18:34		19:49 19:51	20:04 20:05
	2.0					0.5R	0.5R	0.5R	0.5R	0.5R	0.5R		0.5R	0.5A
293.5		RKWO	130	Rajkharsawan West outer Jn (B) III(R) MACLS (EI)	a d	 18:09	 18:09	 18:09	 18:19	 18:19	 18:36	 19:54	 20:08	
	7.6			IBH								0.5R	3.5A	
301.1		BRM	130	Barabamboo (SPL) III(R) MACLS (EI) NSG6	a d	... 18:12	... 18:12	... 18:12	... 18:22	... 18:22	... 18:39	19:59 20:01	20:16 20:17	
	10.7			IBH		3C,1.5R, 9.5A	3C,1.5R, 9.5A	3C,1.5R, 9.5A	3C,1.5R,13.5 R	3C,1.5R,13. 5R	3C,1.5R, 4.5A	2C,1R, 8A	3C,2R,20.5 A	
311.8		CKP	130	Chakradharpur (B) III(R) MACLS (EI) NSG3	a d	18:33 18:40@	18:33 18:40@	18:33 18:40@	18:47 18:57@	18:47 18:57@	18:55 18:57@	20:20 20:30@	20:50 ...	
Total ETA						6	6	6	5	5	6	1	4	5
Extra Time						9.5	9.5	9.5	13.5	13.5	4.5	7.5	8	24.5
Recovery Time + Diversion						7.5	7.5	7.5	7	7	7.5	1	6	6

@ For PTT page no 112-117 to be referred.

ASANBONI-TATANAGAR-CHAKRADHARPUR (UP)														
DLY	DLY	DLY	Sa	DLY	DLY	Sa	Su	W	Th	M,W,Th,Su	F,Sa	Tu	Station Code	
18030	68011	12813	20822	68015	12810	22830	20972	20828	22170	12102	12906	22906		
SHM - LTT EXPRESS	KGP-TATA MEMU PASSENGER	HHW -TATA STEEL SUPER FAST EXPRESS	SRC - PUNE HAMSAFAR EXPRESS	KGP - TATA MEMU PASSENGER	HHW - CSMT Mail SUPER FAST EXPRESS	SHM - BVJ SUPER FAST EXPRESS	SHM - UDZ EXPRESS	SRC - JBP HAMSAFAR EXPRESS	SRC - HBJ HAMSAFAR EXPRESS	HHW - LTT GYANESHWARI SUPER FAST EXPRESS	HHW - PBR SUPER FAST EXPRESS	HHW - OKHA SUPER FAST EXPRESS		
ICF	MEMU	LHB	LHB	MEMU	LHB	LHB	LHB	LHB	LHB	LHB	ICF	ICF		
110	100	130	130	100	130	130	130	130	130	130	110	110		
H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M		
... 19:43	20:23 20:24	... 20:58	... 21:20	22:44 22:58@	... 22:52	... 23:35	... 23:35	... 23:35	... 23:35	... 23:55	... 23:55	... 23:55	ASB	
1R		0.5R	0.5R,	P-12810	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R		
... 19:48	... 20:29	... 21:02	... 21:24	... 23:03	... 22:56	... 23:39	... 23:39	... 23:39	... 23:39	... 23:59	... 23:59	... 23:59	GVDP	
	0.5R	0.5R,	0.5R,	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R		
... 19:49	... 20:31	... 21:03	... 21:25	... 23:04	... 22:57	... 23:40	... 23:40	... 23:40	... 23:40	... 00:00	... 00:00	... 00:00	SLJR E/C	
1C			1C	2A	1C	1C	1C	1C	1C					
... 19:51	20:32 20:33	... 21:04	... 21:27	23:08 23:09@	... 22:59	... 23:42	... 23:42	... 23:42	... 23:42	... 00:01	... 00:01	... 00:01	SLJR W/C	
2.5D	1C,0.5R, 8.5A,3D	1C,,3D, 11.5A	2.5D	1C,0.5R, 2.5A,3D	2.5D	2.5D	2.5D	2.5D	2.5D	1C,2.5D,5A	1C,2.5D,5A	1C,2.5D,5A	W/EC	
19:58 20:03@	20:50 ...	21:25 ...	21:35 21:40@	23:20 ...	23:07 23:12@	23:50 23:55@	23:50 23:55@	23:50 23:55@	23:50 23:55@	00:15 00:20@	00:15 00:20@	00:15 00:20@	TATA	
Wa				...		1C	1C	1C	1C	1C	1C	1C		
... 20:10			... 21:47		... 23:19	... 00:03	... 00:03	... 00:03	... 00:03	... 00:28	... 00:28	... 00:28	ADTP	
1C,0.5R			1C,0.5R		1C,0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	
... 20:15			... 21:52		... 23:24	... 00:07	... 00:07	... 00:07	... 00:07	... 00:32	... 00:32	... 00:32	GMH	
					1C	1C	1C	1C	1C	1C	1C	1C		
... 20:20			... 21:56		... 23:29	... 00:12	... 00:12	... 00:12	... 00:12	... 00:37	... 00:37	... 00:37	BRBS	
			0.5R		0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R		
20:26 20:28@			... 22:00		... 23:33	... 00:16	... 00:16	... 00:16	... 00:16	... 00:41	... 00:41	... 00:41	SNY	
1C,0.5R			1C,0.5R		0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R		
... 20:37			... 22:05		... 23:37	... 00:20	... 00:20	... 00:20	... 00:20	... 00:45	... 00:45	... 00:45	MMV	
1C			1C,0.5R		1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	0.5R	0.5R	0.5R		
... 20:42			... 22:10		... 23:42	... 00:25	... 00:25	... 00:25	... 00:25	... 00:49	... 00:49	... 00:49	RKSN	
0.5R			0.5R		0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R		
... 20:44			... 22:12		... 23:44	... 00:27	... 00:27	... 00:27	... 00:27	... 00:51	... 00:51	... 00:51	RKWO	
0.5R													IBH	
... 20:48			... 22:15		... 23:47	... 00:30	... 00:30	... 00:30	... 00:30	... 00:54	... 00:54	... 00:54	BRM	
1C,2R,4A			2C,1.5R, 9.5A		2C,1.5R,7.5 A	2C,1.5R, 4.5A	2C,1.5R, 4.5A	2C,1.5R, 4.5A	2C,1.5R, 4.5A	3C,1.5R,4.5A	3C,1.5R,4.5A	3C,1.5R,4.5A	IBH	
21:03 21:10@			22:35 22:37@		00:05 00:12@	00:45 00:52@	00:45 00:52@	00:45 00:52@	00:45 00:52@	01:10 01:15@	01:10 01:15@	01:10 01:15@	CKP	
5	1	1	6	1	6	6	6	6	6	6	6	6	ETA	
4	8.5	10.5	9.5	4.5	7.5	4.5	4.5	4.5	4.5	9.5	9.5	9.5	A	
7.5	4	4	7.5	4	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	R + D	
@ For PTT page no 112-117 to be referred.														

@ For PTT page no 112-117 to be referred.

CHAKRADHARPUR-ROURKELA (UP)

(Main Line, B.G.)

➤ Electrified Triple Line Controlled Section		
➤ Section Length	:	101 Km.
* Number of Stations	:	15
“B” Class Stations	:	13
“C” Class Stations	:	1
“Spl” Class Stations	:	01
Passenger Halt	:	3
* No. of Daily Coaching Trains	:	11(M/EXP)+2(PASS) 13
* No. of Non-Daily Coaching Trains	:	6 (WEEKLY AVG) -
* Average No. of Freight Trains		
• CKP – BNDM	:	45
• BNDM – ROU	:	56
➤ System of Working		
CKP-GOL	:	Absolute Block System with Double Line Lock & Block Instrument.
GOL-MOU	:	Absolute Block System with BPAC (Twin Single Line Working) in all lines.
MOU-ROU	:	Absolute Block System with Double Line Lock & Block Instrument. TLBI for Joint line (A Cabin-ROU section).
CKP-BNDM A/CAB	:	3 rd Line BI-DIRECTIONAL with BPAC facility.
Maximum Permissible Speed (Sectional)	:	
CKP-ROU	:	130 Kmph
Maximum Permissible Speed (Traction wise)	:	
Mail /Express (Electric Traction)	:	130 Kmph
Conventional Passenger	:	110 Kmph
DEMU/MEMU	:	100 Kmph
➤ Signalling System	:	MACLS
➤ Location of IBS	:	CKP-LPH, LPH-SWR & MOU-JRA
➤ Ruling Gradient	:	1 in 100(Km 259.201 - 360.943)

All trains will run at maximum permissible speed.

CHAKRADHARPUR-ROURKELA (UP)													
Days of Running						DLY	Su	M	Th	F	M,Tu, Th,F	Sa,Su	w
Distance				Train Nos.		12810	22830	20972	20828	22170	12102	12906	22906
From HWH	Intermediate Distance	Station Code	Maximum Speed over facing point on straight	Train Name		HWH - CSMT MAIL SUPER FAST EXPRESS	SHM - BVJ SUPER FAST EXPRESS	SHM - UDZ EXPRESS	SRC - JBP HAMSAFAR EXPRESS	SRC - RKMP HAMSAFAR EXPRESS	HWH - LTT SUPER FAST EXPRESS	HWH - PBR SUPER FAST EXPRESS	HWH - OKHA SUPER FAST EXPRESS
STOCK TYPE						LHB	LHB	LHB	LHB	LHB	LHB	ICF	ICF
Km.	Km.		Kmph	Maximum Permissible Speed	→	130	130	130	130	130	130	110	110
						H M	H M	H M	H M	H M	H M	H M	H M
311.8		CKP	130	Chakradharpur (B) III(R) (EI) MACLS NSG3	a d	00:05 00:12@	00:45 00:52@	00:45 00:52@	00:45 00:52@	00:45 00:52@	01:10 01:15@	01:10 01:15@	01:10 01:15@
	9.4			IBH		2C,0.5R	2C,0.5R	2C,0.5R	2C,0.5R	2C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R
321.2		LPH	130	Lotapahar (B) III(R) (EI) MACLS NSG6	a d	... 00:22	... 01:02	... 01:02	... 01:02	... 01:02	... 01:24	... 01:24	... 01:24
	11.5			IBH		0.5R	0.5R	0.5R	0.5R	0.5R	1C,0.5R	1C,0.5R	1C,0.5R
332.7		SWR	130	Sonua (B) III(R) (EI) MACLS NSG6	a d	... 00:28	... 01:08	... 01:08	... 01:08	... 01:08	... 01:31	... 01:31	... 01:31
	5.3					0.5R	0.5R	0.5R	0.5R	0.5R	1C,0.5R	1C,0.5R	1C,0.5R
338.0		TUX	130	Tunia (SPL)III(R) (EI) MACLS HG3	a d	... 00:31	... 01:11	... 01:11	... 01:11	... 01:11	... 01:35	... 01:35	... 01:35
	7.4												
345.4		GOL	130	Golikera (B)III(R) (EI) MACLS NSG6	a d	... 00:36	... 01:16	... 01:16	... 01:16	... 01:16	... 01:40	... 01:40	... 01:40
	5						1C	1C	1C	1C			
350.4		MXW	130	Mahadevsal (C) III(R) (EI) MACLS	a d	... 00:41	... 01:22	... 01:22	... 01:22	... 01:22	... 01:45	... 01:45	... 01:45
	4.7					1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	2C,0.5R	2C,0.5R	2C,0.5R
355.1		DRWN	130	Derowan PH HG3	a d	... 00:47	... 01:28	... 01:28	... 01:28	... 01:28	... 01:52	... 01:52	... 01:52
	6.8					0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R
361.9		PST	90	Posoita (B) III (EI) MACLS NSG6	a d	... 00:51	... 01:32	... 01:32	... 01:32	... 01:32	... 01:56	... 01:56	... 01:56
	6						1C	1C	1C	1C			
367.9		GHAA		Ghaghra P. H. HG3		... 00:54	... 01:36	... 01:36	... 01:36	... 01:36	... 01:59	... 01:59	... 01:59
	5												
372.9		MOU	70	Manoharpur (B)III(R) (EI) MACLS NSG5	a d	... 00:58	... 01:40	... 01:40	... 01:40	... 01:40	... 02:03	... 02:03	... 02:03
	11.5			IBH		1C,0.5R,5EL	1C,0.5R,5EL	1C,0.5R,5EL	1C,0.5R,5EL	1C,0.5R,5EL	1C,0.5R,5EL	1C,0.5R,5EL	1C,0.5R,5EL
384.4		JRA	130	Jaraikela (B) III(R) (EI) MACLS NSG6	a d	... 01:10	... 01:52	... 01:52	... 01:52	... 01:52	... 02:15	... 02:15	... 02:15
	7.9					0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R
392.3		BUL	130	Bhalulata (B)III(R) (EI) MACLS NSG6	a d	... 01:14	... 01:56	... 01:56	... 01:56	... 01:56	... 02:19	... 02:19	... 02:19
	6.4					1C	1C	1C	1C	1C	1C	1C	1C
398.7		BZR	130	Bisra (B) III(R) (EI) MACLS NSG6	a d	... 01:18	... 02:00	... 02:00	... 02:00	... 02:00	... 02:23	... 02:23	... 02:23
	7.4					0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R
406.1		BNDM Halt	130	Bondamunda Halt PH NSG5	a d	... 01:22	... 02:04	... 02:04	... 02:04	... 02:04	... 02:27	... 02:27	... 02:27
	2.4					1C	1C	1C	1C	1C			
408.5		BNDM 'K'	130	Bondamunda K/C (B)III (PI) MACLS	a d	... 01:25	... 02:07	... 02:07	... 02:07	... 02:07	... 02:29	... 02:29	... 02:29
	4.3					2C,2R,4A	2R,2A	2R,2A	2R,2A	2R,2A	1C,2R,4A	1C,2R,4A	1C,2R,4A
412.8		ROU	130	Rourkela Jn. (B) III(R) (EI) (MACLS) NSG2	a d	01:37 01:45@	02:15 02:20@	02:15 02:20@	02:15 02:20@	02:15 02:20@	02:40 02:48@	02:40 02:48@	02:40 02:48@
				Watering/EC		Wa					Wa	Wa	Wa
Total ETA						8	8	8	8	8	8	8	8
Extra Time + Elephant CD (EL)						9	7	7	7	7	9	9	9
Recovery Time + Diversion						6	6	6	6	6	6	6	6
@ For PTT page no 112-117 to be referred.													

@ For PTT page no 112-117 to be referred.

CHAKRADHARPUR-ROURKELA (UP)												
DLY	Sa,Su	M	DLY	DLY	Tu	DLY	DLY	DLY	DLY	DLY	Su	Station Code
12130	12152	12950	18005	12834	22806	18189	68025	18477	18109	13288	18051	
HHH - PUNE AZAD HIND SUPER FAST EXPRESS	HHH - LTT SAMIRASTA SUPER FAST EXPRESS	SRC - PBR KAYGIJURU SUPER FAST EXPRESS	HHH - JDB SAMBLESHWARI EXPRESS	HHH - ADI SUPER FAST EXPRESS	ANVT - BBS SUPER FAST EXPRESS	TATA - ERS EXPRESS	CKP - ROU MEMU PASSENGER	PURI - YNRK KALINGA UTKAL EXPRESS	TATA - ITR EXPRESS	ARA - DURG SOUTH BIHAR EXPRESS	BMPR-ROU EXPRESS	
ICF	LHB	ICF	LHB	LHB	LHB	LHB	MEMU	LHB	ICF	LHB	ICF(CBC)	
110	130	110	130	130	130	130	100	130	110	130	110	
H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	
02:27 02:32@	03:00 03:02@	03:00 03:02@	03:30 03:37@	03:55 04:02@	05:40 05:45@	06:03 06:05@	...	06:55 07:02@	08:05 08:15@	09:10 09:15@	09:35 09:40@	CKP
2C,0.5R	2C,0.5R	2C,0.5R	0.5R	1C,0.5R	2C,0.5R	2C,0.5R	2C	2C,0.5R		0.5R	1C	IBH
...	...	...	...	...	...	...	06:29 06:30	...	...	...	...	LPH
02:42	03:12	03:12	03:45	04:11	05:54	06:14	06:30	07:12	08:22	09:23	09:47	IBH
0.5R	0.5R	0.5R	1C,0.5R	0.5R	0.5R	0.5R	1C	0.5R		0.5R		IBH
...	...	...	...	...	...	...	06:39 06:40	...	08:29 08:31@	09:30 09:31@	...	SWR
02:48	03:18	03:18	03:52	04:17	06:00	06:20	06:40	07:18	08:31@	09:31@	09:53	
0.5R	0.5R	0.5R	1C,0.5R	0.5R	0.5R	0.5R		0.5R	2C	0.5R		
...	...	...	...	...	...	...	06:44 06:45	...	08:39 08:41@	...	...	TUX
02:51	03:21	03:21	03:56	04:20	06:03	06:23	06:45	07:21	08:41@	09:35	09:56	
							0.5R					
...	...	...	...	...	...	06:30 06:32@	06:51 06:52	07:28 07:30@	08:48 08:50@	09:42 09:44@	10:01 10:03@	GOL
02:56	03:26	03:26	04:01	04:25	06:08							
				1C		2C		1C				
...	...	...	...	...	...	...	06:57 06:58	...	08:57 08:59@	...	...	MXW
03:01	03:31	03:31	04:06	04:31	06:13	06:41	06:58	07:39	08:59@	09:52	10:08	
2C,0.5R	2C,0.5R	2C,0.5R	0.5R	1C,0.5R	2C,0.5R	0.5R	1C,0.5R	0.5R	1C,0.5R	2C,0.5R	0.5R	
...	...	...	...	...	...	...	07:05 07:06	...	09:08 09:10@	...	...	DRWN
03:08	03:38	03:38	04:11	04:37	06:20	06:46	07:06	07:44	09:10@	09:59	10:13	
0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	1A	2C,0.5R		
...	...	...	...	...	...	...	07:12 07:13	...	...	...	...	PST
03:12	03:42	03:42	04:15	04:41	06:24	06:50	07:13	07:48	09:17	10:05	10:17	
								1C	0.5R		0.5R	
...	...	...	...	...	...	...	07:18 07:19	...	09:22 09:24@	...	...	GHAA (PH)
03:15	03:45	03:45	04:18	04:44	06:27	06:53	07:19	07:52	09:24@	10:08	10:21	
							1C		1A			
...	...	...	04:24 04:26@	...	...	...	07:25 07:26	07:58 08:00@	09:32 09:34@	10:14 10:16@	10:26 10:58@	MOU
03:19	03:49	03:49	04:26@	04:48	06:31	06:57	07:26	08:00@	09:34@	10:16@		
1C,0.5R,5EL	1C,0.5R,5EL	1C,0.5R,5EL	1C,0.5R,5EL	1C,0.5R,5EL	1C,0.5R	0.5R	1C,0.5R	1C,0.5R	1C,3A	2C,0.5R	2C,2R,P-20871	IBH
...	...	...	...	...	...	07:05 07:07@	07:35 07:36	...	...	...	...	JRA
03:31	04:01	04:01	04:41	05:00	06:38	07:07@	07:36	08:10	09:46	10:27	11:09	
0.5R	0.5R	0.5R	1C,0.5R	0.5R	0.5R	2C,0.5R,3A	0.5R	0.5R	0.5R	0.5R	0.5R,5EL	
...	...	...	...	...	...	...	07:42 07:43	...	...	...	...	BUL
03:35	04:05	04:05	04:46	05:04	06:42	07:18	07:43	08:14	09:51	10:31	11:19	
1C	1C	1C	1C	1C	1C	3A			1C,0.5R		1C,0.5R,10A	
...	...	...	...	...	...	...	07:48 07:49	...	...	...	...	BZR
03:39	04:09	04:09	04:50	05:08	06:46	07:24	07:49	08:17	09:56	10:34	11:34	
0.5R	0.5R	0.5R	1C,0.5R	2C,0.5R	0.5R	0.5R,6A	0.5R	1C,0.5R	1R,14A	0.5R	1C,1R,15A	
...	...	...	...	...	...	...	07:56 07:57	...	...	...	...	BNDM Halt
03:43	04:13	04:13	04:55	05:14	06:50	07:34	07:57	08:22	10:15	10:38	11:55	
	1C	1C	1C			3A			1C	0.5R	3A	
...	...	...	...	...	...	...	08:00 08:01	...	...	...	...	BNDM 'K'
03:45	04:16	04:16	04:58	05:16	06:52	07:39	08:01	08:24	10:18	10:40	12:00	
2C,2R,4A	1C,2R,2A	1C,2R,2A	1C,2R,5A	1C,2R,2A	2C,2R,5A	2C,2R,1A	3R,42.5A	2C,2R,8A	3R,1A	2C,2R,7A	1C,1R,6A	
03:57 04:05@	04:25 04:33@	04:25 04:33@	05:10 05:18@	05:25 05:33@	07:05 07:13@	07:48 07:53@	08:50 ...	08:40 08:48@	10:25 10:35@	10:55 11:10@	12:10 ...	ROU
Wa	Wa	Wa	Wa	Wa	Wa			Wa		Wa P-12222, 12262		Wa/EC
8	8	8	8	8	8	8	6	8	6	8	6	ETA
9	7	7	10	7	5	16	42.5	8	20	7	39	A+EL
6	6	6	6	6	6	6	6	6	6	6	6	R + D
@ For PTT page no 112-117 to be referred.												
TEMPORARY STOPPAGE -18477 AT GOL												

CHAKRADHARPUR-ROURKELA (UP)														
Days of Running					M,Tu,W,F	Th,Sa	EX- TU	Su	M	M,W,Sa	Tu,Th, F,Su	EX- Sa	DLY	
Distance				Train Nos.		12262	12222	20871	22844	20818	12871	22861	68043	12860
From HWH	Intermediate Distance	Station Code	Maximum Speed over facing point on straight	Train Name		HWH - CSTM DURONTO EXPRESS	HWH - PUNE DURONTO EXPRESS	HWH-ROU VANDE BHARAT EXPRESS	PNBE - BSP SUPER FAST EXPRESS	NDS-BBS RAJDHANI EXPRESS	HWH-TIG ISPAT SUPER FAST EXPRES	HWH - KBJ ISPAT SUPER FAST EXPRESS	TATA- ROU MEMU PASS	HWH - CSMT GEETANJALI SUPER FAST EXPRESS
STOCK TYPE						LHB	LHB	VNDB	LHB	LHB	LHB	LHB	MEMU	LHB
Km.	Km.		Kmph	Maximum Permissible Speed		130	130	130	130	130	130	130	100	130
						H M	H M	H M	H M	H M	H M	H M	H M	H M
311.8		CKP	130	Chakradharpur (B) III(R) (EI) MACLS NSG3	a d	... 09:50	... 09:50	10:02 10:04@	10:48 10:50@	10:48 10:50@	11:25 11:27@	11:25 11:27@	16:40 16:45	18:22 18:24@
	9.4			IBH		2C,0.5R	2C,0.5R	2C,0.5R	0.5R	0.5R	0.5R	0.5R		2C,0.5R
321.2		LPH	130	Lotapahar (B) III(R) (EI) MACLS NSG6	a d	... 09:57	... 09:57	... 10:12	... 10:57	... 10:57	... 11:34	... 11:34	16:52 16:54	... 18:34
	11.5			IBH		0.5R	0.5R	0.5R	1C,0.5R	1C,0.5R	0.5R	0.5R		0.5R
332.7		SWR	130	Sonua (B) III(R) (EI) MACLS NSG6	a d	... 10:03	... 10:03	... 10:18	... 11:04	... 11:04	11:42 11:43@	11:42 11:43@	17:02 17:04	... 18:40
	5.3					0.5R	0.5R	0.5R	1C,0.5R	1C,0.5R	0.5R	0.5R		0.5R
338.0		TUX	130	Tunia (SPL)III(R) (EI) MACLS HG3	a d	... 10:06	... 10:06	... 10:21	... 11:08	... 11:08	... 11:48	... 11:48	17:08 17:10	... 18:43
	7.4								1C	1C		2A	0.5R	
345.4		GOL	130	Golkera (B)III(R) (EI) MACLS NSG6	a d	... 10:11	... 10:11	... 10:26	... 11:14	... 11:14	11:55 11:57@	... 11:55	17:16 17:18	... 18:48
	5							2C	1C	1C	1C	1C,4A	0.5A	
350.4		MXW	130	Mahadevsal (C) III(R) (EI) MACLS	a d	... 10:16	... 10:16	... 10:33	... 11:20	... 11:20	... 12:05	... 12:05	 17:23	... 18:53
	4.7					2C,0.5R	2C,0.5R	0.5R	2C,0.5R	2C,0.5R	1C,0.5R	1C,0.5R	2C,0.5R,0.5 A	2C,0.5R
355.1		DRWN	130	Derowan PH HG3	a d	... 10:23	... 10:23	... 10:38	... 11:27	... 11:27	... 12:11	... 12:11	17:31 17:33	... 19:00
	6.8					0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R
361.9		PST	90	Posoita (B) III (EI) MACLS NSG6	a d	... 10:27	... 10:27	... 10:42	... 11:31	... 11:31	... 12:15	... 12:15	17:39 17:41	... 19:04
	6													
367.9		GHAA		Ghaghra P. H. HG3		... 10:30	... 10:30	... 10:45	... 11:34	... 11:34	... 12:18	... 12:18	17:46 17:48	... 19:07
	5							2C						
372.9		MOU	70	Manoharpur (B)III(R) (EI) MACLS NSG5	a d	... 10:34	... 10:34	... 10:51	... 11:38	... 11:38	12:24 12:26@	12:24 12:26@	17:53 17:55	... 19:11
	11.5			IBH		1C,0.5R	1C,0.5R	0.5R	1C,0.5R,2A	1C,0.5R,2A	1C,0.5R	1C,0.5R	2C,0.5R	1C,0.5R,5EL
384.4		JRA	130	Jaraikela (B) III(R) (EI) MACLS NSG6	a d	... 10:41	... 10:41	... 10:57	... 11:47	... 11:47	... 12:35	... 12:35	18:05 18:07	... 19:23
	7.9					0.5R	0.5R	0.5R	0.5R,2A	0.5R,2A	0.5R	0.5R	0.5R	0.5R
392.3		BUL	130	Bhalulata (B)III(R) (EI) MACLS NSG6	a d	... 10:45	... 10:45	... 11:01	... 11:53	... 11:53	... 12:39	... 12:39	18:13 18:15	... 19:27
	6.4					1C	1C		2A	2A	1C	1C	5A	1C
398.7		BZR	130	Bisra (B) III(R) (EI) MACLS NSG6	a d	... 10:49	... 10:49	... 11:04	... 11:58	... 11:58	... 12:43	... 12:43	18:25 18:27	... 19:31
	7.4					0.5R	0.5R	0.5R,5A	0.5R,4A	0.5R,4A	2C,0.5R	2C,0.5R	0.5R,10.5A	0.5R,14A
406.1		BNDM Halt	130	Bondamunda Halt PH NSG5	a d	... 10:53	... 10:53	... 11:13	... 12:06	... 12:06	12:51 12:53@	12:51 12:53@	 18:43	... 19:49
	2.4					2C	2C	5A	1C,2R	1C,2R			5A	
408.5		BNDM 'K'	130	Bondamunda K/C (B)III (PI) MACLS	a d	... 10:57	... 10:57	... 11:20	... 12:11	... 12:11	... 12:57	... 12:57	 18:50	... 19:51
	4.3					2R,2A	2R,2A	2C,2R,23A			2C,2R,2A	2C,2R,2A	2C,2R,38.5A	2C,2R,1A
412.8		ROU	130	Rourkela Jn. (B) III(R) (EI) (MACLS) NSG2	a d	... 11:03	... 11:03	11:50	12:15 12:23@	12:15 12:23@	13:07 13:15@	13:07 13:15@	19:35	20.00 20:08@
				Watering/EC					Wa	Wa	Wa	Wa		Wa
Total ETA						8	8	8	8	8	8	8	6	8
Extra Time + Elephant CD (EL)						2	2	33	10	10	2	8	60	20
Recovery Time + Diversion						6	6	6	6	6	6	6	6	6
@ For PTT page no 112-117 to be referred.														
TEMPORARY STOPPAGE -12871/22861 AT GOL														

CHAKRADHARPUR-ROURKELA (UP)										
W	Th	F	Su	Th	F	W	DLY	DLY	Sa	Station Code
12768	22894	12870	22512	18111	12889	12376	18113	18030	20822	
SRC - NED SUPER FAST EXPRESS	HWH - SNSI SUPER FAST EXPRESS	HWH - CSMT SUPER FAST EXPRESS	KYQ - LIT SUPER FAST EXPRESS	TATA - YPR EXPRESS	TATA - SIVB SUPER FAST EXPRESS	JSME - TBM SUPERFAST EXPRESS	TATA - BSR EXPRESS	SHM - LIT KURLA EXPRESS	SRC - PUNE HANSAFAR EXPRESS	
ICF	LHB	LHB	LHB	LHB	LHB	LHB	ICF	ICF	LHB	
110	130	130	130	130	130	130	110	110	130	
H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	
18:33 18:40@	18:33 18:40@	18:33 18:40@	18:55 18:57@	18:47 18:57@	18:47 18:57@	19:15 19:20@	20:20 20:30@	21:03 21:10@	22:35 22:37@	CKP
0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R			2C,0.5R	IBH
...	...	...	...	...	...	...	...	...	...	LPH
18:48	18:48	18:48	19:05	19:05	19:05	19:28	20:36	21:18	22:47	
1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	2C,0.5R			0.5R	IBH
...	...	...	...	...	...	...	20:43 20:45@	...	...	SWR
18:55	18:55	18:55	19:12	19:12	19:12	19:36		21:24	22:53	
1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	0.5R	1C		0.5R	
...	...	...	...	...	...	...	20:51 20:53@	...	...	TUX
18:59	18:59	18:59	19:16	19:16	19:16	19:39		21:27	22:56	
						1C				
...	...	...	...	...	...	...	20:59 21:01@	21:33 21:35@	...	GOL
19:04	19:04	19:04	19:21	19:21	19:21	19:45			23:01	
...	...	...	...	...	...	...	21:07 21:09@	...	...	MXW
19:09	19:09	19:09	19:26	19:26	19:26	19:50		21:42	23:06	
2C,0.5R	2C,0.5R	2C,0.5R	2C,0.5R	2C,0.5R	2C,0.5R	1C,0.5R	1C,0.5R	0.5R	2C,0.5R,3A	
...	...	...	...	...	...	...	21:17 21:19@	...	...	DRWN
19:16	19:16	19:16	19:33	19:33	19:33	19:56		21:47	23:16	
0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R			0.5R	
...	...	...	...	...	...	...	...	...	...	PST
19:20	19:20	19:20	19:37	19:37	19:37	20:00	21:24	21:51	23:20	
							1C,0.5R	0.5R		
...	...	...	...	...	...	...	21:30 21:32@	...	...	GHA (PH)
19:23	19:23	19:23	19:40	19:40	19:40	20:03		21:55	23:23	
1C	1C	1C	1C	1C	1C					
...	...	...	...	...	...	...	21:38 21:40@	22:01 22:03@	...	MOU
19:28	19:28	19:28	19:45	19:45	19:45	20:07			23:27	
1C,0.5R, 5EL	1C,0.5R, 5EL	1C,0.5R, 5EL	1C,0.5R, 5EL	1C,0.5R, 5EL	1C,0.5R, 5EL	1C,0.5R, 5EL	1C,5EL	1C,5EL	1C,0.5R, 5EL	IBH
...	...	...	...	...	...	...	...	...	...	JRA
19:40	19:40	19:40	19:57	19:57	19:57	20:19	21:53	22:18	23:39	
0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	1C,0.5R	0.5R	
...	...	...	...	...	...	...	...	...	...	BUL
19:44	19:44	19:44	20:01	20:01	20:01	20:23	21:58	22:24	23:43	
						1C	1C,0.5R	1C,0.5R	1C	
...	...	...	...	...	...	...	20:27	22:03	23:47	BZR
19:47	19:47	19:47	20:04	20:04	20:04	20:27	22:03	22:29	23:47	
0.5R,7A	0.5R,7A	0.5R,7A		0.5R	0.5R	0.5R	1R	2C,1R	0.5R,5A	
...	...	...	...	...	...	...	...	...	...	BNDM Halt
19:58	19:58	19:58	20:08	20:08	20:08	20:31	22:08	22:36	23:56	
1C,1R	1C,1R	1C,1R	0.5R			1C		1C	2C	
...	...	...	...	...	...	...	...	...	...	BNDM 'K'
20:02	20:02	20:02	20:10	20:10	20:10	20:34	22:10	22:39	00:00	
1C,1R	1C,1R	1C,1R	2C,2R	2C,2R	2C,2R	1C,2R,4A	1C,3R,13A	3R,4A	2R,6A	
20:08 20:26@	20:08 20:26@	20:08 20:26@	20:18 20:26@	20:18 20:50@	20:18 20:50@	20:45 20:50@	22:30 23:05@	22:50 22:58@	00:12 00:17@	ROU
Wa	Wa	Wa	Wa					Wa		Wa/EC
8	8	8	8	8	8	8	6	6	8	ETA
12	12	12	5	5	5	9	18	9	19	A + EL
6	6	6	6	6	6	6	6	6	6	R + D
@ For PTT page no 112-117 to be referred.										

ROURKELA-JHARSUGUDA (UP)**(Main Line, B.G.)**

➤ Electrified Triple Line Controlled Section			
➤ Section Length	:	101 Km.	
✱ Number of Stations	:	15	
“B” Class Stations	:	15	
“C” Class Stations	:	NIL	
“Spl” Class Stations	:	NIL	
Passenger Halt	:	01	
✱ No. of Daily Coaching Trains	:	20(M/EXP)+1(PASS)	21
✱ No. of Non-Daily Coaching Trains	:	9 (WEEKLY AVG)	-
✱ Average No. of Freight Trains			
• ROU - JSG	:	60	
➤ System of Working			
ROU-JSG	:	Absolute Block System with Double Line Lock & Block Instrument	
JSG - ROU 3 rd line		Bi-directional with BPAC facility.	
ROU-PPO		AUTOMATIC BLOCK SYSTEM	
Maximum Permissible Speed (Sectional)			
ROU-JSG	:	130 Kmph	
Maximum Permissible Speed (Traction Wise)	:		
Mail /Express (Electric Traction)	:	130 Kmph	
Conventional Passenger	:	110Kmph	
DEMU/MEMU	:	100 Kmph	
➤ Signalling System	:	MACLS	
➤ Location of IBS	:	KXN-GP, BMB-DIH & BEH-DTV	
➤ Ruling Gradient	:	1 in 100(Km 450.800 – 455.800)	

All trains will run at maximum permissible speed.

ROURKELA-JHARSUGUDA (UP)														
Days of Running					Su	M	Tu	W,Sa	DLY	Su	M	Th	F	
Distance				Train Nos.		20822	17006	17322	17008	12810	22830	20972	20828	22170
From HWH	Intermediate Distance	Station Code	Maximum Speed over facing point on straight	Train Name		SRC - PUNE HAMSAFAR EXPRESS	RXL - HYB EXPRESS	JSME - VSG EXPRESS	DBG - SC EXPRESS	HWH - CSMT MAIL SUPER FAST EXPRESS	SHM - BVJ SUPER FAST EXPRESS	SHM - UDZ EXPRESS	SRC - JBP HAMSAFAR EXPRESS	SRC - RKMP HAMSAFAR EXPRESS
STOCK TYPE						LHB	LHB	LHB	ICF	LHB	LHB	LHB	LHB	LHB
Km.	Km.		Kmph	Maxmium Permissible Speed		130	130	130	110	130	130	130	130	130
						H M	H M	H M	H M	H M	H M	H M	H M	H M
				Watering/EC		Wa	Wa		Wa	Wa		Wa	Wa	Wa
413		ROU	130	Rourkela Jn. (B) III(R) (EI) MACLS NSG2	a d	00:12 00:17@	00:12 00:17@	00:12 00:17@	00:12 00:17@	01:37 01:45@	02:15 02:20@	02:15 02:20@	02:15 02:20@	02:15 02:20@
	5.9					1C,0.5R,3D	1C,0.5R,3D	1C,0.5R,3D	1C,0.5R,3D	1C,0.5R,3D	1C,0.5R,3D	1C,0.5R,3D	1C,0.5R,3D	1C,0.5R,3D
418.7		PPO	130	Panposh (B) III (EI) MACLS NSG6	a d	... 00:27	... 00:27	... 00:27	... 00:27	... 01:55	... 02:30	... 02:30	... 02:30	... 02:30
	7.6					0.5R	0.5R	0.5R	0.5R	0.5R,2A	0.5R	0.5R	0.5R	0.5R
426.3		KLK	80	Kalunga (B) III (EI) MACLS NSG6	a d	... 00:33	... 00:33	... 00:33	... 00:33	... 02:03	... 02:36	... 02:36	... 02:36	... 02:36
	7					1C	1C	1C	1C	2A				
433.3		KXN	130	Kansbahal (B) III(R) (EI) MACLS NSG6	a d	... 00:37	... 00:37	... 00:37	... 00:37	... 02:08	... 02:39	... 02:39	... 02:39	... 02:39
	9.5			IBH		0.5R	0.5R	0.5R	0.5R	0.5R,2A	0.5R	0.5R	0.5R	0.5R
442.8		GP	130	Rajgangpur (B) III(R) (EI) MACLS NSG5	a d	... 00:42	... 00:42	... 00:42	... 00:42	... 02:15	... 02:44	... 02:44	... 02:44	... 02:44
	7.3					1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R,2A	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R
450.1		SXN	130	Sonakhan (B) III(R) (EI) MACLS NSG6	a d	... 00:47	... 00:47	... 00:47	... 00:47	... 02:22	... 02:49	... 02:49	... 02:49	... 02:49
	6.1					0.5R	0.5R	0.5R	0.5R	0.5R,2A	0.5R	0.5R	0.5R	0.5R
456.2		SOGR	130	Sagra (B) III(R) (EI) MACLS NSG6	a d	... 00:51	... 00:51	... 00:51	... 00:51	... 02:28	... 02:53	... 02:53	... 02:53	... 02:53
	5.1					1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R, 2A	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R
461.3		GPH	130	Garposh (B) III(R) (EI) MACLS NSG6	a d	... 00:55	... 00:55	... 00:55	... 00:55	... 02:34	... 02:57	... 02:57	... 02:57	... 02:57
	8.1					0.5R	0.5R	0.5R	0.5R	0.5R,2A	0.5R,2A	0.5R,2A	0.5R,2A	0.5R,2A
469.4		TGM	130	Tangarmunda (B) III(R) (EI) MACLS NSG6	a d	... 00:59	... 00:59	... 00:59	... 00:59	... 02:40	... 03:03	... 03:03	... 03:03	... 03:03
	8.1					1C	1C	1C	1C	1C,2A	1C,2A	1C,2A	1C,2A	1C,2A
477.5		BMB	130	Bamra (B) III (EI) MACLS NSG5	a d	... 01:04	... 01:04	... 01:04	... 01:04	... 02:47	... 03:10	... 03:10	... 03:10	... 03:10
	9.7			IBH		0.5R,3A	0.5R,3A	0.5R,3A	0.5R,3A	0.5R,2A	0.5R,2A	0.5R,2A	0.5R,2A	0.5R,2A
487.2		DIH	130	Dharuadih (B) III(R) (EI) MACLS NSG6	a d	... 01:12	... 01:12	... 01:12	... 01:12	... 02:54	... 03:17	... 03:17	... 03:17	... 03:17
	6.1					3A	3A	3A	3A	1C,2A	1C,2A	1C,2A	1C,2A	1C,2A
493.3		BEH	130	Bagdehi (B) III (EI) MACLS NSG6	a d	... 01:18	... 01:18	... 01:18	... 01:18	... 03:00	... 03:23	... 03:23	... 03:23	... 03:23
	6.6			IBH		0.5R,5EL	0.5R,5EL	0.5R,5EL	0.5R,5EL	0.5R,5EL	0.5R,5EL	0.5R,5EL	0.5R,5EL	0.5R,5EL
499.9		PNPL	130	Panpali PH HG3	a d	... 01:27	... 01:27	... 01:27	... 01:27	... 03:09	... 03:32	... 03:32	... 03:32	... 03:32
	5.5					0.5R,3A	0.5R,3A	0.5R,3A	0.5R,3A	1C,0.5R, 2A	1C,0.5R, 2A	1C,0.5R, 2A	1C,0.5R, 2A	1C,0.5R, 2A
505.4		DTV	130	Dhutra (B) III(R) (EI) MACLS NSG6	a d	... 01:33	... 01:33	... 01:33	... 01:33	... 03:15	... 03:38	... 03:38	... 03:38	... 03:38
	6.6					2A	2A	2A	2A	2A	2A	2A	2A	2A
512.0		JSRY	130	Jharsuguda RYD Jn (B) III(R) (EI) MACLS	a d	... 01:41	... 01:41	... 01:41	... 01:41	... 03:23	... 03:46	... 03:46	... 03:46	... 03:46
	2.2					3C,1R,4A	3C,1R,4A	3C,1R,4A	3C,1R,4A	2C,1R	2C,1R,5A	2C,1R,5A	2C,1R,5A	2C,1R,5A
514.2		JSG	50	Jharsuguda Jn (B) III(R) (EI) MACLS NSG3	a d	01:53 01:55@	01:53 01:55@	01:53 01:55@	01:53 01:55@	03:30 03:35@	03:58 04:00@	03:58 04:00@	03:58 04:00@	03:58 04:00@
Watering/EC														
Total ETA						8	8	8	8	8	8	8	8	8
Extra Time + Elephant CD (EL)						20	20	20	20	29	22	22	22	22
Recovery Time + Diversion						9	9	9	9	9	9	9	9	9
@ For PDT page no 112-117 to be referred.														

ROURKELA - JHARSUGUDA (UP)													
M,Tu, Th,F	w	Sa,Su	Su	Th	DLY	Sa,Su	M	DLY	DLY	DLY	Tu	Tu,F	Station Code
12102	22906	12906	13425	22358	12130	12152	12950	22839	18005	12834	22806	18312	
HHW - LIT GYANESHWARI SUPER FAST EXPRESS	HHW - OKHA SUPER FAST EXPRESS	HHW - PBR SUPER FAST EXPRESS	MLDT - ST EXPRESS	GAYA - LIT EXPRESS	HHW - PUNE AZAD HIND SUPER FAST EXPRESS	HHW-LIT SAMRATA SUPER FAST EXPRESS	SRC-PBR KAVIGURU SUPER FAST EXPRESS	ROU - BBS EXPRESS	HHW - JDB SAMELSEHWARI EXPRESS	HHW - ADI SUPER FAST EXPRESS	ANVT-BBS SUPER FAST EXPRESS	BBS - VSKP EXPRESS	Station Code
LHB	ICF	ICF	LHB	LHB	ICF	LHB	ICF	LHB	LHB	LHB	LHB	LHB	
130	110	110	130	130	110	130	110	130	130	130	130	130	
H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	
Wa	Wa	Wa	Wa	Wa	Wa	Wa	Wa	Wa	Wa	Wa	Wa	Wa	Wa/EC
02:40 02:48@	02:40 02:48@	02:40 02:48@	03:18 03:23@	03:18 03:23@	03:57 04:05@	04:25 04:33@	04:25 04:33@	...	05:10 05:18@	05:25 05:33@	07:05 07:13@	07:35 07:43@	ROU
1C,0.5R,3D	1C,0.5R,3D	1C,0.5R,3D	1C,0.5R,3D	1C,0.5R,3D	1C,0.5R,3D	2C,0.5R,1D	2C,0.5R,1D	1C,0.5R, 3D	1C,0.5R,3D	1C,0.5R,3D	1C,0.5R, 1D	1C,0.5R,3D	
...	...	...	...	...	...	...	...	...	...	...	...	...	PPO
02:58	02:58	02:58	03:33	03:33	04:15	04:42	04:42	05:10	05:28	05:43	07:20	07:51	
0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R,2D	0.5R,2D	0.5R	0.5R	0.5R	0.5R,2D	0.5R	
...	...	...	...	...	...	...	...	...	...	...	...	...	KLG
03:04	03:04	03:04	03:39	03:39	04:21	04:50	04:50	05:16	05:34	05:48	07:28	07:57	
1C,2A	1C,2A	1C,2A				1C,2A	1C,2A				2A		
...	...	...	...	...	...	...	...	...	...	...	...	...	KXN
03:10	03:10	03:10	03:42	03:42	04:24	04:56	04:56	05:19	05:37	05:52	07:33	08:00	
0.5R,2A	0.5R,2A	0.5R,2A	0.5R	0.5R	0.5R	0.5R,2A	0.5R,2A	0.5R	1C,0.5R	0.5R,1A	3C,0.5R, 2A	0.5R	IBH
...	...	...	...	...	...	...	...	05:25 05:27 @	05:45 05:47@	06:00 06:02@	...	08:08 08:10@	GP
03:17	03:17	03:17	03:47	03:47	04:29	05:03	05:03	05:03	05:45	06:00	07:43	08:08	
1C,0.5R,2A	1C,0.5R,2A	1C,0.5R,2A	1C,0.5R	1C,0.5R	1C,0.5R,2A	1C,0.5R,2A	1C,0.5R,2A	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R,2A	2C,0.5R	
...	...	...	...	...	...	...	...	...	...	...	...	...	SXN
03:24	03:24	03:24	03:52	03:52	04:36	05:10	05:10	05:33	05:55	06:10	07:50	08:18	
0.5R,2A	0.5R,2A	0.5R,2A	0.5R	0.5R	0.5R,2A	0.5R,2A	0.5R,2A	0.5R	0.5R	1C,0.5R	0.5R,2A	1C,0.5R	
...	...	...	...	...	...	...	...	...	05:59	...	...	...	SOGR
03:30	03:30	03:30	03:56	03:56	04:42	05:16	05:16	05:37	05:59	06:15	07:56	08:23	
1C,0.5R, 2A	1C,0.5R, 2A	1C,0.5R, 2A	1C,0.5R	1C,0.5R	1C,0.5R, 2A	1C,0.5R, 2A	1C,0.5R, 2A	1C,0.5R	1C,0.5R, 2A	0.5R	1A,0.5R, 2A	1C,0.5R	
...	...	...	...	...	...	...	...	...	06:07 06:25@	...	...	...	GPH
03:36	03:36	03:36	04:00	04:00	04:48	05:22	05:22	05:41	06:07	06:18	08:02	08:27	
0.5R,2A	0.5R,2A	0.5R,2A	0.5R	0.5R	0.5R,2A	0.5R,2A	0.5R,2A	0.5R	0.5R,P-12834	1C,0.5R	0.5R,2A	0.5R	
...	...	...	...	...	...	...	...	...	...	...	...	...	TGM
03:42	03:42	03:42	04:04	04:04	04:54	05:28	05:28	05:45	06:32	06:23	08:08	08:31	
1C,2A	1C,2A	1C,2A	1C	1C	1C,2A	1C,2A	1C,2A		1C,4A		2A	1C	
...	...	...	...	...	...	...	...	05:50 05:52@	06:43 06:45@	06:29 06:31@	...	...	BMB
03:49	03:49	03:49	04:09	04:09	05:01	05:35	05:35	05:35	06:43	06:31@	08:14	08:36	
0.5R,2A	0.5R,2A	0.5R,2A	0.5R	0.5R	0.5R,2A	0.5R,2A	0.5R,2A	0.5R	0.5R,6A	1C,0.5R, 5A	0.5R,2A	0.5R	IBH
...	...	...	...	...	...	...	...	...	...	...	...	...	DIH
03:56	03:56	03:56	04:14	04:14	05:08	05:42	05:42	05:58	06:59	06:45	08:21	08:41	
1C,2A	1C,2A	1C,2A	2C,3A	2C,3A	2A	2A	2A		1C,4A	5A	2A		
...	...	...	...	...	...	...	...	06:02 06:04@	07:09 07:11	...	...	...	BEH
04:02	04:02	04:02	04:22	04:22	05:13	05:47	05:47	05:47	07:09	06:53	08:26	08:44	
0.5R,5EL	0.5R,5EL	0.5R,5EL	0.5R,5EL	0.5R,5EL	1C,0.5R,5EL	0.5R,5EL	0.5R,5EL	1C,0.5R	1C,0.5R,3A	0.5R,5A	0.5R,2A	0.5R,5EL	IBH
...	...	...	...	...	...	...	...	...	...	...	...	...	PNPL
04:11	04:11	04:11	04:31	04:31	05:23	05:56	05:56	06:10	07:22	07:02	08:32	08:53	
0.5R,2A	0.5R,2A	0.5R,2A	0.5R,4A	0.5R,4A	0.5R,2A	2C,0.5R, 2A	2C,0.5R, 2A	1C,0.5R, 2A	0.5R,8A	0.5R,5A	0.5R,2A	0.5R,5A	
...	...	...	...	...	...	...	...	...	...	...	...	...	DTV
04:16	04:16	04:16	04:38	04:38	05:28	06:03	06:03	06:16	07:33	07:10	08:37	09:01	
2A	2A	2A	2A	2A	2A	2A	2A	1A	2A	2A	2A	2A	
...	...	...	...	...	...	...	...	...	...	...	...	...	JSRY
04:24	04:24	04:24	04:46	04:46	05:36	06:11	06:11	06:23	07:41	07:18	08:45	09:09	
2C,1R,7A	2C,1R,7A	2C,1R,7A	2C,1R,5A	2C,1R,5A	3C,1R,11A	1R,7A	1R,7A	2C,1R,16A	1C,1R,8A	3C,1R,15A	2C,1R,3A	2C,1R,9A	
04:38 04:40@	04:38 04:40@	04:38 04:40@	04:58 05:00@	04:58 05:00@	05:55 05:57@	06:23 06:25@	06:23 06:25@	06:45 06:50@	07:55 08:10@	07:40 07:42@	08:55 09:00@	09:25 09:30@	JSG
													Wa/EC
8	8	8	8	8	8	8	8	8	8	8	8	8	ETA
34	34	34	19	19	34	34	34	19	37	38	27	21	A + EL
9	9	9	9	9	9	9	9	9	9	9	9	9	R + D
@ For PDT page no 112-117 to be referred.													
TEMPORATY STOPPAGE- 18005 AT GPH,22839 AT BMB & BEH ,12834 AT BMB. 18312 WILL BE RENUMBERED AS 18524 WEF 03.03.25													

ROURKELA-JHARSUGUDA (UP)

Days of Running					DLY	DLY	DLY	DLY	M,Tu, W,F	Th,Sa	DLY	DLY	F, Sa	DLY
Distance			Train Nos.		18189	18125	18477	18109	12262	12222	13288	15028	12812	68029
From HWH	Intermediate	Station Code	Maximum Speed over facing point on straight	Train Name	TATA - ERS EXPRESS	ROU - SPB - PURI EXPRESS	PURI - YNRK KALINGA UTkal EXPRESS	TATA - ITR EXPRESS	HWH - CSTM DURONTO EXPRESS	HWH - PUNE DURONTO EXPRESS	ARA - DURG SOUTH BIHAR EXPRESS	GKP-SPB-MOURYA EXPRESS	HTE - LIT SUPER FAST EXPRESS	ROU-JSG MEMU PASS
				STOCK TYPE	LHB	ICF	LHB	ICF	LHB	LHB	LHB	LHB	LHB	MEMU
Km.	Km.		Kmph	Maximum Permissible Speed	130	110	130	110	130	130	130	130	130	100
				Watering/EC	Wa	Wa	Wa	H M	H M	H M	H M	H M	H M	H M
412.8		ROU	130	Rourkela Jn. (B) III(R) (EI) MACLS NSG2	a d 07:48 07:53@	...	08:40 08:48@	10:25 10:35@	...	...	10:55 11:10@	11:15 11:23@	11:57 12:05@	...
	5.9				1C,0.5R,3D	2C,3D	1C,0.5R,3D	1C,2D	1C,0.5R	1C,0.5R	2C,0.5R,3D	2C,0.5R,3D	2C,0.5R,3D	2C,0.5R,3D
418.7		PPO	130	Panposh (B) III (EI) MACLS NSG6	a d ...	08:10 08:12@	...	10:44 10:46@	...	...	...	...	...	12:19 12:20@
	7.6				0.5R		1C,0.5R		0.5R	0.5R	0.5R	0.5R	0.5R	
426.3		KLG	80	Kalunga (B) III (EI) MACLS NSG6	a d ...	08:19 08:21@	...	...	...	...	...	...	...	12:26 12:42@
	7.0											2C		2A
433.3		KXN	130	Kansbahal (B) III(R) (EI) MACLS NSG6	a d ...	08:27 08:29@	...	10:58 11:00@	...	...	...	...	...	12:49 12:50@
	9.5			IBH	0.5R		0.5R		0.5R	0.5R	0.5R	0.5R	0.5R	2A
442.8		GP	130	Rajgangpur (B) III(R) (EI) MACLS NSG5	a d 08:18 08:20@	08:36 08:38@	09:15 09:17@	11:08 11:10@	...	...	11:37 11:39@	...	12:29	12:59 13:00@
	7.3				0.5R,2A		1C,0.5R	1C	1C,0.5R	1C,0.5R	0.5R	0.5R	1C,0.5R	0.5R,2A
450.1		SXN	130	Sonakhan (B) III(R) (EI) MACLS NSG6	a d ...	08:44 08:46@	...	...	...	...	...	...	...	13:08 13:09@
	6.1				0.5R	0.5R	1C,0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	2A
456.2		SOG	130	Sagra (B) III(R) (EI) MACLS NSG6	a d ...	08:52 08:54@	...	...	...	...	...	...	...	13:16 13:17@
	5.1				1C,0.5R	0.5R	0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	0.5R	1C,0.5R	3A
461.3		GPH	130	Garposh (B) III(R) (EI) MACLS NSG6	a d ...	08:59 09:01@	...	11:26 12:10@	...	...	...	...	...	13:24 13:25@
	8.1				0.5R	0.5R	0.5R	0.5R,2A,P- 13288,12262	0.5R	0.5R	0.5R	0.5R,2A	0.5R	0.5R,3A
469.4		TGM	130	Tangarmunda (B) III(R) (EI) MACLS NSG6	a d ...	09:08 09:10@	...	...	...	...	...	...	...	13:34 13:35@
	8.1				1C	0.5R	1C,1R	1C,0.5R,1A	1C	1C	1C	2C,2A	1C	3A
477.5		BMB	130	Bamra (B) III (EI) MACLS NSG5	a d 08:46 08:47@	09:17 09:19@	09:45 09:47@	12:27 12:29@	...	...	12:05 12:07@	...	...	13:44 13:45@
	9.7			IBH	1C,0.5R	1C,0.5R	1C,0.5R	0.5R,5A	0.5R	0.5R	0.5R	0.5R,8A	0.5R,1A	1C,1R,3A
487.2		DIH	130	Dharuadih (B) III(R) (EI) MACLS NSG6	a d ...	09:28 09:30@	...	...	...	...	...	...	...	13:57 13:58@
	6.1				2C,4A	1C,0.5R	4A	1C,0.5R,5A	1C	1C	1C	8A	1C,3A	1C,0.5R,3A
493.3		BEH	130	Bagdehi (B) III (EI) MACLS NSG6	a d ...	09:37 09:39@	...	12:53 13:18@	...	...	12:21 12:23 @	...	...	14:07 14:08@
	6.6			IBH	0.5R,4A	1C,0.5A	0.5R,4A	0.5R,3A,P-12812	0.5R	0.5R	0.5R	0.5R,6A	0.5R,3A	1C,0.5R,3A
499.9		PNPL	130	Panpali PH HG3	a d ...	09:46 09:48@	...	13:28 13:30@	...	...	...	...	...	14:17 14:18@
	5.5				0.5R,4A	1C	0.5R,5A	3A	1C,0.5R	1C,0.5R	0.5R	0.5R,6A	0.5R,10A	1C,0.5R,4A
505.4		DTV	130	Dhutra (B) III(R) (EI) MACLS NSG6	a d ...	09:54 09:56@	...	13:39 14:00	...	...	...	...	...	14:28 15:20@
	6.6				2A	1C	2A	18A,P-22844,20818			2A	6A	2A	
512.0		JSRY	130	Jharsuguda RYD Jn (B) III(R) (EI) MACLS	...	...	...	...	...	...	...	...	...	...
	2.2				2C,1R,17A	3R,20A	2R,1C,11A	1C,2.5R,12.5A	2C,1R,7A	2C,1R,7A	3C,1R,27A	2C,1R,13A	2C,1R,21A	1C,2R,52.5A
514.2		JSG	50	Jharsuguda Jn (B) III(R) (EI) MACLS NSG3	a d 09:50 09:55@	10:30 10:35@	10:45 10:50@	14:45 14:55@	...	...	13:15 13:20@	13:30 13:35@	14:00 14:02@	16:25 ...
Watering/EC							Wa	Wa						
Total ETA					8	6	8	6	8	8	8	8	8	6
Extra Time + Elephant CD (EL)					33	21.5	27	49.5	7.5	7.5	29	51	40	82.5
Recovery Time + Diversion					9	9	9	8	6	6	9	9	9	9

* For PDT page no 112-117 to be referred.

TEMPORARY STOPPAGE- 18477 AT BMB & 13288 AT BMB & BEH.

ROURKELA-JHARSUGUDA (UP)									
Su	M	M,W,Sa	Tu,Th, F,Su	Tu,Th, Sa,Su,	EXCEPT Sa	DLY	DLY	DLY	Station Code
22844	20818	12871	22861	18310	20835	18107	18175	18451	
PNBE - BSP SUPER FAST EXPRESS	NDLS - BBS RAJDHANI EXPRESS	HWH-TIG ISPAT SUPER FAST EXPRESS	HWH - KBJ ISPAT SUPER FAST EXPRESS	JAT - SBP EXPRESS	ROU-PURI VANDE BHARAT EXP	ROU - JDB EXPRESS	HTE - JSG MEMU EXPRESS	HTE - PURI TAPASWANI EXPRESS	
LHB	LHB	LHB	LHB	LHB	VNDB	ICF	MEMU	LHB	
130	130	130	130	130	130	110	100	130	
H M	H M	H M	H M	H M	H M	H M	H M	H M	
Wa	Wa	Wa	Wa	Wa	Wa	Wa	Wa		
12:15 12:23@	12:15 12:23@	13:07 13:15@	13:07 13:15@	13:22 13:30@	... 14.10	... 17:55	18:00 18:10@	18:17 18:25@	
1C,0.5R,3D	1C,0.5R,3D	1C,0.5R,3D	1C,0.5R,3D	1C,0.5R,3D	0.5R,3D	1C,2D	1C,0.5R, 2D	2C, 0.5R,3D	
... 12:31	... 12:31	... 13:24	... 13:24	... 13:39	... 14:17	... 18:03	18:19 18:21@	... 18:36	
0.5R	0.5R	0.5R	0.5R	0.5R	0.5R			0.5R	
... 12:37	... 12:37	... 13:30	... 13:30	... 13:45	... 14:23	... 18:08	18:28 18:30@	18:44 18:46@	
					1C		1C		
... 12:40	... 12:40	... 13:33	... 13:33	... 13:48	... 14:27	... 18:12	18:37 18:39@	... 18:52	
0.5R	0.5R,2A	0.5R	0.5R	0.5R	0.5R		1R	0.5R,1A	
12:47 12:49@	... 12:47	13:40 13:42@	13:40 13:42@	13:55 13:57@	... 14:32	18:18 18:20	18:48 18:50@	19:00 19:02@	
2C,0.5R,2A	2C,0.5R,4A	2C,0.5R	2C,0.5R	0.5R	1C,0.5R	1C	1C,0.5R	1C,0.5R	
... 12:59	... 12:57	... 13:50	... 13:50	... 14:03	... 14:37	... 18:27	18:58 19:00@	... 19:10	
0.5R,2A	0.5R,4A	0.5R	0.5R,2A	0.5R,2A	0.5R	0.5R	1C	0.5R	
... 13:05	... 13:05	... 13:54	... 13:56	... 14:09	... 14:41	... 18:31	19:07 19:22@	... 19:14	
1C,0.5R,2A	1C,0.5R,2A	1C,0.5R	1C,0.5R,2A	1C,0.5R, 2A	0.5R	1C,0.5R	1R,P-18451	1C,0.5R	
... 13:11	... 13:11	14:00 14:01@	... 14:02	... 14:15	... 14:44	... 18:35	19:28 19:30@	19:20 19:22@	
0.5R,2A	0.5R,2A	0.5R	0.5R,2A	0.5R,2A	0.5R	0.5R	0.5R	0.5R	
... 13:17	... 13:17	... 14:07	... 14:08	... 14:21	... 14:48	... 18:40	19:37 19:39@	... 19:29	
1C,2A	1C,2A	1C	1C,2A		1C	1C,0.5R	5A	1C	
... 13:24	... 13:24	14:14 14:15@	... 14:15	14:27 14:28@	... 14:53	18:47 18:49	19:51 19:53@	19:36 19:38@	
0.5R,2A	0.5R,2A	0.5R	0.5R,2A	1C,0.5R	0.5R	0.5R,3A	1C,5A	0.5R	
... 13:31	... 13:31	... 14:22	... 14:22	... 14:36	... 14:58	... 19:00	20:07 20:09@	... 19:46	
1C,2R	1C,2R	1C,2A	1C,2A	2C	1C	0.5A,3A	0.5R,5A		
... 13:37	... 13:37	... 14:28	... 14:28	... 14:41	... 15:02	... 19:07	20:20 20:22@	19:51 19:53@	
0.5R,2A	0.5R,2A	1C,0.5R,2A	1C,0.5R,2A	0.5R,3A	1C,0.5R	0.5R,5EL	0.5R,5EL	0.5R,5A,5EL	
... 13:43	... 13:43	... 14:35	... 14:35	... 14:48	... 15:07	... 19:16	20:32 20:34@	... 20:10	
0.5R,2A	0.5R,2A	0.5R,2A	0.5R,2A	0.5R,3A	0.5R	1R,3A	0.5R,3A	1C,0.5R,10A	
... 13:48	... 13:48	... 14:40	... 14:40	... 14:54	... 15:10	... 19:23	20:43 20:45@	... 20:24	
2A	2A	2A	2A	2A		1A	15A	10A	
... 13:56	... 13:56	... 14:48	... 14:48	... 15:02	... 15:16	... 19:30	... 21:07	... 20:40	
2C,1R,10A	2C,2R,9A	1C,1R,1A	1C,1R,1A	3C,1A	3C,1R,5A	2C,1.5R,13.5A	3C,1R,16A	2C,1R,28A	
14:13 14:15@	14:13 14:15@	14:55 15:00@	14:55 15:00@	15:10 15:15@	15:28 15:30@	19:50 19:55@	21:30 ...	21:15 21:20@	
8	8	8	8	8	8	6	8	8	
29	34	9	19	14	5	28.5	54	59	
9	9	9	9	9	9	8	8	9	
@ For PDT page no 112-117 to be referred.									
TEMPORATY STOPPAGE- 18107 AT BMB & 18451 AT KLG,GPH & BEH.									
31									
CKP									

ROURKELA-JHARSUGUDA (UP)													
Days of Running						DLY	DLY	Su	W	Th	F	W	Tu, Su
Distance				Train Nos.		13351	12860	22512	12768	22894	12870	12376	12835
From HWH	Intermediate	Station Code	Maximum Speed over facing point on straight	Train Name		DHN - ALLP EXPRESS	HWH - CSMT GREETANJALI SUPER FAST EXPRESS	KYO - LTT SUPER FAST EXPRESS	SRC - NED SUPER FAST EXPRESS	HWH - SNSI SUPER FAST EXPRESS	HWH - CSMT SUPER FAST EXPRESS	JSME - TBM SUPERFAST EXPRESS	HTE - SMWB SUPER FAST EXPRESS
				STOCK TYPE		LHB	LHB	LHB	ICF	LHB	LHB	LHB	LHB
Km.	Km.		Kmph	Maxmum Permissible Speed		130	130	130	110	130	130	130	130
						H M	H M	H M	H M	H M	H M	H M	H M
				Watering/EC		Wa	Wa	Wa	Wa	Wa	Wa		
412.8		ROU	130	Rourkela Jn. (B) III(R) (EI) MACLS NSG2	a d	19:47 19:55@	20:00 20:08@	20:08 20:26@	20:08 20:26@	20:08 20:26@	20:18 20:26@	20:45 21:50@	20:28 20:50@
	5.9					1C,0.5R,3D	0.5R,3D	0.5R,3D	0.5R,3D	0.5R,3D	0.5R,3D	1C,0.5R,3D	1C,0.5R,3D
418.7		PPO	130	Panposh (B) III (EI) MACLS NSG6	a d	... 20:05	... 20:17	... 20:35	... 20:35	... 20:35	... 20:35	... 21:00	... 21:00
	7.6					0.5R	1C,0.5R,2A	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	0.5R	0.5R
426.3		KLK	80	Kalunga (B) III (EI) MACLS NSG6	a d	... 20:11	... 20:26	... 20:42	... 20:42	... 20:42	... 20:42	... 21:06	... 21:06
	7.0						1C,2A						
433.3		KXN	130	Kansbahal (B) III(R) (EI) MACLS NSG6	a d	... 20:14	... 20:32	... 20:45	... 20:45	... 20:45	... 20:45	... 21:09	... 21:09
	9.5			IBH		0.5R	0.5R,2A	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	0.5R	0.5R
442.8		GP	130	Rajgangpur (B) III(R) (EI) MACLS NSG5	a d	20:21 20:23@	... 20:39	... 20:51	... 20:51	... 20:51	... 20:51	... 21:14	... 21:14
	7.3					2C,0.5R	0.5R,2A	2C,0.5R	2C,0.5R	2C,0.5R	2C,0.5R	1C,0.5R	1C,0.5R
450.1		SXN	130	Sonakhan (B) III(R) (EI) MACLS NSG6	a d	... 20:32	... 20:45	... 20:57	... 20:57	... 20:57	... 20:57	... 21:19	... 21:19
	6.1					0.5R	0.5R,2A	1C,0.5R,2A	1C,0.5R,2A	1C,0.5R,2A	1C,0.5R,2A	0.5R	0.5R
456.2		SOGR	130	Sagra (B) III(R) (EI) MACLS NSG6	a d	... 20:36	... 20:51	... 21:04	... 21:04	... 21:04	... 21:04	... 21:23	... 21:23
	5.1					1C,0.5R	2C,0.5R,2A	0.5R,2A	0.5R,2A	0.5R,2A	0.5R,2A	1C,0.5R	1C,0.5R
461.3		GPH	130	Garposh (B) III(R) (EI) MACLS NSG6	a d	... 20:40	... 20:58	... 21:09	... 21:09	... 21:09	... 21:09	... 21:27	... 21:27
	8.1					0.5R	0.5R,2A	0.5R,2A	0.5R,2A	0.5R,2A	0.5R,2A	0.5R	0.5R
469.4		TGM	130	Tangarmunda (B) III(R) (EI) MACLS NSG6	a d	... 20:44	... 21:04	... 21:15	... 21:15	... 21:15	... 21:15	... 21:31	... 21:31
	8.1					1C	2A	2A	2A	2A	2A	1C,2A	1C,2A
477.5		BMB	130	Bamra (B) III (EI) MACLS NSG5	a d	20:51 20:52@	... 21:10	... 21:21	... 21:21	... 21:21	... 21:21	... 21:38	... 21:38
	9.7			IBH		0.5R	2C,0.5R,2A	1C,0.5R, 2A	1C,0.5R, 2A	1C,0.5R, 2A	1C,0.5R, 2A	0.5R,2A	0.5R,2A
487.2		DIH	130	Dharuadih (B) III(R) (EI) MACLS NSG6	a d	... 21:00	... 21:19	... 21:29	... 21:29	... 21:29	... 21:29	... 21:45	... 21:45
	6.1						2A	5A	5A	5A	5A	1C,3A	1C,3A
493.3		BEH	130	Bagdehi (B) III (EI) MACLS NSG6	a d	... 21:03	... 21:24	... 21:37	... 21:37	... 21:37	... 21:37	... 21:52	... 21:52
	6.6			IBH		0.5R,5EL	0.5,5EL	0.5R,5EL	0.5R,5EL	0.5R,5EL	0.5R,5EL	0.5R,5EL	0.5R,5EL
499.9		PNPL	130	Panpali PH HG3	a d	... 21:12	... 21:33	... 21:46	... 21:46	... 21:46	... 21:46	... 22:01	... 22:01
	5.5					0.5R	0.5R,5A	0.5R,4A	0.5R,4A	0.5R,4A	0.5R,4A	0.5R,2A	0.5R,2A
505.4		DTV	130	Dhutra (B) III(R) (EI) MACLS NSG6	a d	... 21:15	... 21:41	... 21:53	... 21:53	... 21:53	... 21:53	... 22:06	... 22:06
	6.6					1A	2A	2A	2A	2A	2A	2A	2A
512.0		JSRY	130	Jharsuguda RYD Jn (B) III(R) (EI) MACLS		21:22	... 21:49	... 22:01	... 22:01	... 22:01	... 22:01	... 22:14	... 22:14
	2.2					3C,1R,10A	2C,1R,2A	2C,1R,4A	2C,1R,4A	2C,1R,4A	2C,1R,4A	3C,1R,13A	3C,1R,13A
514.2		JSG	50	Jharsuguda Jn (B) III(R) (EI) MACLS NSG3	a d	21:40 21:45@	21:58 22:00@	22:13 22:15@	22:13 22:15@	22:13 22:15@	22:13 22:15@	22:35 22:40@	22:35 22:40@
Watering/EC													
Total ETA						8	8	8	8	8	8	8	8
Extra Time + Elephant CD (EL)						16	34	31	31	31	31	29	46
Recovery Time + Diversion						9	9	9	9	9	9	9	9
@ For PDT page no 112-117 to be referred.													

ROURKELA-JHARSUGUDA (UP)									
Sa	M	Th	F	DLY	M, F	DLY	M,W, Sa	DLY	Station Code
18637	22837	18111	12889	18117	22846	18030	12831	18113	
HTE - SMVB EXPRESS	HTE-ERS DHARTIABA SUPER FAST EXPRESS	TATA - YPR EXPRESS	TATA - SMVB SUPER FAST EXPRESS	ROU - GNPR RAJYARANI EXPRESS	HTE - PUNE SUPER FAST EXPRESS	SHM - LTT KURLA EXPRESS	DHN - BBS SUPER FAST EXPRESS	TATA - BSP EXPRESS	
LHB	LHB	LHB	LHB	ICF	LHB	ICF	ICF	ICF	
130	130	130	130	110	130	110	110	110	
H M	H M	H M	H M	H M	H M	H M	H:M	H M	
Wa				Wa	Wa	Wa	Wa		Wa/EC
20:28 20:50@	20:28 20:50@	20:18 20:50@	20:18 20:50@	... 21:25	22:40 22:45@	22:50 22:58@	23:20 23:25@	22:30 23:05@	ROU
1C,0.5R,3D	1C,0.5R,3D	1C,0.5R,3D	1C,0.5R,3D	1C,3D	1C,0.5R,3D	1C,3D	1C,0.5R,3D	3D,P-22846,18030	
... 21:00	... 21:00	... 21:00	... 21:00	... 21:34	... 22:55	... 23:05	... 23:35	23:13 23:15@	PPO
0.5R	0.5R	0.5R	0.5R		0.5R		0.5R	1C	
... 21:06	... 21:06	... 21:06	... 21:06	... 21:39	... 23:01	... 23:10	... 23:41	... 23:22	KLG
... 21:09	... 21:09	... 21:09	... 21:09	... 21:43	... 23:04	... 23:14	... 23:44	... 23:26	KXN
0.5R	0.5R	0.5R	0.5R		0.5R		0.5R	1A	IBH
... 21:14	... 21:14	... 21:14	... 21:14	21:50 21:52@	... 23:09	23:21 23:23@	... 23:49	23:33 23:35@	GP
1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R		1C,0.5R	1C	1C	1C,1A	
... 21:19	... 21:19	... 21:19	... 21:19	... 21:58	... 23:14	... 23:31	... 23:55	... 23:42	SXN
0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	1C,0.5R	
... 21:23	... 21:23	... 21:23	... 21:23	... 22:02	... 23:18	... 23:35	... 23:59	... 23:47	SOGR
1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	0.5R	1C,0.5R	1C,0.5R	1C,0.5R	0.5R,1A	
... 21:27	... 21:27	... 21:27	... 21:27	22:07 22:08@	... 23:22	... 23:39	00:02	... 23:51	GPH
0.5R	0.5R	0.5R	0.5R	0.5R	0.5R,2A	1C,0.5R	1C,0.5R	0.5R,1A	
... 21:31	... 21:31	... 21:31	... 21:31	... 22:15	... 23:28	... 23:45	... 00:07	... 23:57	TGM
1C,2A	1C,2A	1C,2A	1C,2A	1C,0.5R	1C,2A	0.5R	0.5R	1C,0.5R	
... 21:38	... 21:38	... 21:38	... 21:38	22:23 22:25	... 23:35	23:52 23:53@	... 00:12	... 00:03	BMB
0.5R,2A	0.5R,2A	0.5R,2A	0.5R,2A	1C,0.5R	0.5R,2A	0.5R	0.5R	0.5R,2A	IBH
... 21:45	... 21:45	... 21:45	... 21:45	... 22:34	... 23:42	... 00:02	... 00:18	00:12 00:30	DIH
1C,3A	1C,3A	1C,3A	1C,3A	0.5R,2A	1C,3A	1C,0.5R, 3A	1C,0.5R	1C,0.5R,P-12831	
... 21:52	... 21:52	... 21:52	... 21:52	... 22:40	... 23:49	... 00:10	... 00:22	... 00:36	BEH
0.5R,5EL	0.5R,5EL	0.5R,5EL	0.5R,5EL	0.5R,5EL	0.5R,EL	0.5R,5EL	0.5R,5E	0.5R,5EL	IBH
... 22:01	... 22:01	... 22:01	... 22:01	... 22:49	... 23:58	... 00:19	... 00:31	00:46 00:48@	PNPL
0.5R,2A	0.5R,2A	0.5R,2A	0.5R,2A	2A	1C,0.5R, 3A	3A	1C	1C,19A	
... 22:06	... 22:06	... 22:06	... 22:06	... 22:54	... 00:05	... 00:25	... 00:35	01:13 01:43	DTV
2A	2A	2A	2A	1A	2A	2A	2A	7A, P-17006,17008, 17321	
.... 22:14	 22:14	 22:14	 22:14	 23:01	 00:13	 00:33	00:43	 01:57	JSRY
3C,1R,13A	3C,1R,13A	3C,1R,13A	3C,1R,13A	3C,2.5R,14.5A	2C,1R	1C,2.5R,4.5A	2C,1R,15A	2.5R,7.5A	
22:35 22:40@	22:35 22:40@	22:35 22:40@	22:35 22:40@	23:25 23:30@	00:20 00:22@	00:45 00:50@	01:05 01:10@	02:10 02:20@	JSG
								Wa	Wa/EC
8	8	8	8	6	8	6	8	6	ETA
46	46	56	56	24.5	19	14.5	20	44.5	A + EL
9	9	9	9	9	9	9	9	9	R + D
@ For PDT page no 112-117 to be referred.									
33									
CK									

JHARSUGUDA-ROURKELA (DN)**(Main Line, B.G.)**

➤ Electrified Triple Line Controlled Section		
➤ Section Length	:	101 Km.
* Number of Stations	:	15
“B” Class Stations	:	15
“C” Class Stations	:	NIL
“Spl” Class Stations	:	NIL
Passenger Halt	:	01
* No. of Daily Coaching Trains	:	20(M/EXP)+1(PASS) 21
* No. of Non-Daily Coaching Trains	:	9 (WEEKLY AVG) -
* Average No. of Freight Trains	:	
• JSG - ROU		60
➤ System of Working		
JSG -ROU	:	Absolute Block System with Double Line Lock & Block Instrument
JSG - ROU 3 rd line	:	Bi-directional with BPAC facility.
PPO-ROU		AUTOMATIC BLOCK SYSTEM
➤ Maximum Permissible Speed (Sectional)		
JSG-ROU	:	130 Kmph
➤ Maximum Permissible Speed	:	
Mail /Express (Electric Traction)	:	130 Kmph
Conventional Passenger	:	110Kmph
DEMU/MEMU	:	100 Kmph
➤ Signalling System	:	MACLS
➤ Location of IBS	:	DTV- BEH, DIH-BMB & GP –KXN
➤ Ruling Gradient	:	1 in 150 (Km 430.630 – 428.700)

All trains will run at maximum permissible speed.

JHARSUGUDA-ROURKELA (DN)													
Days of Running					DLY	Su	Th	DLY	M,W,Sa	DLY	DLY	DLY	
Distance				Train Nos.		13352	20971	22829	18029	12832	12859	18108	12833
From HWH	Intermediate Distance	Station Code	Maximum Speed over facing point on straight	Train Name		ALLP - DHN EXPRESS	UDZ - SHM EXPRESS	BJV - SHM SUPER FAST EXPRESS	LTT - SHM EXPRESS	BBS - DHN GARIB RATH EXPRESS	CSMT - HWH Geetanjali Super Fast Express	JDB - ROU EXPRESS	ADI - HWH Super Fast Express
				Stock Type		LHB	LHB	LHB	ICF (Screw)	ICF (Screw)	LHB	ICF (Screw)	LHB
Km.	Km.		Kmph	Maximum Permissible Speed		130	130	130	110	110	130	110	130
						H M	H M	H M	H M	H M	H M	H M	H M
514.2		JSG	50	Jharsuguda Jn. (B) III (EI) MACLS, NSG3	a d	00:20 00:25@	01:10 01:15@	01:10 01:15@	01:50 01:55@	02:25 02:30@	04:32 04:34@	04:40 04:45@	05:23 05:25@
	2.2									1C			
512		JSRY	130	Jharsuguda RYD Jn (B) III(R) (EI) MACLS	a d	 00:30	 01:19	 01:19	 02:00	 02:35	 04:39	 04:48	 05:30
	6.6						1A	1A	0.5R			0.5R,1A	
505.4		DTV	130	Dhutra (B) III(R) (EI) MACLS, NSG6	a d	... 00:35	... 01:25	... 01:25	... 02:05	... 02:40	... 04:44	... 04:54	... 05:35
	5.5			IBH		1C,0.5R	1C,0.5R	1C,0.5R	1C	1C	1C,0.5R	1C	1C,0.5R
499.9		PNPL	130	Panpali PH HG3	a d	... 00:39	... 01:29	... 01:29	... 02:09	... 02:44	... 04:48	... 04:58	... 05:39
	6.6					5EL	5EL	5EL	0.5R,5EL	0.5R,5EL	5EL	0.5R,5EL	0.5R,5EL
493.3		BEH	130	Bagdehi (B) III (EI) MACLS, NSG6	a d	... 00:48	... 01:38	... 01:38	... 02:18	... 02:53	... 04:57	... 05:07	... 05:48
	6.1					1C	1C	1C	0.5R	0.5R	2C	0.5R	1C
487.2		DIH	130	Dharuadih (B) III(R) (EI) MACLS, NSG6	a d	... 00:52	... 01:42	... 01:42	... 02:22	... 02:57	... 05:02	... 05:11	... 05:52
	9.7			IBH		1C,0.5R	0.5R	0.5R	0.5R	0.5R	1C,0.5R	0.5R	1C,0.5R
477.5		BMB	130	Bamra (B) III (EI) MACLS, NSG5	a d	00:59 01:00@	... 01:47	... 01:47	02:29 02:30@	... 03:03	... 05:08	05:18 05:20@	06:00 06:02@
	8.1					1C	1C	1C		0.5R	1C		1C
469.4		TGM	130	Tangarmunda (B) III(R) (EI) MACLS, NSG6	a d	... 01:06	... 01:52	... 01:52	... 02:36	... 03:08	... 05:13	... 05:26	... 06:10
	8.1					1C, 0.5R	0.5R	0.5R	1C,0.5R	1C	1C,0.5R	1C,0.5R	1C,0.5R
461.3		GPH	130	Garposh (B) III(R) (EI) MACLS, NSG6	a d	... 01:11	... 01:56	... 01:56	... 02:42	... 03:13	... 05:18	... 05:32	... 06:15
	5.1					0.5R	0.5R	0.5R		0.5R	0.5R		0.5R
456.2		SOGH	130	Sagra (B) III(R) (EI) MACLS, NSG6	a d	... 01:14	... 01:59	... 01:59	... 02:45	... 03:16	... 05:21	... 05:35	... 06:18
	6.1					0.5R	1C,0.5R	1C,0.5R	0.5R	0.5R	1C,0.5R	0.5R	1C
450.1		SXN	130	Sonakhan (B) III(R) (EI) MACLS, NSG6	a d	... 01:18	... 02:04	... 02:04	... 02:49	... 03:20	... 05:26	... 05:39	... 06:23
	7.3					1C, 0.5R	1C,0.5R	1C,0.5R	1C	1C	1C,0.5R	1C	0.5R
442.8		GP	130	Rajgangpur (B) III(R) (EI) MACLS, NSG6	a d	01:25 01:27@	... 02:09	... 02:09	02:56 02:58@	... 03:25	... 05:31	05:45 05:47@	06:29 06:31@
	9.5			IBH		1C, 0.5R	0.5R	0.5R	1C	1C	0.5R	1C,10A	0.5R
433.3		KXN	130	Kansbahal (B) III(R) (EI) MACLS, NSG6	a d	... 01:36	... 02:14	... 02:14	... 03:07	... 03:31	... 05:36	... 06:04	... 06:39
	7						1C	1C	2C	1C		1C,10A	1C
426.3		KLK	80	Kalunga (B) III (EI) MACLS, NSG6	a d	... 01:39	... 02:18	... 02:18	... 03:13	... 03:36	... 05:39	... 06:19	... 06:43
	7.6					0.5R	2C,0.5R,1A	2C,0.5R,1A		0.5A	0.5R	10A	1C
418.7		PPO	130	Panposh (B) III (EI) MACLS, NSG6	a d	... 01:45	... 02:27	... 02:27	... 03:18	... 03:42	... 05:45	... 06:34	... 06:50
	5.9					1C,2R,7.5A	2R,3.5A	2R,3.5A	3R,4A	3R,2A	2R3.5A	1C,3R,8A	2.5R,3A
412.8		ROU	130	Rourkela Jn. (B) III(R) (RRI) MACLS, NSG2	a d	02:00 02:08@	02:37 02:45@	02:37 02:45@	03:30 03:38@	03:52 03:57 @	05:55 06:03@	06:50 ...	07:02 07:10@
				Watering/EC		Wa	Wa				Wa		Wa
Total ETA						8	8	8	6	6	8	6	8
Recovery Time + Diversion						6	6	6	6	6	6	6	6
Extra Time +Elephant CD						12.5	10.5	10.5	9	7.5	8.5	44	10.5
@for PDT page no.112-117 to be referred.													

@for PDT page no.112-117 to be referred.

TEMPORARY STOPPAGE- 18108 & 12833 AT BMB

JHARSUGUDA-ROURKELA (DN)											
DLY	DLY	Tu	W	F	Th	DLY	DLY	Tu,Th,Su	M,W,F,Sa	F	Station code
18452	18118	18112	18638	20827	22169	18176	68030	12872	22862	22838	
PURI - HTE TAPASWINI EXPRESS	GNPR - ROU RAJYARANI EXPRESS	YPR - TATA EXPRESS	SMVB- HTE EXPRESS	JBP - SRC HAMSAFAR EXPRESS	HBJ - SRC HAMSAFAR EXPRESS	JSG - HTE MEMU EXPRESS	JSG - ROU MEMU PASSENGER	TIG - HWH ISPAT SUPER FAST EXPRESS	KBJ-TIG-HWH ISPAT SUPER FAST EXPRESS	ERS - HTE DHARTI ABA SUPER FAST EXPRESS	
LHB	ICF (Screw)	LHB	LHB	LHB	LHB	MEMU	MEMU	LHB	LHB	LHB	
130	110	130	130	130	130	100	100	130	130	130	
H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	
05:30 05:35@	05:55 06:00@	06:25 06:30@	06:25 06:30@	07:40 07:42@	07:40 07:42@	...	...	09:40 09:45@	09:40 09:45@	10:15 10:20@	JSG
							1C				
...	...	...	...	...	...	...	...	...	...	...	
05:39	06:04	06:35	06:35	07:46	07:46	08:03	09:04	09:49	09:49	10:25	JSRY
	0.5R,1A			2A	2A						
...	...	...	...	...	...	08:08	09:09	...	...	...	
05:44	06:10	06:40	06:40	07:53	07:53	08:09	09:11	09:54	09:54	10:30	DTV
0.5R,5EL	1C	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	0.5R	0.5R	1C,0.5R	1C,0.5R	1C,0.5R	IBH
...	...	...	...	...	...	08:14	09:16	...	...	...	
05:52	06:14	06:44	06:44	07:57	07:57	08:15	09:18	09:58	09:58	10:34	PNPL
	0.5R,3A					0.5R	0.5R				
05:58 06:00 @	...	...	...	...	...	08:20	09:23	...	...	...	
	06:21	06:48	06:48	08:01	08:01	08:21	09:25	10:02	10:02	10:38	BEH
2C	0.5R,3A	1C	1C	1C	1C	0.5R	0.5R	1C	1C	1C	
...	...	...	...	...	...	08:26	09:30	...	...	...	
06:07	06:28	06:52	06:52	08:05	08:05	08:27	09:32	10:06	10:06	10:42	DIH
1C,0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	1C	1C	0.5R	0.5R,2A	0.5R	IBH
06:15	06:36	...	...	...	...	08:35	09:40	10:13	...	...	
06:17@	06:38@	06:57	06:57	08:10	08:10	08:36	09:42	10:14@	10:13	10:47	BMB
1C		1C	1C	1C	1C	1C	1C	1C	1C,3A	1C	
...	...	...	...	...	...	08:43	09:49	...	...	...	
06:24	06:45	07:02	07:02	08:15	08:15	08:44	09:51	10:21	10:21	10:52	TGM
2C,0.5R	1C,0.5R,1A	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R,2A	0.5R	
06:32	06:54	...	...	...	...	08:50	09:57	10:27	...	...	
06:34@	06:55@	07:06	07:06	08:19	08:19	08:51	09:59	10:28@	10:27	10:56	GPH
0.5R		0.5R	0.5R	0.5R	0.5R	1C	1C	0.5R	0.5R,2A	0.5R	
...	...	...	...	...	...	08:56	10:04	...	...	...	
06:39	07:00	07:09	07:09	08:22	08:22	08:57	10:06	10:33	10:32	10:59	SOGR
0.5R	0.5R,1A	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C	1C	1C,0.5R	1C,0.5R	1C,0.5R	
...	07:07	...	...	...	...	09:03	10:12	...	...	...	
06:43	07:20	07:14	07:14	08:27	08:27	09:04	10:14	10:38	10:37	11:04	SXN
1.5R	1C,P-18112,18638	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R,2A	
06:50	07:29	...	...	...	...	09:10	10:20	10:44	10:43	...	
06:52@	07:31@	07:18	07:18	08:31	08:31	09:11	10:22	10:46@	10:45@	11:10	GP
0.5R	1C	2C,2.5R	2C,2.5R	0.5R	0.5R	1C	1C,1R	0.5R	0.5R	0.5R,2A	IBH
...	...	...	...	...	...	09:19	10:31	...	...	...	
06:59	07:39	07:25	07:25	08:36	08:36	09:20	10:33@	10:53	10:52	11:17	KXN
1C	1C,3A	2C	2C	2C	2C	1R	2R		1C	2C	
07:05	...	...	...	...	...	09:26	10:40	...	...	...	
07:07@	07:47	07:30	07:30	08:41	08:41	09:27	11:04@	10:56	10:56	11:22	KLG
0.5R		0.5A	0.5A	1C,0.5R	1C,0.5R	1R	P- 12872/	0.5R	0.5R	2C,0.5R	
...	...	...	...	...	...	09:34	11:10	...	...	...	
07:15	07:52	07:36	07:36	08:48	08:48	09:35	11:11@	11:02	11:02	11:30	PPO
1C,1R,3.5A	3C,3R,14A	2.5R,7A	2.5R,7A	1C,2C,4.5A	1C,2C,4.5A	1C,1.5R,3A	0.5R,9A	4C,1.5R	3C,2R,0.5A	2R,3.5A	
07:25 07:33@	08:15 ...	07:50 07:55@	07:50 07:55@	09:00 09:08@	09:00 09:08@	09:45 09:55@	11:25 ...	11:12 11:20@	11:12 11:20@	11:40 11:48@	ROU
Wa			Wa	Wa	Wa	Wa	Wa	Wa	Wa	Wa	Wa/EC
8	6	8	8	8	8	6	6	8	8	8	ETA
6	6	6	6	6	6	6	6	5.5	6	6	R + D
8.5	26	7.5	7.5	6.5	6.5	3	9	...	9.5	7.5	A+EL
@for PDT page no.112-117 to be referred.											
TEMPORARY STOPPAGE- 18452 AT BEH,GPH & KLG											
37											
CK											

JHARSUGUDA-ROURKELA (DN)															
Days of Running						DLY	Tu	W	Sa	Su	M	Tu	EXCEPT SA	M, Th	M,Tu, Th,Sa
Distance				Train Nos.		15027	20821	22511	22357	22893	12869	12767	20836	22845	18309
From	Intermediate Distance	Station Code	Maximum Speed over facing point on straight	Train Name		SBP-GKP MAURYA EXP	PUNE - SRC HAMSAR EXPRESS	LTT - KYQ SUPER FAST EXPRESS	LTT-GAYA EXPRESS	SNSI - HWH SUPER FAST EXPRESS	CSMT - HWH SUPER FAST EXPRESS	NED - SRC SUPER FAST EXPRESS	PURI-ROU VANDE BHARAT EXPRESS	PUNE - HTE SUPER FAST EXPRESS	SBP - JAT EXPRESS
				STOCK TYPE		LHB	LHB	LHB	LHB	LHB	LHB	ICF (Screw)	VNDB	LHB	LHB
Km.	Km.		Kmph	Maximum Permissible Speed		130	130	130	130	130	130	110	130	130	130
						H M	H M	H M	H M	H M	H M	H M	H M	H M	H M
514.2		JSG	50	Jharsuguda Jn. (B) III (EI) MACLS, NSG3	a d	10:30 10:35@	10:43 10:45@	10:43 10:45@	10:43 10:45@	11:05 11:07@	11:05 11:07@	11:05 11:07@	11.23 11.25 @	11:50 11:52@	12:00 12:05@
	2.2					2C									
512		JSRY	130	Jharsuguda RYD Jn (B) III(R) (EI) MACLS	a d	 10:42	 10:50	 10:50	 10:50	 11:12	 11:12	 11:12	 11:28	 11:57	 12:09
	6.6														
505.4		DTV	130	Dhutra (B) III(R) (EI) MACLS, NSG6	a d	 10:47	 10:55	 10:55	 10:55	 11:17	 11:17	 11:17	 11.33	 12:02	 12:14
	5.5			IBH		0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	0.5R	1C,0.5R	1C,0.5R
499.9		PNPL	130	Panpali PH HG3	a d	 10:50	 10:59	 10:59	 10:59	 11:21	 11:21	 11:21	 11.36	 12:06	 12:18
	6.6					1C									
493.3		BEH	130	Bagdehi (B) III (EI) MACLS, NSG6	a d	 10:55	 11:03	 11:03	 11:03	 11:25	 11:25	 11:25	 11.40	 12:10	 12:22
	6.1						1C	1C	1C	1C	1C	1C	1C	1C	
487.2		DIH	130	Dharuadih (B) III(R) (EI) MACLS, NSG6	a d	 10:58	 11:07	 11:07	 11:07	 11:29	 11:29	 11:29	 11.44	 12:14	 12:25
	9.7			IBH		0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R
477.5		BMB	130	Bamra (B) III (EI) MACLS, NSG5	a d	 11:03	 11:12	 11:12	 11:12	 11:34	 11:34	 11:34	 11.49	 12:19	12:32 12:33@
	8.1					1C	1C	1C	1C	1C	1C	1C	1C	1C	
469.4		TGM	130	Tangarmunda (B) III(R) (EI) MACLS, NSG6	a d	 11:08	 11:17	 11:17	 11:17	 11:39	 11:39	 11:39	 11.54	 12:24	 12:39
	8.1					0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	1C,0.5R
461.3		GPH	130	Garposh (B) III(R) (EI) MACLS, NSG6	a d	 11:12	 11:21	 11:21	 11:21	 11:43	 11:43	 11:43	 11.58	 12:28	 12:44
	5.1					0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R
456.2		SOGH	130	Sagra (B) III(R) (EI) MACLS, NSG6	a d	 11:15	 11:24	 11:24	 11:24	 11:46	 11:46	 11:46	 12.01	 12:31	 12:47
	6.1					0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	0.5R
450.1		SXN	130	Sonakhan (B) III(R) (EI) MACLS, NSG6	a d	 11:19	 11:29	 11:29	 11:29	 11:51	 11:51	 11:51	 12.06	 12:36	 12:51
	7.3					0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	1C,0.5R
442.8		GP	130	Rajgangpur (B) III(R) (EI) MACLS, NSG6	a d	 11:23	 11:33	 11:33	 11:33	 11:55	 11:55	 11:55	 12.10	 12:40	12:58 13:00@
	9.5			IBH		0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	1C,0.5R
433.3		KXN	130	Kansbahal (B) III(R) (EI) MACLS, NSG6	a d	 11:28	 11:38	 11:38	 11:38	 12:00	 12:00	 12:00	 12.15	 12:45	 13:08
	7					2C	2C	2C	2C	2C	2C	2C	2C	2C	1C
426.3		KLK	80	Kalunga (B) III (EI) MACLS, NSG6	a d	 11:33	 11:43	 11:43	 11:43	 12:05	 12:05	 12:05	 12.20	 12:50	 13:12
	7.6					0.5R	2C,0.5R	2C,0.5R	2C,0.5R	2C,0.5R	2C,0.5R	2C,0.5R	2C,0.5R	2C,0.5R	0.5R
418.7		PPO	130	Panposh (B) III (EI) MACLS, NSG6	a d	 11:39	 11:51	 11:51	 11:51	 12:13	 12:13	 12:13	 12.28	 12:58	 13:18
	5.9					2C,2R,4.5A	2C,4.5A	2C,4.5A	2C,4.5A	2R,7.5A	2R,7.5A	2R,7.5A	1C,2R,10.5A	2R,3.5A	3C,2R,7.5A
412.8		ROU	130	Rourkela Jn. (B) III(R) (RRI) MACLS, NSG2	a d	11:52 12:00@	12:02 12:10@	12:02 12:10@	12:02 12:10@	12:27 12:35@	12:27 12:35@	12:27 12:35@	12.45	13:08 13:16@	13:35 13:43@
				Watering/EC				Wa	Wa	Wa	Wa	Wa	Wa	Wa	Wa
Total ETA						8	8	8	8	8	8	8	8	8	8
Recovery Time + Diversion						6	6	6	6	6	6	6	6	6	6
Extra Time +Elephant CD						4.5	4.5	4.5	4.5	7.5	7.5	7.5	10.5	3.5	7.5
@for PDT page no.112-117 to be referred.															
38															

JHARSUGUDA-ROURKELA (DN)										
Tu	Sa	M,W,Th,F	Su,Tu	Su	Tu	W,F	DLY	DLY	Su, W	Station code
13426	20817	12261	12221	12375	12890	12836	18478	13287	18311	
ST - MLDT EXPRESS	BBS - NDLS RAJDHANI EXPRESS	CSMT - HWH DURONTO EXPRESS	PUNE - HWH DURONTO EXPRESS	TBM - JSME EXPRESS	SMVB - TATA SUPER FAST EXPRESS	SMVB - HTE SUPER FAST EXPRESS	YNRK - PURI KALINGA UTKAL EXPRESS	DURG - ARA SOUTH BIHAR EXPRESS	VSKP - BSBS EXPRESS	
LHB	LHB	LHB	LHB	LHB	LHB	LHB	LHB	LHB	LHB	
130	130	130	130	130	130	130	130	130	110	
H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	
12:40 12:45@	12:43 12:45@	... 13:00	... 13:00	13:10 13:15@	13:10 13:15@	13:10 13:15@	13:15 13:25@	13:35 13:40@	14:05 14:10@	JSG
							Wa, 1C			WEC
12:50	12:50	13:02	13:02	13:20	13:20	13:20	13:30	13:45	14:14	JSRY
12:55	12:55	13:07	13:07	13:25	13:25	13:25	13:35	13:50	14:19	DTV
1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	IBH
12:59	12:59	13:11	13:11	13:29	13:29	13:29	13:39	13:54	14:23	PNPL
13:03	13:03	13:15	13:15	13:33	13:33	13:33	13:43	14:00 14:02 @	14:27	BEH
1C	1C	1C	1C	1C	1C	1C		1C		
13:07	13:07	13:19	13:19	13:37	13:37	13:37	13:46	14:09	14:30	DIH
0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	IBH
13:12	13:12	13:24	13:24	13:42	13:42	13:42	13:53 13:55 @	14:16 14:18@	14:35	BMB
1C	1C	1C	1C	1C	1C	1C		1C		
13:17	13:17	13:29	13:29	13:47	13:47	13:47	14:01	14:26	14:39	TGM
0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	1C,0.5R	0.5R	1C,0.5R	
13:21	13:21	13:33	13:33	13:51	13:51	13:51	14:06	14:30	14:44	GPH
0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	
13:24	13:24	13:36	13:36	13:54	13:54	13:54	14:09	14:33	14:47	SOGR
1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	0.5R	1C,0.5R	0.5R	
13:29	13:29	13:41	13:41	13:59	13:59	13:59	14:13	14:38	14:51	SXN
0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	1C,0.5R	0.5R	1C,0.5R	
13:33	13:33	13:45	13:45	14:03	14:03	14:03	14:20 14:22@	14:44 14:46@	14:58 15:00@	GP
0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	1C,0.5R	0.5R	1C,0.5R	IBH
13:38	13:38	13:50	13:50	14:08	14:08	14:08	14:30	14:54	15:08	KXN
2C	2C	2C	2C	2C	2C	2C	1C	2C	1C	
13:43	13:43	13:55	13:55	14:13	14:13	14:13	14:34	14:59	15:12	KLK
2C,0.5R	2C,0.5R	2C,0.5R	2C,0.5R	2C,0.5R	2C,0.5R	2C,0.5R	0.5R	2C,0.5R	0.5R	
13:51	13:51	14:03	14:03	14:21	14:21	14:21	14:40	15:07	15:18	PPO
2R,2.5A	2.5R,2A	2R,2.5A	2R,2.5A	2R,4.5A	2R,4.5A	2R,4.5A	2C,2R,3.5A	2R,6.5A	3C,2R,7.5A	
14:00 14:20@	14:00 14:20@	... 14:10	... 14:10	14:32 14:40@	14:32 14:40@	14:32 14:40@	14:52 15:00@	15:20 15:28@	15:35 15:43@	ROU
Wa,P=12261,12221	Wa,P=12261,12221			Wa			Wa	Wa	Wa	Wa/EC
8	8	8	8	8	8	8	8	8	8	ETA
6	6	6	6	6	6	6	6	6	6	R + D
2.5	2.5	2.5	2.5	4.5	4.5	4.5	3.5	6.5	7.5	A+EL
@for PDT page no.112-117 to be referred.										
TEMPORARY STOPPAGE- 13287 at BEH &BMB, 18478 AT BMB, 18311 WILL BE RENUMBERED AS 18523 WEF 02/03/25.										

JHARSUGUDA-ROURKELA (DN)														
Days of Running						DLY	DLY	F	Sa	W,Su	Sa	Su,Tu,W,Sa	Th,F	
Distance					Train Nos.		18110	18126	17005	17321	17007	22805	12101	12905
From HWH	Intermediate Distance	Station Code	Maximum Speed over facing point on straight		Train Name		ITR - TATA EXPRESS	PURI - ROU EXPRESS	HYB - RXL EXPRESS	VSG - JSME EXPRESS	SC - DBG EXPRESS	BBS - ANVT SUPER FAST EXPRESS	LTT - HWH GYANESWARI SUPER FAST EXPRESS	PBR - HWH SUPER FAST EXPRESS
					STOCK TYPE		ICF (Screw)	ICF (Screw)	LHB	LHB	ICF (Screw)	LHB	LHB	ICF (Screw)
Km.	Km.		Kmph		Maximum Permissible Speed		110	110	130	130	110	130	130	110
							H M	H M	H M	H M	H M	H M	H M	H M
514.2		JSG	50		Jharsuguda Jn. (B) III (EI) MACLS, NSG3	a d	14:05 14:20@	17:35 17:45	18:10 18:12@	18:10 18:12@	18:10 18:12@	18:40 18:45@	19:20 19:22@	19:20 19:22@
	2.2				Wa/EC		Wa							
512		JSRY	130		Jharsuguda RYD Jn (B) III(R) (EI) MACLS	a d	 14:23	 17:48	 18:17	 18:17	 18:17	 18:50	 19:27	 19:27
	6.6						0.5R	0.5R						
505.4		DTV	130		Dhutra (B) III(R) (EI) MACLS, NSG6	a d	... 14:28	17:54 17:56	... 18:22	... 18:22	... 18:22	... 18:55	... 19:32	... 19:32
	5.5				IBH		1C	1C	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R
499.9		PNPL	130		Panpali PH HG3	a d	14:33 14:35@	18:02 18:04	... 18:26	... 18:26	... 18:26	... 18:59	... 19:36	... 19:36
	6.6						0.5R	0.5R,5EL	5EL	5EL	5EL	5EL	5EL	5EL
493.3		BEH	130		Bagdehi (B) III (EI) MACLS, NSG6	a d	14:41 14:43@	18:15 18:17	... 18:35	... 18:35	... 18:35	... 19:08	... 19:45	... 19:45
	6.1						0.5R	0.5R	1C	1C	1C	1C	1C	1C
487.2		DIH	130		Dharuadih (B) III(R) (EI) MACLS, NSG6	a d	... 14:48	18:23 18:25	... 18:39	... 18:39	... 18:39	... 19:12	... 19:49	... 19:49
	9.7				IBH		0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R
477.5		BMB	130		Bamra (B) III (EI) MACLS, NSG5	a d	14:55 14:57@	18:33 18:49@	... 18:44	... 18:44	... 18:44	... 19:17	... 19:54	... 19:54
	8.1							P-17005, 17007	1C	1C	1C	1C	1C	1C
469.4		TGM	130		Tangarmunda (B) III(R) (EI) MACLS, NSG6	a d	... 15:03	18:56 18:58@	... 18:49	... 18:49	... 18:49	... 19:22	... 19:59	... 19:59
	8.1						1C,0.5R	1C,0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R
461.3		GPH	130		Garposh (B) III(R) (EI) MACLS, NSG6	a d	15:10 15:12@	19:06 19:08@	... 18:53	... 18:53	... 18:53	... 19:26	... 20:03	... 20:03
	5.1								0.5R	0.5R	0.5R	0.5R	0.5R	0.5R
456.2		SOG	130		Sagra (B) III(R) (EI) MACLS, NSG6	a d	... 15:16	19:13 19:15@	... 18:56	... 18:56	... 18:56	... 19:29	... 20:06	... 20:06
	6.1						0.5R	0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R
450.1		SXN	130		Sonakhan (B) III(R) (EI) MACLS, NSG6	a d	... 15:20	19:21 19:23@	... 19:01	... 19:01	... 19:01	... 19:34	... 20:11	... 20:11
	7.3						1C	1C	0.5R	0.5R	0.5R	0.5R,3A	0.5R	0.5R
442.8		GP	130		Rajgangpur (B) III(R) (EI) MACLS, NSG6	a d	15:26 15:28@	19:30 19:32@	... 19:05	... 19:05	... 19:05	... 19:41	... 20:15	... 20:15
	9.5				IBH		1C	1C	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R
433.3		KXN	130		Kansbahal (B) III(R) (EI) MACLS, NSG6	a d	15:36 15:38@	19:40 19:52@	... 19:10	... 19:10	... 19:10	... 19:46	... 20:20	... 20:20
	7						1C	1C, P-22805	2C	2C	2C	2C	2C	2C
426.3		KLK	80		Kalunga (B) III (EI) MACLS, NSG6	a d	... 15:44	19:59 20:01@	... 19:15	... 19:15	... 19:15	... 19:51	... 20:25	... 20:25
	7.6								2C,0.5R	2C,0.5R	2C,0.5R	2C,0.5R	2C,0.5R	2C,0.5R
418.7		PPO	130		Panposh (B) III (EI) MACLS, NSG6	a d	15:50 15:52@	20:08 20:10@	... 19:23	... 19:23	... 19:23	... 19:59	... 20:33	... 20:33
	5.9						1C,3R,4A	1C,3R,16A	2R,5.5A	2R,5.5A	2R,5.5A	2R,6.5A	2R,5.5A	2R,5.5A
412.8		ROU	130		Rourkela Jn. (B) III(R) (RRI) MACLS, NSG2	a d	16:05 16:15@	20:35 ...	19:35 19:43@	19:35 19:43@	19:35 19:43@	20:12 20:20@	20:45 20:53@	20:45 20:53@
					Watering/EC				Wa		Wa	Wa	Wa	Wa
Total ETA							6	6	8	8	8	8	8	8
Recovery Time + Diversion							6	6	6	6	6	6	6	6
Extra Time +Elephant CD							4	11.5	10.5	10.5	10.5	14.5	10.5	10.5
@for PDI page no.112-117 to be referred.														

JHARSUGUDA-ROURKELA (DN)											
M	DLY	DLY	Th,F	Sa	DLY	DLY	DLY	Su, M	F	DLY	Station code
22905	22840	12129	12151	12949	18006	12809	18114	12811	22843	18190	
OKHA - HHW SUPER FAST EXPRESS	BBS - ROU INTERCITY SUPER FAST EXPRESS	PUNE - HHW AJAHIND SUPER FAST EXPRESS	LTT - HHW SAMRASTA SUPER FAST EXPRESS (via ADA)	PBR - SRC KAVI GURU SUPER FAST EXPRESS	JDB - HHW SAMBLESHWARI EXPRESS	CSMT - HHW MAIL SUPER FAST EXPRESS	BSP - TATA EXPRESS	LTT-HTE SUPER FAST EXPRESS	BSP - PNBE SUPER FAST EXPRESS	ERS - TATA EXPRESS	
ICF (Screw)	LHB	ICF (Screw)	LHB	ICF (Screw)	LHB	LHB	ICF (Screw)	LHB	LHB	LHB	
110	130	110	130	110	130	130	110	130	130	130	
H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	
19:20 19:22@	19:25 19:30@	19:51 19:53@	20:08 20:10@	20:08 20:10@	20:10 20:20@	21:55 22:00@	23:00 23:10@	23:30 23:32@	23:30 23:32@	23:40 23:45@	JSG
							Wa				
.... 19:27	 19:33	 19:58	 20:15	 20:15	 20:24	 22:05	 23:14	 23:37	 23:37	 23:50	JSRY
							0.5R				
.... 19:32	 19:38	 20:03	 20:20	 20:20	 20:29	 22:10	 23:19	 23:42	 23:42	 23:55	DTV
1C,0.5R	1C,0.5R,5EL	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C	1C,0.5R	1C,0.5R	1C,0.5R	IBH
.... 19:36	 19:47	 20:07	 20:24	 20:24	 20:33	 22:14	23:24 23:26@	 23:46	 23:46	 23:59	PNPL
5EL		5EL	5EL	5EL	5EL	5EL	0.5R,5EL	5EL	5EL	5EL	
.... 19:45	19.52 19:54 @	 20:16	 20:33	 20:33	20:44 20:46@	 22:23	23:38 23:40@	 23:55	 23:55	 00:08	BEH
1C	1C		1C	1C	1C	1C	0.5R	1C	1C		
.... 19:49	 19:59	 20:19	 20:37	 20:37	 20:52	 22:27	 23:46	 23:59	 23:59	 00:11	DIH
0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	IBH
.... 19:54	20.05 20:07 @	 20:24	 20:42	 20:42	20:59 21:01@	 22:32	 23:52	 00:04	 00:04	00:18 00:19@	BMB
1C	1C		1C	1C	1C	1C		1C	1C		
.... 19:59	 20:13	 20:28	 20:47	 20:47	 21:08	 22:37	 23:57	 00:09	 00:09	 00:26	TGM
0.5R	0.5R	1C,0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	1C,0.5R	
.... 20:03	 20:17	 20:33	 20:51	 20:51	21:14 21:16@	 22:41	 00:02	 00:13	 00:13	 00:31	GPH
0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	1C	0.5R	0.5R	0.5R	
.... 20:06	 20:20	 20:36	 20:54	 20:54	 21:21	 22:44	 00:06	 00:16	 00:16	 00:34	SOGR
1C,0.5R	1C,0.5R	0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	0.5R,1A	1C,0.5R	1C,0.5R	0.5R	
.... 20:11	 20:25	 20:40	 20:59	 20:59	 21:26	 22:49	 00:11	 00:21	 00:21	 00:38	SXN
0.5R	0.5R	1C,0.5R	0.5R	0.5R	0.5R	0.5R	1C	2C,0.5R	0.5R	1C,0.5R	
.... 20:15	20:30 20:32@	 20:45	 21:03	 21:03	21:32 21:34@	 22:53	00:17 00:19@	 00:27	00:27 00:29 @	00:45 00:47@	GP
0.5R	0.5R	2C,0.5R	0.5R	0.5R	0.5R	0.5R	1C	2C,1.5R, 2A	0.5R	1C,0.5R	IBH
.... 20:20	 20:38	 20:52	 21:08	 21:08	 21:41	 22:58	 00:27	 00:37	 00:37	 00:56	KXN
2C	2C	1C	2C	2C	2C	2C	1C	2A	2C	2C	
.... 20:25	 20:43	 20:56	 21:13	 21:13	 21:46	 23:03	 00:32	 00:42	 00:42	 01:01	KLG
2C,0.5R	1C,0.5R	0.5R	2C,0.5R	2C,0.5R	2C,0.5R	2C,0.5R		0.5R,2A	2C,0.5R,2A	2C,0.5R	
.... 20:33	 20:50	 21:02	 21:21	 21:21	 21:54	 23:11	 00:37	 00:50	 00:52	 01:09	PPO
2R,5.5A	1C,2R,18.5A	2R,11.5A	2R,4.5A	2R,4.5A	2R,1.5A	2R,2.5A	1C,3R,3D	1R,1.5A	2R,1.5A	2R,4.5A	
20:45 20:53@	21:15 ...	21:20 21:28@	21:32 21:40@	21:32 21:40@	22:02 22:10@	23:20 23:28@	00:48 01:17@	00:57 01:05@	01:00 01:05@	01:20 01:28@	ROU
Wa		Wa	Wa	Wa	Wa	Wa		Wa	Wa	Wa	Wa/EC
8	8	8	8	8	8	8	6	8	8	8	ETA
6	6	6	6	6	6	6	6	6	6	6	R + D
10.5	23.5	16.5	9.5	9.5	6.5	7.5	9	12.5	8.5	9.5	A+EL
@for PDT page no.112-117 to be referred.											
TEMPORARY STOPPAGE- 22840 AT BEH,BMB											
41											
C41											



“Safety is a state of mind- Accidents are an absence of mind.”



“Safety is as simple as ABC- Always Be Careful.”



“Safety’s intention is Accident Prevention.”



ROURKELA - CHAKRADHARPUR (DN)**(Main Line, B.G.)**

➤ Electrified Triple Line Controlled Section		
➤ Section Length	:	101 Km.
* Number of Stations	:	15
“B” Class Stations	:	13
“C” Class Stations	:	01
“Spl” Class Stations	:	01
Passenger Halt	:	03
* No. of Daily Coaching Trains	:	11(M/EXP)+2(PASS) 13
* No. of Non-Daily Coaching Trains	:	6 (WEEKLY AVG) -
* Average No. of Freight Trains		
• ROU – BNDM	:	56
• BNDM – CKP	:	45
➤ System of Working		
ROU-MOU		Absolute Block System with Double Line Lock & Block Instrument. TLBI between ROU-A Cabin Over Joint Line.
MOU-GOL	:	Absolute Block System with BPAC (Twin Single Line Working) in all lines.
GOL-CKP	:	Absolute Block System with Double Line Lock & Block Instrument
BNDM A/CAB- CKP	:	3 rd Line BI-DIRECTIONAL with BPAC facility.
Maximum Permissible Speed (Sectional)		
ROU-CKP	:	130 Kmph
Maximum Permissible Speed	:	
➤ Mail /Express (Electric Traction)	:	130 Kmph
Conventional Passenger	:	110 Kmph
DEMU/MEMU	:	100 Kmph
Signalling System	:	MACLS
➤ Location of IBS	:	JRA – MOU, SWR – LPH& LPH-CKP
➤ Ruling Gradient	:	1 in 100 (Km 348.896 – 346.182)

All trains will run at maximum permissible speed.

ROURKELA-CHAKRADHARPUR (DN)																
Days of Running						Sa	DLY	DLY	Su	Th	DLY	Except-Su	DLY	DLY	Tu	F
Distance		Train Nos.				22843	18114	18190	20971	22829	18029	68044	12859	12833	18112	20827
From HWH	Intermediate Distance	Station Code	Maximum Speed over facing point on straight	Train Name		BSP - PNBE SUPER FAST EXPRESS	BSP - TATA EXPRESS	ERS - TATA EXPRESS	UDZ - SHM EXPRESS	BJV - SHM SUPER FAST EXPRESS	LTT - SHM EXPRESS	ROU-TATA MEMU PASSENGER	CSMT - HWH Geetanjali Super Fast Express	ADI - HWH Super Fast Express	YPR - TATA EXPRESS	JBP - SRC HAMSAFAR EXPRESS
				STOCK TYPE		LHB	ICF (Screw)	LHB	LHB	LHB	ICF (Screw)	MEMU	LHB	LHB	LHB	LHB
Km.	Km.		Kmph	Maximum Permissible Speed	→	130	110	130	130	130	110	100	130	130	130	130
				Watering/EC		H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M
								Wa	Wa	Wa	Wa		Wa			Wa
412.8		ROU	130	Rourkela Jn. (B) III(R) (EI) (MACLS) NSG2	a d	01:00 01:05@	00:48 01:17@	01:20 01:28@	02:37 02:45@	02:37 02:45@	03:30 03:38@	 05:10	05:55 06:03@	07:02 07:10@	07:50 07:55@	09:00 09:08@
	4.3					2C,0.5R,3D	2C,1R	2C,0.5R,3D	2C,0.5R,3D	2C,0.5R,3D	1C,1R	2C,2D,0.5R	2C,0.5R,3D	2C,0.5R,3D	2C,0.5R,3D	2C,0.5R,3D
408.5		BNDM 'K'	130	Bondamunda K/C (B)III (PI) MACLS	a d		...									
	3.2					↓		↓	↓	↓	↓	↓	↓	↓	↓	↓
405.3		BNDM Halt & P/Cab	130	Bondamunda Halt PH NSG5	a d	... 01:18	... 01:26	... 01:41	... 02:57	... 02:57	... 03:47	... 05:19	... 06:16	... 07:23	... 08:08	... 09:20
	6.6.					0.5R	1R	0.5R	1R	1R	1R	0.5R	0.5R	0.5R	0.5R	0.5R
398.7		BZR	130	Bisra (B) III(R) (EI) MACLS NSG6	a d	... 01:22	... 01:31	... 01:45	... 03:01	... 03:01	... 03:52	05:24 05:26	... 06:20	... 07:27	... 08:12	... 09:24
	6.4					0.5R	0.5R	0.5R	0.5R	0.5R	0.5R		0.5R	0.5R	0.5R	0.5R
392.3		BUL	130	Bhalulata (B)III(R) (EI) MACLS NSG6	a d	... 01:26	... 01:35	... 01:49	... 03:05	... 03:05	... 03:56	05:31 05:33	... 06:24	... 07:31	... 08:16	... 09:28
	7.9					0.5R	1C,0.5R	1C,0.5R,3A	0.5R	0.5R	1C,0.5R	0.5R	0.5R	0.5R	0.5R	0.5R
384.4		JRA	130	Jaraikela (B) III(R) (EI) MACLS NSG6	a d	... 01:30	... 01:41	01:59 02:01@	... 03:09	... 03:09	... 04:02	05:39 05:41	... 06:28	... 07:35	... 08:20	... 09:32
	11.5			IBH		1C,0.5R,5EL	5EL	0.5R,5EL	1C,0.5R,5EL	1C,0.5R,5EL	5EL	0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R
372.9		MOU	70	Manoharpur (B)III(R) (EI) MACLS NSG5	a d	... 01:42	01:53 01:55@	... 02:15	... 03:21	... 03:21	04:15 04:17@	05:49 05:51	... 06:35	... 07:42	... 08:27	... 09:39
	5					1C	1C	1C,3A	1C	1C			1C	1C	1C	1C
367.9		GHAA	130	Ghaghra P. H. HG3	a d	... 01:47	02:03 02:05@	... 02:23	... 03:26	... 03:26	... 04:24	05:56 05:58	... 06:40	... 07:47	... 08:32	... 09:44
	6					1C,0.5R		1C,0.5R,3A	1C,0.5R	1C,0.5R	1C		1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R
361.9		PST	90	Posoita (B) III (EI) MACLS NSG6	a d	... 01:52	... 02:10	... 02:31	... 03:31	... 03:31	... 04:28	06:02 06:04	... 06:45	... 07:52	... 08:37	... 09:49
	6.8					0.5R	0.5R	1C,0.5R	0.5R	0.5R	1C,0.5R	1C	0.5R	0.5R	0.5R	0.5R
355.1		DRWN	130	Derowan PH HG3	a d	... 01:57	02:15 02:17@	... 02:37	... 03:36	... 03:36	... 04:33	06:10 06:12	... 06:50	... 07:57	... 08:42	... 09:54
	4.7					1C,0.5R	0.5R	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R	0.5R,0.5A	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R
350.4		MXW	130	Mahadevsal (C) III(R) (EI) MACLS	a d	... 02:06	02:28 02:30@	... 02:46	... 03:45	... 03:45	... 04:42	... 06:21	... 06:59	... 08:06	... 08:51	... 10:03
	5.0						0.5R				0.5A	0.5A				
345.4		GOL	130	Golikeri (B)III(R) (EI) MACLS NSG6	a d	... 02:09	02:36 02:38@	02:51 02:53@	... 03:48	... 03:48	04:47 04:49 @	06:25 06:27	... 07:02	... 08:09	... 08:54	... 10:06
	7.4					0.5R	2C	0.5R	0.5R	0.5R		0.5R	0.5R	0.5R	0.5R	0.5R
338		TUX	130	Tunia (SPL) III(R) (EI) MACLS HG3	a d	... 02:14	02:47 02:49@	... 03:01	... 03:53	... 03:53	... 04:56	06:33 06:35	... 07:07	... 08:14	... 08:59	... 10:11
	5.3					0.5R		0.5R	0.5R	0.5R			0.5R	0.5R	0.5R	0.5R
332.7		SWR	130	Sonua (B) III(R) (EI) MACLS NSG6	a d	... 02:17	02:55 03:10@	... 03:04	... 03:56	... 03:56	... 04:59	06:39 06:41	... 07:10	... 08:17	... 09:02	... 10:14
	11.5			IBH		2C,0.5R		0.5R	0.5R	0.5R			2C,0.5R	2C,0.5R	2C,0.5R	2C,0.5R
321.2		LPH	130	Lotapahar (B) III(R) (EI) MACLS NSG6	a d	... 02:25	... 03:18	... 03:10	... 04:02	... 04:02	... 05:05	06:49 06:51	... 07:18	... 08:25	... 09:10	... 10:22
	9.4					0.5R,3A	1.5R,1.5D	1C,0.5R	2C,0.5R,1A	2C,0.5R,1A	1C,2R,3A	3C,3R,6.5A	0.5R,3A	0.5R,1A	0.5R,3A	0.5R,6A
311.8		CKP	130	Chakradharpur (B) III(R) (EI) MACLS NSG3	a d	02:35 02:40@	03:27 03:37@	03:18 03:23@	04:12 04:17@	04:12 04:17@	05:18 05:25@	07:10 07:15	07:28 07:30@	08:33 08:40@	09:20 09:22@	10:35 10:42@
Total ETA						8	6	8	8	8	6	6	8	8	8	8
Recovery Time + Diversion						9	7.5	9	9	9	9	8	9	9	9	9
Extra Time +Elephant CD						8	5	14	6	6	5.5	7.5	3	1	3	6
FOR PTT page number 112-117 to be referred.																
TEMPORARY STOPPAGE- 18029 at GOL																

ROURKELA-CHAKRADHARPUR (DN)													
Th	Tu,Th,Su	M,W,F,Sa	Tu	W	SU	M	Tu	Ex - Tu	M,W,Th,F	Su,Tu	Su	Sa	Station Code
22169	12872	22862	20821	22511	22893	12869	12767	20872	12261	12221	18052	20817	
HBJ - SRC HAMSAR EXPRESS	TIG - HHW ISPAT SUPER FAST EXPRESS	KBJ-TIG-HHW ISPAT SUPER FAST EXPRESS	PUNE - SRC HAMSAR EXPRESS	LIT - KYQ SUPER FAST EXPRESS	SNSI - HHW SUPER FAST EXPRESS	CSMT - HHW SUPER FAST EXPRESS	NED - SRC SUPER FAST EXPRESS	ROU-HHW VANDE BHARAT EXPRESS	CSMT - HHW DURONTO EXPRESS	PUNE - HHW DURONTO EXPRESS	ROU- BMPR EXPRESS	BBS - NDLS RAJDHANI EXPRESS	
LHB	LHB	LHB	LHB	LHB	LHB	LHB	ICF (Screw)	VNDB	LHB	LHB	ICF (CBC)	LHB	
130	130	130	130	130	130	130	110	130	130	130	110	130	
H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	
Wa	Wa	Wa	Wa	Wa	Wa	Wa	Wa	Wa				Wa	Wa/EC
09:00 09:08@	11:12 11:20@	11:12 11:20@	12:02 12:10@	12:02 12:10@	12:27 12:35@	12:27 12:35@	12:27 12:35@	 13:35	... 14:10	... 14:10	 14:20	14:00 14:20@	ROU
2C,0.5R,3D	2C,0.5R,3D	2C,0.5R,3D	2C,0.5R,3D	2C,0.5R,3D	2C,0.5R,3D	2C,0.5R,3D	2C,0.5R,3D	0.5R	0.5R	0.5R	2C,1R,2D	2C,0.5R,3D	
↓	↓	↓	↓	↓	↓	↓	↓		↓	↓		↓	BNDM 'K'
... 09:20 0.5R	... 11:32 0.5R	... 11:32 0.5R	... 12:23 0.5R	... 12:23 0.5R	... 12:48 0.5R	... 12:48 0.5R	... 12:48 0.5R	 13:43 0.5R	... 14:15 0.5R	... 14:15 0.5R	 14:30 1R	... 14:33 0.5R	BNDM Halt & Q/Cab
... 09:24 0.5R	... 11:36 0.5R	... 11:36 0.5R	... 12:27 0.5R	... 12:27 0.5R	... 12:52 0.5R	... 12:52 0.5R	... 12:52 0.5R	 13:47 0.5R	... 14:19 0.5R	... 14:19 0.5R	 14:35 1C,0.5R	... 14:37 0.5R	BZR
... 09:28 0.5R	... 11:40 0.5R	... 11:40 0.5R	... 12:31 0.5R	... 12:31 0.5R	... 12:56 0.5R	... 12:56 0.5R	... 12:56 0.5R	 13:51 0.5R	... 14:23 0.5R	... 14:23 0.5R	 14:40 0.5R	... 14:41 0.5R	BUL
... 09:32 1C,0.5R	... 11:44 1C,0.5R	... 11:44 1C,0.5R	... 12:35 1C,0.5R	... 12:35 1C,0.5R	... 13:00 1C,0.5R	... 13:00 1C,0.5R	... 13:00 1C,0.5R	 13:55 0.5R	... 14:27 1C,0.5R	... 14:27 1C,0.5R	 14:45 1C,0.5R	... 14:45 1C,0.5R	JRA
... 09:39 1C	11:53 11:55@ 1C	11:53 11:55@ 1C	... 12:42 1C	... 12:42 1C	... 13:07 1C	... 13:07 1C	... 13:07 1C	... 14:01 2C	... 14:34 1C	... 14:34 1C	14:52 14:54 1C	... 14:52 1C	MOU
... 09:44 1C,0.5R	... 12:02 1C,0.5R	... 12:02 1C,0.5R	... 12:47 1C,0.5R	... 12:47 1C,0.5R	... 13:12 1C,0.5R	... 13:12 1C,0.5R	... 13:12 1C,0.5R	 14:07 0.5R	... 14:39 1C,0.5R	... 14:39 1C,0.5R	 15:00 1C,0.5R	... 14:57 1C,0.5R	GHAA
... 09:49 0.5R	... 12:07 0.5R	... 12:07 0.5R	... 12:52 0.5R	... 12:52 0.5R	... 13:17 0.5R	... 13:17 0.5R	... 13:17 0.5R	... 14:11 0.5R	... 14:44 0.5R	... 14:44 0.5R	 15:03 0.5R	... 15:02 0.5R	PST
... 09:54 1C,0.5R	... 12:12 1C,0.5R	... 12:12 1C,0.5R	... 12:57 1C,0.5R	... 12:57 1C,0.5R	... 13:22 1C,0.5R	... 13:22 1C,0.5R	... 13:22 1C,0.5R	 14:16 0.5R	... 14:49 1C,0.5R	... 14:49 1C,0.5R	 15:07 0.5R	... 15:07 1C,0.5R	DRWN
... 10:03	... 12:21	... 12:21	... 13:06	... 13:06	... 13:31	... 13:31	... 13:31	... 14:24	... 14:58	... 14:58	... 15:15	... 15:16	MXW
		3A						2C			0.5R,1A	3A	
... 10:06 0.5R	12:26 12:27 @ 0.5R,1A	... 12:27 0.5R,3A	... 13:09 0.5R	... 13:09 0.5R	... 13:34 0.5R	... 13:34 0.5R	... 13:34 0.5R	 14:29 0.5R	... 15:01 0.5R	... 15:01 0.5R	15:20 15:22 1C	... 15:22 0.5R,1A	GOL
... 10:11 0.5R	... 12:35 0.5R	... 12:35 0.5R	... 13:14 0.5R	... 13:14 0.5R	... 13:39 0.5R	... 13:39 0.5R	... 13:39 0.5R	 14:34 0.5R	... 15:06 0.5R	... 15:06 0.5R	... 15:28	... 15:28 0.5R	TUX
... 10:14 2C,0.5R	12:40 12:41@ 2C,0.5R	12:39 12:40@ 2C,0.5R	... 13:17 2C,0.5R	... 13:17 2C,0.5R	... 13:42 2C,0.5R	... 13:42 2C,0.5R	... 13:42 2C,0.5R	 14:37 0.5R	... 15:09 2C,0.5R	... 15:09 2C,0.5R	 15:31	... 15:31 0.5R	SWR
... 10:22 0.5R,6A	... 12:51 0.5R	... 12:49 0.5R,2A	... 13:25 0.5R,3A	... 13:25 0.5R,3A	... 13:50 0.5R,6A	... 13:50 0.5R,6A	... 13:50 0.5R,6A	... 14:43 2C,0.5R,2A	... 15:17 2C,0.5R,1A	... 15:17 2C,0.5R,1A	 15:37 1C,1.5R,4.5 A	... 15:37 2C,0.5R,4A	LPH
10:35 10:42@	12:58 13:00@	12:58 13:00@	13:35 13:40@	13:35 13:40@	14:03 14:10@	14:03 14:10@	14:03 14:10@	14:53 14:55@	... 15:25	... 15:25	15:50 15:55	15:50 15:52@	CKP
8	8	8	8	8	8	8	8	8	8	8	6	8	ETA
9	9	9	9	9	9	9	9	6	6	6	8	9	R + D
6	1	8	3	3	6	6	6	2	1	1	5.5	8	A+EL
FOR PTT page number 112-117 to be referred.													
TEMPORARY STOPPAGE- 12872/22862 at GOL													

ROURKELA-CHAKRADHARPUR (DN)																		
Days of Running					Su		Tu		DLY		DLY		DLY		DLY			
Distance				Train Nos.		12375		12890		18478		13287		18110		68026		
From HWH	Intermediate Distance	Station Code	Maximum Speed over facing point on straight	Train Name		TBM - JSME EXPRESS		SMVB - TATA SUPER FAST EXPRESS		YNRK - PURI KALINGA UTKAL EXPRESS		DURG - ARA SOUTH BIHAR EXPRESS		ITR - TATA EXPRESS		ROU-CKP SARANDA MEMU PASSENGER		Station Code
				STOCK TYPE		LHB		LHB		LHB		LHB		ICF (Screw)		MEMU		
Km.	Km.		Kmph	Maximum Permissible Speed		130		130		130		130		110		100		
						H M		H M		H M		H M		H M		H M		
				Watering/EC		Wa				Wa		Wa						Wa/EC
412.8		ROU	130	Rourkela Jn. (B) III(R) (EI) (MACLS) NSG2		a d	14:32 14:40@	14:32 14:40@		14:52 15:00@		15:20 15:28@		16:05 16:15@		... 16:20		ROU
	4.3						2C,0.5R,3D	2C,0.5R,3D		2C,0.5R,3D		2C,0.5R,3D		2C,1R,2D		3D,0.5R		
408.5	BNDM 'K'		130	Bondamunda K/C (B)III (PI) MACLS		a d										 16:27		BNDM'K'
	3.2																	
405.3	BNDM Halt & Q/Cab		130	Bondamunda Halt PH NSG5		a d	... 14:53	... 14:53		... 15:12		... 15:41		... 16:25		16:29 16:31		BNDM Halt & Q/Cab
	6.6.						0.5R	0.5R		0.5R		0.5R		1R		0.5R		
398.7		BZR	130	Bisra (B) III(R) (EI) MACLS NSG6		a d	... 14:57	... 14:57		... 15:16		... 15:45		... 16:30		16:37 16:39		BZR
	6.4						0.5R	0.5R		0.5R		0.5R		0.5R		1C		
392.3		BUL	130	Bhalulata (B)III(R) (EI) MACLS NSG6		a d	... 15:01	... 15:01		... 15:20		... 15:49		... 16:34		16:45 16:47		BUL
	7.9						0.5R	0.5R		1C,0.5R		0.5R		0.5R		0.5R		
384.4		JRA	130	Jaraikela (B) III(R) (EI) MACLS NSG6		a d	... 15:05	... 15:05		... 15:25		... 15:53		... 16:39		16:53 16:55		JRA
	11.5			IBH			1C,0.5R	1C,0.5R		0.5R		1C,0.5R				1C,0.5R		IBH
372.9		MOU	70	Manoharpur (B)III(R) (EI) MACLS NSG5		a d	... 15:12	... 15:12		15:33 15:35@		16:02 16:04@		16:46 16:48@		17:04 17:06		MOU
	5						1C	1C		1C		1C		1C		1C		
367.9		GHAA	130	Ghaghra P. H. HG3			... 15:17	... 15:17		... 15:42		... 16:12		16:55 16:57@		17:12 17:14		GHAA
	6						1C,0.5R	1C,0.5R		1C,0.5R		1C,0.5R				1C		
361.9		PST	90	Posoita (B) III (EI) MACLS NSG6		a d	... 15:22	... 15:22		... 15:47		... 16:17		... 17:01		17:19 17:21		PST
	6.8						0.5R	0.5R		1C,0.5R		0.5R		0.5R		1C		
355.1		DRWN	130	Derowan PH HG3		a d	... 15:27	... 15:27		... 15:53		... 16:22		17:06 17:08@		17:27 17:29		DRWN
	4.7						1C,0.5R	1C,0.5R		1C,0.5R		1C,0.5R		0.5R		1C,0.5R		
350.4		MXW	130	Mahadevsal (C) III(R) (EI) MACLS		a d	... 15:36	... 15:36		... 16:02		... 16:31		17:18 17:20@		17:39 17:41		MXW
	5													0.5A				
345.4		GOL	130	Goikera (B)III(R) (EI) MACLS NSG6		a d	... 15:39	... 15:39		16:07 16:09 @		16:36 16:38 @		17:25 17:27@		17:45 17:47		GOL
	7.4						0.5R	0.5R		0.5R		0.5R				0.5R		
338		TUX	130	Tunia (SPL) III(R) (EI) MACLS HG3		a d	... 15:44	... 15:44		... 16:16		... 16:46		17:33 17:35@		17:53 17:55		TUX
	5.3						0.5R	0.5R		0.5R		0.5R						
332.7		SWR	130	Sonua (B) III(R) (EI) MACLS NSG6		a d	... 15:47	... 15:47		... 16:19		16:50 16:51@		17:40 17:42@		17:59 18:01		SWR
	11.5			IBH			2C,0.5R	2C,0.5R		0.5R		2C,0.5R				1R		IBH
321.2		LPH	130	Lotapahar (B) III(R) (EI) MACLS NSG6		a d	... 15:55	... 15:55		... 16:25		... 17:00		... 17:49		18:10 18:12		LPH
	9.4						0.5R,3A	0.5R,3A		1C,0.5R,5A		0.5R,3A		3C,2R,10A		2C,2R,12.5A		
311.8		CKP	130	Chakradharpur (B) III(R) (EI) MACLS NSG3		a d	16:05 16:10@	16:05 16:10@		16:38 16:45@		17:10 17:15@		18:10 18:15@		18:35 ...		CKP
Total ETA							8	8		8		8		6		8		ETA
Recovery Time + Diversion							9	9		9		9		8		9		R + D
Extra Time +Elephant CD							3	3		5		3		10.5		12.5		A
FOR PTT page number 112-117 to be referred.																		
TEMPORARY STOPPAGE- 18478 ,13287 at GOL																		
46 CKP																		

ROURKELA-CHAKRADHARPUR (DN)									
Sa	Su,Tu, W,Sa	Th,F	M	DLY	Th,F	Sa	DLY	DLY	Station Code
22805	12101	12905	22905	12129	12151	12949	18006	12809	
BBS - ANVT SUPER FAST EXPRESS	LTT - HHW SUPER FAST EXPRESS	PBR - HHW SUPER FAST EXPRESS	OKHA - HHW SUPER FAST EXPRESS	PUNE - HHW AJADHIND SUPER FAST EXPRESS	LTT - HHW SAMRASTA SUPER FAST EXPRESS (via ADA)	PBR - SRC KAVI GURU SUPER FAST EXPRESS	JDB - HHW SAMBLESHWARI EXPRESS	CSMT - HHW MAIL SUPER FAST EXPRESS	
LHB	LHB	ICF	ICF	ICF	LHB	ICF	LHB	LHB	
130	130	110	110	110	130	110	130	130	
H M	H M	H M	H M	H M	H M	H M	H M	H M	
Wa	Wa	Wa	Wa	Wa	Wa	Wa	Wa	Wa	Wa/EC
20:12 20:20@	20:45 20:53@	20:45 20:53@	20:45 20:53@	21:20 21:28@	21:32 21:40@	21:32 21:40@	22:02 22:10@	23:20 23:28@	ROU
2C,0.5R,3D	2C,0.5R,3D	2C,0.5R,3D	2C,0.5R,3D	2C,0.5R	2C,0.5R,3D	2C,0.5R,3D	2C,0.5R,3D	2C,0.5R,3D	
↓	↓	↓	↓	↓	↓	↓	↓	↓	BNDM 'K'
...	...	...	...	...	...	...	...	...	BNDM Halt & Q/Cab
20:33 0.5R	21:06 0.5R	21:06 0.5R	21:06 0.5R	21:38 0.5R	21:53 0.5R	21:53 0.5R	22:22 0.5R	23:41 0.5R	
...	...	...	...	...	...	...	...	...	BZR
20:37 0.5R	21:10 0.5R	21:10 0.5R	21:10 0.5R	21:42 0.5R	21:57 0.5R	21:57 0.5R	22:26 0.5R	23:45 0.5R	
...	...	...	...	...	...	...	...	...	BUL
20:41 0.5R	21:14 0.5R	21:14 0.5R	21:14 0.5R	21:46 1C,0.5R	22:01 0.5R	22:01 0.5R	22:30 0.5R	23:49 0.5R	
...	...	...	...	...	...	...	...	...	JRA
20:45 1C,0.5R,5EL	21:18 1C,0.5R,5EL	21:18 1C,0.5R,5EL	21:18 1C,0.5R,5EL	21:51 0.5R,5EL	22:05 1C,0.5R,5EL	22:05 1C,0.5R,5EL	22:34 1C,0.5R,5EL	23:53 1C,0.5R,5EL	IBH
...	...	...	...	...	...	...	22:48 22:50@	00:05	MOU
20:57 1C	21:30 1C	21:30 1C	21:30 1C	22:02 1C	22:17 1C	22:17 1C		1C	
...	...	...	...	...	...	...	...	...	GHAA
21:02 1C,0.5R	21:35 1C,0.5R	21:35 1C,0.5R	21:35 1C,0.5R	22:07 1C,0.5R	22:22 1C,0.5R	22:22 1C,0.5R	22:56 1C,0.5R	00:10 1C,0.5R	
...	...	...	...	...	...	...	...	...	PST
21:07 0.5R	21:40 0.5R	21:40 0.5R	21:40 0.5R	22:12 1C,0.5R	22:27 0.5R	22:27 0.5R	23:01 0.5R	00:15 0.5R	
...	...	...	...	...	...	...	...	...	DRWN
21:12 1C,0.5R	21:45 1C,0.5R	21:45 1C,0.5R	21:45 1C,0.5R	22:18 1C,0.5R	22:32 1C,0.5R	22:32 1C,0.5R	23:06 1C,0.5R	00:20 1C,0.5R	
...	...	...	...	...	...	...	...	...	MXW
21:21 0.5R	21:54 0.5R	21:54 0.5R	21:54 0.5R	22:27 0.5R	22:41 0.5R	22:41 0.5R	23:15 0.5R	00:29 0.5R	
...	...	...	...	...	...	...	...	...	GOL
21:24 0.5R	21:57 0.5R	21:57 0.5R	21:57 0.5R	22:30 0.5R	22:44 0.5R	22:44 0.5R	23:18 0.5R	00:32 0.5R	
...	...	...	...	...	...	...	...	...	TUX
21:29 0.5R	22:02 0.5R	22:02 0.5R	22:02 0.5R	22:35 0.5R	22:49 0.5R	22:49 0.5R	23:23 0.5R	00:37 0.5R	
...	...	...	...	...	...	...	...	...	SWR
21:32 2C,0.5R	22:05 2C,0.5R	22:05 2C,0.5R	22:05 2C,0.5R	22:38 0.5R	22:52 2C,0.5R	22:52 2C,0.5R	23:26 2C,0.5R	00:40 2C,0.5R	IBH
...	...	...	...	...	...	...	...	...	LPH
21:40 0.5R,3A	22:13 0.5R,5A	22:13 0.5R,5A	22:13 0.5R,5A	22:44 1C,0.5R	23:00 0.5R,3A	23:00 0.5R,3A	23:34 1C,0.5R,3A	00:48 0.5R,3A	
21:50 21:55@	22:25 22:30@	22:25 22:30@	22:25 22:30@	22:52 22:57@	23:10 23:12@	23:10 23:12@	23:45 23:52@	00:58 01:05@	CKP
8	8	8	8	8	8	8	8	8	ETA
9	9	9	9	6	9	9	9	9	R + D
8	10	10	10	5	8	8	8	8	A+EL
FOR PTT page number 112-117 to be referred.									

Know the rules and
apply them correctly,
you will prevent
ACCIDENTS.

CHAKRADHARPUR-TATANAGAR-ASANBONI (DN)**(Main Line, B.G.)**

➤ Electrified Double Line & Triple Line Controlled Section		
➤ Section Length	:	76.8 Km.
* Number of Stations	:	12
“B” Class Stations	:	04
“Spl” Class Stations	:	08
Passenger Halt	:	02
* No. of Daily Coaching Trains	:	13(M/EXP)+9(PASS) 22
* No. of Non-Daily Coaching Trains	:	36 (WEEKLY AVG) -
* Average No. of Freight Trains		
• CKP – RКСN	:	45
• RКСN – SNY	:	87
• SNY – GMH	:	50
• GMH – TATA	:	71
➤ System of Working		
CKP-RКСN	:	Absolute Block System with Double line Lock & Block Instrument
RКСN-TATA	:	Automatic Block System
TATA-SLJR	:	Absolute Block System with BPAC (Double line & Single Line).
SLJR-ASB		Absolute Block with DLBI. Joint line operation in dn line bet SLJR E/CAB & ASB.
CKP-ADTP(3 RD Line)	:	Bi-directional, Automatic Signalling system with MSDAC bet ADTP- RКСN, RКСN-CKP Absolute Block System With BPAC.
Maximum Permissible Speed (Sectional)		
CKP-TATA-SLJR-ASB	:	130 Kmph
Maximum Permissible Speed (Traction Wise)	:	
Mail /Express (Electric Traction)	:	130 Kmph
Conventional Passenger	:	110 Kmph
MEMU/DEMU	:	100
➤ Signalling System	:	MACLS
➤ Location of IBS	:	CKP-BRM & BRM-RКСN(W/O)
➤ Ruling Gradient	:	1 in 125(Km 263.986 - 262.445)

All trains will run at maximum permissible speed.

CHAKRADHARPUR-TATANAGAR-ASANBONI (DN)															
Days of Running					DLY	DLY	Sa	DLY	DLY	DLY	Su	Th	DLY		
Distance				Train Nos.		12809	68012	22843	18190	68016	18114	20971	22829	12814	
From HWH	Intermediate Distance	Station Code	Maximum Speed over facing point on straight	Train Name		CSMT - HWH MAIL SUPER FAST EXPRESS	TATA-KGP MEMU Passenger	BSP - PNBE SUPER FAST EXPRESS	ERS - TATA EXPRESS	TATA - KGP MEMU Passenger	BSP - TATA EXPRESS	UDZ - SHM EXPRESS	BJV - SHM SUPER FAST EXPRESS	TATA - HWH STEEL SUPER FAST EXPRESS	
				RAKE TYPE		LHB	MEMU	LHB	LHB	MEMU	ICF (Screw)	LHB	LHB	LHB	
Km.	Km.		Kmph	Maximum Permissible Speed		130	100	130	130	100	110	130	130	130	
						H M	H M	H M	H M	H M	H M	H M	H M	H M	
311.8		CKP	130	Chakradharpur (B) III(R) MACLS (EI) NSG3	a d	00:58 01:05@		02:35 02:40@	03:18 03:23@		03:27 03:37@	04:12 04:17 @	04:12 04:17 @		
	10.7			IBH		1C		1C				1C	1C		1C
301.1		BRM	130	Barabambooo (SPL) III(R) MACLS (EI) NSG6	a d	... 01:14		... 02:49	... 03:32			03:47 03:49@	... 04:25		... 04:25
	7.6			IBH								1A			
293.5		RKWO	130	Rajkharsawan West outer Jn (B) III(R) MACLS (EI)	a d	 01:17		 02:52	 03:35			 03:55	 04:28		 04:28
	2.0					0.5R		0.5R	0.5R			0.5R	0.5R		
291.5		RKSN	130	Rajkharsawan Jn Spl.III(R) MACLS (EI) NSG5	a d	... 01:19		... 02:54	03:39 03:41 @			03:58 04:00@	... 04:30		... 04:30
	7.4					1C,0.5R		1C,0.5R	1C,0.5R			1C	1C,0.5R		1C,0.5R
284.1		MMV	130	Mahalimarup Spl. III(R) MACLS (EI) NSG6	a d	... 01:24		... 02:59	... 03:49			04:08 04:10@	... 04:35		... 04:35
	7.8					1C,0.5R		1C,0.5R	1C,0.5R			1C,0.5R	1C,0.5R		1C,0.5R
276.3		SNY	130	Sini Jn Spl.III MACLS (EI) NSG5	a d	... 01:29		... 03:04	03:56 03:58@			04:19 04:43@	04:40		04:40
	7.1					0.5R		0.5R	0.5R,8A			1R,P- 22829,20971	0.5R		0.5R
269.2		BRBS	130	Birbans P.H, HG3		... 01:33		... 03:08	... 04:13			04:51 04:53@	... 04:44		... 04:44
	9.1					1C		1C	8A			1R	1C		1C
260.1		GMH	130	Gamharhia Jn. Spl.III(R) MACLS (RRI) NSG6	a d	... 01:38		... 03:13	... 04:25			05:02 05:04@	... 04:49		... 04:49
	6.2							1R,8A		1R					
253.9		ADTP	95	Adityapur Spl.III MACLS (EI) NSG5	a d	... 01:42	... 03:17	... 04:38		05:12 05:14@	... 04:53	... 04:53			
	4.4					1C,2R,3D	1C,2R,3D	2C,1R,3D,1A		2C,0.5R,36A	1C,2R,4A	1C,2R,4A			
249.5		TATA	50	Tatanagar Jn. Spl.I MACLS (RRI) NSG2	a d	01:55 02:00@	... 03.15	03:30 04:00@	05:00 ...	... 04:40	06:00 ...	05:07 05:15 @	05:07 05:15 @	... 06:05	
	3.1			Watering/EC		0.5R,3D	Wa,1R,3D	Wa		Wa, 3D		WA,0.5R, 3D,8A	WA,0.5R, 3D,8A	Wa,0.5R, 3D	
246.4		SLJR W/C	130	Salgajhari W/C (B)III(R) MACLS (PI)	a d	... 02:10	03:23 03:24		...	04:47 04:48	...	... 05:32	... 05:32	... 06:14	
	2.6					1C	1C					0.5R	0.5R		
243.8		SLJR E/C	130	Salgajhari E/C Spl.III MACLS (EI)	a d	... 02:12	... 03.27	... 0.5A	...	... 04:50	...	... 05:34	... 05:34	... 06:15	
	1.2					0.5R,7A	0.5A			0.5A		1C,11A	1C,11A	0.5R	
242.6		GVDP	130	Govindpur PH HG3	a d	... 02:20	... 03:28	... 0.5A	...	... 04:51	...	... 05:46	... 05:46	... 06:16	
	7.6					20.5A	7A			1C,1R, 5.5A		12.5A	12.5A	1C,8.5A	
235		ASB	130	Asanboni B III MACLS (EI) NSG6	a d	... 02:45	... 03:40			05:04 05:05@	...	... 06:03	... 06:03	... 06:30	
Total ETA						6	1	5	5	1	5	6	6	1	
Recovery Time + Diversion						11	4	7	7	4	7	11	11	4	
Extra Time						27.5	7	...	35	6	34	32.5	32.5	8.5	
TEMPORARY STOPPAGE- 18190 at RKSNI															
@ For PDT Page no. 112-117 to be referred.															

CHAKRADHARPUR-TATANAGAR-ASANBONI (DN)												
DLY	M	DLY	Except - Su	DLY	DLY	DLY	DLY	Tu	F	Th	Tu,Th,Su	
18029	20816	68010	68044	12859	68006	12833	58104	18112	20827	22169	12872	
LTT - SHM EXPRESS	VSKP - TATA SUPER FAST EXPRESS	CKP - TATA MEMU Passenger	ROU-TATA MEMU PASSENGER	CSMT - HHW Geetanjali Super Fast Express	TATA-KGP MEMU Passenger	ADI - HHW Super Fast Express	BBN - TATA PASSENGER	YPR - TATA EXPRESS	JBP - SRC HAMSAFAR RXPRESS	HBJ - SRC HAMSAFAR EXPRESS	TIG - HHW ISPAT SUPER FAST EXPRESS	Station Code
ICF (Screw)	LHB	MEMU	MEMU	LHB	MEMU	LHB	ICF (Screw)	LHB	LHB	LHB	LHB	
110	130	100	100	130	100	130	110	130	130	130	130	
H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	
05:18 05:25@	EX JRLI	... 06:00	07:10 07:15	07:28 07:30@		08:33 08:40@	From BBN	09:20 09:22@	10:35 10:42@	10:35 10:42@	12:58 13:00@	CKP
1C		Wa, 0.5R 2D	2C,0.5R	1C					1C	1C	1C	IBH
... 05:35		06:10 06:12	07:25 07:27	... 07:39		... 08:48		... 09:30	... 10:50	... 10:50	... 13:08	BRM
		0.5A	0.5R					5A				IBH
... 05:38		... 06:17	... 07:32	... 07:42		... 08:51		... 09:38	... 10:53	... 10:53	... 13:11	RKWO
		0.5A	0.5R	0.5R		0.5R,1A		0.5R,5A	0.5R,1A	0.5R,1A	0.5R	
... 05:40	05:22 05:24 @	06:20 06:22	07:35 07:37	... 07:44		... 08:54	09:00 09:02 @	... 09:45	... 10:56	... 10:56	13:15 13:17@	RKSN
1C	0.5R	0.5R	1C,0.5R	1C,0.5R		0.5R	1C	1C,0.5R,5A	1C,0.5R	1C,0.5R	1C,0.5R	
... 05:45	... 05:30	06:28 06:30	07:44 07:55	... 07:49		... 08:58	09:09 09:11 @	... 09:55	... 11:01	... 11:01	... 13:24	MMV
1C,0.5R	0.5R	0.5R,3A	0.5R,7A	1C,0.5R		0.5R	0.5R	1C,0.5R,5A	1C,0.5R	1C,0.5R	1C,0.5R	
05:53 05:55 @	... 05:34	06:39 06:41	08:08 08:10	... 07:54		... 09:02	09:18 09:20 @	... 10:05	... 11:06	... 11:06	13:31 13:33@	SNY
	0.5R,6A	1.5R	0.5R,10A	0.5R		0.5R	2C	0.5R,21A	0.5R	0.5R	0.5R	
... 06:02	... 05:44	06:48 06:50	08:26 08:28	... 07:58		... 09:06	... 09:27	... 10:30	... 11:10	... 11:10	... 13:39	BRBS PH
1R	10A	1C,0.5R,3A	0.5R,10A	1C		14A		1C,22A	1C	1C	1C	
... 06:08	06:00 06:15	07:01 07:03	08:45 08:47	... 08:03		... 09:24	09:33 09:35 @	... 10:57	... 11:15	... 11:15	... 13:44	GMH
1R	6A,P-18029		8A			2A	5A	1C,9A				
... 06:13	... 06:27	07:08 07:30	09:00 09:02	... 08:07		... 09:30	09:46 09:48 @	... 11:11	... 11:19	... 11:19	... 13:48	ADTP
1C,1.5R,2A	3C,2.5R,0.5 A	3C,0.5R,3D, 7A	2C,0.5R,9.5 A	1C,2R,3D		5C,2R,3D,1 A	5R,3D,6.5A	1C,2R,19A	1C,2R,3D	1C,2R,3D	1C,2R	
06:25 06:35@	06:40 ...	07:50 ...	09:20 ...	08:20 08:50 @	... 08:40	09:48 09:53@	10:10 ...	11:40 ...	11:32 11:37@	11:32 11:37@	13:58 14:03@	TATA
Wa, 1R,3D		...		Wa, 0.5R,3D	Wa,1C,1R	0.5R,3D,5A	...		0.5R,3D	0.5R,3D	0.5R,3D	W/EC
... 06:45		...		... 09:00	08:46 08:47	... 10:08	...		... 11:46	... 11:46	... 14:12	SLJR W/C
1C				1C		1C,4A	...		1C	1C	1C	
... 06:47		...		... 09:02	... 08:49	... 10:10	...		... 11:48	... 11:48	... 14:14	SLJR E/C
12A		...		0.5R,12A		0.5R	...		0.5R,16A	0.5R,16A	0.5R	
... 07:00		...		... 09:15	08:50 08:51	... 10:15	...		... 12:05	... 12:05	... 14:15	GVDP
30.5A		...		105A	3A	5.5A	...		15.5A	15.5A	10.5A	
... 07:35		...		... 09:30	09:00 09:21@	... 10:25	...		... 12:25	... 12:25	... 14:30	ASB
5	3	5	5	6	1	6	3	5	6	6	6	ETA
10	7	9	7	11	1	11	11.5	7	11	11	9	R + D
42.5	38.5	36	41.5	45.5	24	32.5	8.5	78	32.5	32.5	10.5	A+EL

@ For PDT Page no. 112-117 to be referred.

CHAKRADHARPUR-TATANAGAR-ASB (DN)																
Days of Running					M,W,F,Sa	DLY	Tu	W	Ex - Tu	Su	M	Tu	Ex - Tu	M,W,Th,F	Su,Tu	
Distance				Train Nos.		22862	68014	20821	22511	20892	22893	12869	12767	20872	12261	12221
From HWH	Intermediate Distance	Station Code	Maximum Speed over facing point on straight	Train Name		KBJ - HWH ISPAT SUPER FAST EXPRESS	TATA-KGP MEMU Pass	PUNE - SRC HAMSAFAR EXPRESS	LTT - KYQ SUPER FAST EXPRESS	BAM-TATA VANDE BHARAT EXPRESS	SNSI - HWH Super Fast EXPRESS	CSMT - HWH SUPER FAST EXPRESS	NED - SRC SUPER FAST EXPRESS	ROU-HWH VANDE BHARAT EXPRESS	CSMT - HWH DURONTO EXPRESS	PUNE - HWH DURONTO EXPRESS
				RAKE TYPE		LHB	MEMU	LHB	LHB	VNDB	LHB	LHB	ICF (Screw)	VNDB	LHB	LHB
Km.	Km.		Kmph	Maximum Permissible Speed		130	100	130	130	130	130	130	110	130	130	130
						H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M
311.8		CKP	130	Chakradharpur (B) III(R) MACLS (EI) NSG3	a d	12:58 13:00@		13:35 13:40@	13:35 13:40@		14:03 14:10@	14:03 14:10@	14:03 14:10@	14:53 14:55@	... 15:25	... 15:25
	10.7			IBH		1C		1C	1C		1C	1C	1C	2C	1C	1C
301.1		BRM	130	Barabamboo (SPL) III(R) MACLS (EI) NSG6	a d	... 13:08		... 13:49	... 13:49		... 14:19	... 14:19	... 14:19	... 15:03	... 15:31	... 15:31
	7.6			IBH												
293.5		RKWO	130	Rajkharsawan West outer Jn (B) III(R) MACLS (EI)	a d	... 13:11		... 13:52	13:52		... 14:22	14:22	14:22	15:06	15:34	15:34
	2.0					0.5R		0.5R	0.5R		0.5R	0.5R	0.5R	0.5R	0.5R	0.5R
291.5		RKSN	130	Rajkharsawan Jn Spl.III(R) MACLS (EI) NSG5	a d	13:15 13:17@		... 13:54	13:54	14:03	... 14:24	14:24	14:24	15:08	... 15:36	... 15:36
	7.4					1C,0.5R		1C,0.5R	1C,0.5R	0.5R	1C,0.5R	1C,0.5R	1C,0.5R	0.5R	1C,0.5R	1C,0.5R
284.1		MMV	130	Mahalimarup Spl. III(R) MACLS (EI) NSG6	a d	... 13:24		... 13:59	13:59	14:08	... 14:29	14:29	14:29	15:12	... 15:41	... 15:41
	7.8					1C,0.5R		1C,0.5R	1C,0.5R	0.5R	1C,0.5R	1C,0.5R	1C,0.5R	0.5R	1C,0.5R	1C,0.5R
276.3		SNY	130	Sini Jn Spl.III MACLS (EI) NSG5	a d	13:31 13:33@		... 14:04	14:04	14:12	... 14:34	14:34	14:34	15:16	... 15:46	... 15:46
	7.1					0.5R		0.5R	0.5R	0.5R	0.5R,9A	0.5R,9A	0.5R,9A	0.5R	0.5R	0.5R
269.2		BRBS	130	Birbans P.H, HG3		... 13:39		... 14:08	14:08	14:16	... 14:47	14:47	14:47	15:20	... 15:50	... 15:50
	9.1					1C		1C	1C	2A	1C,10A	1C,10A	1C,10A	2C	1C	1C
260.1		GMH	130	Gamharia Jn. Spl.III(R) MACLS (RRI) NSG6	a d	... 13:44		... 14:13	14:13	14:22	... 15:02	15:02	15:02	15:26	... 15:55	... 15:55
	6.2									2A	1A,1D	1A,1D	1A,1D	1C		
253.9		ADTP	95	Adityapur Spl.III MACLS (EI) NSG5	a d	... 13:48		... 14:17	14:17	14:28	... 15:08	15:08	15:08	15:31	... 15:59	... 15:59
	4.4					1C,2R		1C,2R,3D	1C,2R,3D	4C,2.5R,0.5 A	1C,2R,2D	1C,2R,2D	1C,2R,2D	2R,3D,6A	1C,2R,3D,3 A	1C,2R,3D,3 A
249.5		TATA	50	Tatanagar Jn. Spl.I MACLS (RRI)_NSG2	a d	13:58 14:03@	... 14.15	14:30 14:35@	14:30 14:35@	14:40	15:20 15:25@	15:20 15:25@	15:20 15:25@	15:48 15:53@	16:15 16:25@	16:15 16:25@
	3.1			Watering/EC		0.5R,3D	Wa,3D	0.5R,3D	0.5R,3D		0.5R,3D,7A	0.5R,3D,7A	0.5R,3D,7A	0.5R,3D	Wa, 0.5R,2A,3D	Wa, 0.5R,2A,3D
246.4		SLJR W/C	130	Salgajhari W/C (B)III(R) MACLS (PI)	a d	... 14:12	14:22 14:23	... 14:45	14:45		... 15:42	15:42	15:42	16:01	... 16:36	... 16:36
	2.6					1C		1C	1C		1C	1C	1C	1C	1C	1C
243.8		SLJR E/C	130	Salgajhari E/C Spl.III MACLS (EI)	a d	... 14:14	... 14:25	... 14:47	14:47		... 15:44	15:44	15:44	16:03	... 16:38	... 16:38
	1.2					0.5R	1R	0.5R,9A	0.5R,9A		0.5R,12A	0.5R,12A	0.5R,12A	0.5R,15A	0.5R,6A	0.5R,6A
242.6		GVDP	130	Govindpur PH HG3	a d	... 14:15	14:27 14:28	... 14:57	14:57		... 15:57	15:57	15:57	16:19	... 16:45	... 16:45
	7.6					10.5A	1C,7A	8.5A	8.5A		13.5A	13.5A	13.5A	16.5A	10.5A	10.5A
235		ASB	130	Asanboni B III MACLS (EI) NSG6	a d	... 14:30	14:42 14:43@	... 15:10	15:10		... 16:15	16:15	16:15	16:40	... 17:00	... 17:00
Total ETA						6	1	6	6	4	6	6	6	6	6	6
Recovery Time + Diversion						9	4	11	11	5.5	11	11	11	11	11	11
Extra Time						10.5	7	7.5	7.5	4	52.5	52.5	52.5	34.5	21.5	21.5
@ For PDT Page no. 112-117 to be referred.																
TEMPORARY STOPPAGE- 12022 at SINI																

CHAKRADHARPUR-TATANAGAR-ASANBONI (DN)															
Su	Tu	DLY	DLY	DLY	DLY	DLY	Ex-Su	Su,Tu, W,Sa	Th,F	M	DLY	M	DLY		
18052	12890	58022	18478	13287	58110	18110	68004	12101	12905	22905	12129	18050	18006		
ROU- BMPR EXPRESS	SMVB - TATA SUPER FAST EXPRESS	TATA-KGP PASSENGER	YNRK - PURI KALINGA UTKAL EXPRESS	DURG - ARA SOUTH BIHAR EXPRESS	GX - TATA PASSENGER	ITR - TATA EXPRESS	GUA - TATA MEMU PASS	LTT - HWH SUPER FAST EXPRESS	PBR - HWH SUPER FAST EXPRESS	OKHA - HWH SUPER FAST EXPRESS	PUNE - HWH SUPER FAST EXPRESS	BMPR- SHM EXPRESS	JDB - HWH SAMBLESHWARI EXPRESS	Station Code	
ICF (CBC)	LHB	ICF (Screw)	LHB	LHB	ICF (Screw)	ICF (Screw)	MEMU	LHB	ICF (Screw)	ICF (Screw)	ICF (Screw)	ICF(CBC)	LHB		
110	130	110	130	130	110	110	100	130	110	110	110	110	130		
H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M		H M		
15:50 15:55	16:05 16:10@		16:38 16:45@	17:10 17:15@	EX GX	18:10 18:15@	EX GX	22:25 22:30@	22:25 22:30@	22:25 22:30@	22:52 22:57@		23:45 23:52@	CKP	
1C			1C	1C	↓	1C	↓	1C	1C	1C	1C		2C	IBH	
...	...		...	...		18:24 18:26@		...	...	...	...	...	...	BRM	
16:03	16:18		16:53	17:24		1C		22:39	22:39	22:39	23:06		00:01	IBH	
...	...			...	...		18:30		...	...	...	...		...	RKWO
16:06	16:21			16:56	17:27				22:42	22:42	22:42	23:09		00:04	
1R	0.5R,5A			0.5R	0.5R				0.5R	0.5R	0.5R	0.5R		0.5R	
16:10 16:12	... 16:28			17:00 17:02@	17:31 17:33 @	18:05 18:07@	18:33 18:35@	21:52 21:54@	... 22:44	... 22:44	... 22:44	... 23:11		... 00:06	RKSN
1C	1C,0.5R, 5A			1C,0.5R	1C,0.5R	1C,1R	1C	1C,0.5R, 1A	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R		1C,0.5R	
...	...			... 17:09	... 17:41	18:15 18:17@	18:42 18:44@	22:02 22:03@	... 22:49	... 22:49	... 22:49	... 23:16		... 00:11	MMV
1.5R	1C,0.5R, 5A			1C,0.5R	1C,0.5R	0.5R,1A	1C	0.5R,1A	1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R		1C,0.5R	
16:25 16:27	... 16:48			17:16 17:18@	17:48 17:50@	18:25 18:27@	18:57 18:59@	22:10 22:12@	... 22:54	... 22:54	... 22:54	... 23:21		... 00:16	SNY
1C	0.5R,5A			0.5R	0.5R	1R,2A	1R	1C,0.5R, 2A	0.5R	0.5R	0.5R	0.5R		0.5R	
...	...			... 17:24	... 17:57	18:36 18:38@	19:11 19:13@	22:20 22:21@	... 22:58	... 22:58	... 22:58	... 23:25		... 00:20	BRBS PH
16:33	16:57			1C	1C	1R	1R,5A	0.5R,2A	1C	1C	1C	23:25		00:20 1C	
...	17:09 17:40			... 17:28	... 18:02	18:46 18:48@	19:31 19:50@	22:30 22:31@	... 23:03	... 23:03	... 23:03	... 23:29		... 00:25	GMH
	3A					1C	1R	1A							
...	...			... 17:32	... 18:06	18:55 18:57@	20:03 20:05@	22:37 22:38@	... 23:07	... 23:07	... 23:07	... 23:33		... 00:29	ADTP
1C,1.5R,3D, 11A	2C,2R,3D,6 A			2C,2R,3D,4 A	1C,1R,3D,1 A	2C,2R,3D,8. 5A	1R,2.5A, 3D	1C,3.5R,1A	1C,2R,3D,5 A	1C,2R,3D,5 A	1C,2R,3D,5 A	2C,2R,1D		2R,3D,4A	
17:05 17:10	18:10 ...		... 17:50	17:50 18:00@	18:20 18:55@	19:20 ...	20:20 ...	22:50 ...	23:25 23:32@	23:25 23:32@	23:25 23:32@	23:45 23:50@	23:45 00:10	00:45 00:55@	TATA
3C,3D	...		1C,3D	Wa, 0.5R,3D	Wa,	...	...	...	0.5R,3D	0.5R,3D	0.5R,3D	0.5R,3D,5A	Wa,3D,17A	Wa,0.5R,3D	Wa/EC
	...			17:58 17:59	...	↓	...	...	...	...	...	...	...	...	SLJR W/C
	...			1C	...		...	...	1C	1C	1C	1C	1A	1C	
	...	...	18:01	18:11	To CNI		...	...	...	...	...	...	...	SLJR E/C	
	...	1A	0.5R,9A	...	...		...	0.5R,9A	0.5R,9A	0.5R,9A	0.5R,10A	21A	15A		
	...	18:03 18:04	18:21	...	...		...	23:54	23:54	23:54	00:18	00:59	01:22	GVDP	
	...	1C,,18.5A	19.5A	...	...		...	20.5A	20.5A	20.5A	33.5A	1.5R,5A	33.5A		
To BMPR	...	18:30 18:31@	18:45	...	...	...	...	00:19	00:19	00:19	00:56	01:10	02:00	ASB	
4	5	1	6	5	4	5	3	6	6	6	6	1	6	ETA	
7	7	4	11	7	11.5	4	5.5	11	11	11	9	4.5	11	R+D	
11	72	19.5	32.5	1	17.5	31	8	34.5	34.5	34.5	48.5	44	53	A	
© For PDT Page no. 112-117 to be referred.															
TEMPORARY STOPPAGE- 13287 at RKSN															

@ For PDT Page no. 112-117 to be referred.

TEMPORARY STOPPAGE- 13287 at RKSN

**DRESS NEATLY AND
WEAR UNIFORM AND
BADGE WHILE
ON DUTY**



ASANBONI-TATANAGAR-CHANDIL

(Main Line, B.G.)

➤ Electrified Double Line Controlled Section			
➤ Section Length	:	50.8 Kms.	
* Number of Stations	:	11	
“B” Class Stations	:	04	
“C” Class Stations	:	NIL	
“Spl” Class Stations	:	07	
Passenger Halt	:	1	
* No. of Daily Coaching Trains	:	06(M/EXP)+3(PASS)	9
* No. of Non-Daily Coaching Trains	:	3 (WEEKLY AVG)	-
* Average No. of Freight Trains			
• TATA – GMH	:	71	
• GMH – KND	:	12	
• KND – CNI	:	57	
➤ System of Working			
ASB-SLJR	:	Absolute Block with DLBI. Joint line operation in DN line bet SLJR E/CAB & ASB.	
SLJR-TATA	:	Absolute Block System with BPAC (Double line & Single Line).	
TATA-GMH	:	Automatic Block System	
GMH-KND	:	Absolute Block System with Double Line Lock & Block Instrument	
KND-CNI	:	Automatic Block System	
Maximum Permissible Speed (Sectional)	:		
ASB-TATA-GMH	:	130 Kmph	
GMH-KND	:	110 Kmph	
KND- CNI	:	110 Kmph	
Maximum Permissible Speed (Traction wise)			
Mail /Express (Electric Traction)	:	110 Kmph(130 KMPH ASB- GMH)	
Conventional Passenger	:	110 Kmph	
MEMU	:	100 Kmph	
➤ Signalling System	:	MACLS	
➤ Location of IBS	:	NIL	
➤ Ruling Gradient	:	1 in 100 (Km 266.460 – 269.470)	

All trains will run at maximum permissible speed.

ASANBONI-TATA-CHANDIL															
Days of Running					DLY	Sa	DLY	Su	M	W,Th,F, Sa	DLY	Ex. Su	Ex.Sa	DLY	
Distance				Train No.		18615	22843	68035	21893	21895	20893	12801	68023	18019	18183
From HWH	Inter-mediate	Station Code	Maximum Speed over facing point on straight	Train Name		HWH - HTE KRIYAYOGA EXPRESS	BSP - PNBE SUPERFAST EXPRESS	TATA - HTE MEMU PASSENGER	TATA-PNBE VANDE BHARAT EXPRESS VIA BRKA	TATA-PNBE VANDE BHARAT EXPRESS VIA BOKARO	TATA-PNBE VANDE BHARAT EXPRESS VIA BOKARO	PURI - NDLS PURUSHOTAM SF EXP	JGM - PRR MEMU PASSENGER	JGM - DHN MEMU EXP	TATA - BXR EXPRESS
RAKE TYPE						LHB	LHB	MEMU	VNDB	VNDB	VNDB	LHB	MEMU	MEMU	LHB
Km	Km		Kmph	Maximum Permissible Speed	→	130/110	110	100	110	110	110	130/110	100	100	110
						H M	H M	H M				H M	H M	H M	H M
235		ASB	130	Asanboni B III MACLS (EI) NSG6	a d	... 01:02	↓	... ...				... 06.02	06.38 06.40	07.14 07.16	
	7.6					0.5R						0.5R	0.5R	0.5R	
242.6		GVDP	130	Govindpur PH HG3	a d	... 01.06		... ...				... 06.06	06.46 06.47	07.22 07.23	
	1.2					0.5R						0.5R	1C	1C	
243.8		SLJR E/C	130	Salgajhari E/C Spl. III MACLS (EI)	a d	... 01.07		... ...				... 06.07	... 06.49	... 07.24	
	2.6					1C						1C			
246.4		SLJR W/C	130	Salgajhari W/C (B) III(R) MACLS (PI)	a d	... 01.09		... ...				... 06.09	06.51 06.52	07.27 07.28	
	3.1					2.5D						2.5D	2D	2D,6A	
249.5		TATA	50	Tatanagar Jn Spl I MACLS (RRI) NSG2	a d	01:17 01:22@	03.30 04.00 @	... 04:30	 05:25	 05:25	 05:25	06:17 06:27 @	06:58 07:03 @	07:40 07:45 @	... 07:55
	4.4			Watering/EC		Wa,1C	Wa,1C,2D	3D	1C,1R,1A	1C,1R,1A	1C,1R,1A	WA,1C,	2D	Wa,1D	1C,3D
253.9		ADTP	95	Adityapur Spl. III MACLS (EI) NSG5	a d	... 01:30	... 04.10	04:38 04:39	 05:33	 05:33	 05:33	... 06.35	07:10 07:11@	07:52 07:53@	... 08:05
	6.2					2C,0.5R	0.5R,2D	1C,1D	0.5R,2D	0.5R,2D	0.5R,2D	2C,0.5R	1C,2D		0.5R
260.1		GMH	130	Gamharia Jn. Spl. III(R) MACLS (RRI) NSG6	a d	... 01:36	... 04:16	04:46 04:47	 05:39	 05:39	 05:39	... 06.41	07:19 07:20@	08:00 08:01@	08:11 08:13 @
	5.2					0.5R,3D	1C,0.5R, 3D	1C,0.5R, 2D	0.5R,2D	0.5R,2D	0.5R,2D	0.5R,3D	0.5R,3D	0.5R,2D	0.5R,2D, 3A
265.3		BIRP	110	Birarajpur B II MACLS (EI) NSG6	a d	... 01:43	... 04:24	04:55 04:56	 05:45	 05:45	 05:45	... 06.48	07:28 07:29@	08:08 08:09@	... 08:24
	5					3D,1A	1C,3D	1C,3D	2D	2D	2D	0.5R,3D,5A	2D	3D	3D,4A
270.3		KND	110	Kandra Jn. Spl. II(R) MACLS (RRI) NSG6	a d	... 01:50	... 04:31	05:04 05:05	 05:50	 05:50	 05:50	... 06.59	07:35 07:36@	08:16 08:17@	... 08:34
	4					25A	1R,10A	0.5R,2D				8A	1C,0.5R, 1A	1C,0.5R,2D	3D,3A
274.3		KZU	110	Kunki Spl. III MACLS (PI) NSG6	a d	... 02:17	... 04:45	05:11 05:12	 05:52	 05:52	 05:52	... 07.09	07:42 07:43@	08:24 08:25@	... 08:42
	4.8					2R,20A	6A	2R,11A				2R,13A	2R,17A	2C,2R,10A	2C,2R,1 1A
279.1		MIK	110	Manikui Spl. III MACLS (EI) HG3	a d	... 02:42	... 04:53	05:29 05:30@	 05:55	 05:55	 05:55	... 07.27	08:06 08:07@	08:40 08:41@	... 09:00
	6.6					0.5A	1R	1.5A	2C,1R, 8.5A	2C,1R, 8.5A	2C,1R, 8.5A	0.5A	1C,0.5R		0.5A
Via TATA		CNI	110	Chandil Jn B III MACLS (RRI), NSG 5	a d	02:50 02:52@	... 05:00	05:38 05:40@	06:13 06:15@	06:13 06:15@	06:13 06:15@	07:35 07:37 @	08:15 08:17@	08:48 08:50@	09:08 09:10 @
285.7	8.8														
Total ETA						4	3	3	3	3	3	4	4	4	3
Extra Time						40.5	16	14.5	9.5	9.5	9.5	26.5	18	10	21.5
Recovery Time + Diversion						14.5	13	12	9	9	9	12.5	15	14	14
© For PDT page no. 112-117 to be referred.															

@ For PDT page no. 112-117 to be referred.

ASANBONI-TATA-CHANDIL														
DLY	DLY	Tu,F,Su	M	Th	M	DLY	DLY	M,Tu, Th,F	F	W,Th, Sa	W,F,Su	EXCEPT TU	F	Station Code
68056	18601	13511	22857	12443	18185	58023	13302	22823	18009	22891	18101	20897	18119	
TATA - ASN MEMU PASSENGER	TATA - HTE EXPRESS	TATA - ASN EXPRESS	SRC - ANVT SUPER FAST EXPRESS	HLZ - ANVT SUPER FAST EXPRESS	TATA-GODDA EXPRESS	TATA - BRKA PASSENGER	TATA - DHN SWARNREKHA EXPRESS	BBS - NDLS RAJDHANI EXPRESS	SRC - AII EXPRESS	HOW - RNC SUPER FAST EXPRESS	TATA - JAT EXPRESS	HOW-RNC VANDE BHARAT EXPRESS	TATA-JYG EXPRESS	Station Code
MEMU	ICF	ICF	LHB	LHB	ICF	ICF	ICF	LHB	LHB	LHB	LHB	VNDB	ICF	
100	110	110	130/110	130/110	110	110	110	130/110	130/110	130/110	110	130/110	110	
H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M		H M	
			... 13.05	... 13.05				... 15.42	... 16.07	... 16.30		... 17:35		ASB
			0.5R	0.5R				0.5R	0.5R	0.5R		0.5R		
			13:09	13:09				15.46	16.11	16.34		17:39		GVDP
			0.5R	0.5R				0.5R	0.5R	0.5R		0.5R		
			13:10	13:10				15.47	16.12	16.35		17:40		SLJR E/C
			1C	1C				1C	1C	1C				
			... 13.12	... 13.12				... 15.49	... 16.14	... 16.37		... 17:41		SLJR W/C
		WA	2.5D	2.5D			WA	2.5D	2.5D	2.5D		1C,3.5D		W/EC
...	...	...	13:20	13:20	...	...	...	15:57	16:22	16:45	...	17:50	...	TATA
08:25	11:50	13:20	13:25 @	13:25 @	14:00	15:10	15:30	16:02 @	16:27 @	16:50 @	16:55	17:55@	18:40	
2D	2D	1C,3D,2A	Wa		3D	1C,1D	1C,3D		Wa,1C	Wa	1C,2D	Wa	1C,1D	
08:32	11:58	...	...	...	...	15:18	...	...	...	...	...	...	...	ADTP
08:33	12:00	13:32	13.32	13.32	14:10	15:20	15:40	16.09	16.34	16.57	17:05	18:00	18:49	
1C,2D	1C,0.5R	0.5R,2D,1A	1C,0.5R,2D	1C,0.5R,2D	0.5R,2D	0.5R	0.5R,2D	0.5R,2D	0.5R,2D	0.5R,2D	0.5R,2D,2R	1C,0.5R,1D	0.5R,2D	
08:41	12:07	...	...	...	...	15:26	...	...	...	...	...	...	...	GMH
08:42	12:09	13:39	13.39	13.39	14:16	15:28	15:46	16.15	16.40	17.03	17:13	18:06	18:55	
1C,0.5R,3D	1C,0.5R, 3D	2C,0.5R,3D	2C,0.5R, 3D	2C,0.5R, 3D	0.5R,3D	0.5R,3D	1C,0.5R, 3D	0.5R,3D	1C,0.5R, 2D	1C,0.5R, 3D	1C,0.5R,3D	0.5R,2D	0.5R,3D	
08:51	12:19	...	...	...	...	15:37	...	...	...	...	...	...	...	BIRP
08:52	12:21	13:48	13.48	13.48	14:23	15:39	15:54	16.22	16.47	17.11	17:21	18:12	19:02	
1C,2D	1C,2D	3D	3D	3D	1C,3D,5A	3D	3D,5A	3D,7A	3D,8A	3D	3D,2A	2D	3D	
08:59	12:29	13:55	...	...	...	15:47	...	...	...	...	...	...	...	KND
09:00	12:31	13:57@	13.54	13.54	14:35	15:49	16:05	16:35	17:01	17.17	17:29	18:17	19:08	
0.5R,3D,6A	3D,9A	3D,7A	3D,3A	3D,3A	1C,3D,5A	1C,1R,2D	1C,3D,7A	1C,3D,6A	3D,4A	3D,4A	1R,3D,3A	3D,2A	3D,12A	
09:13	12:47	...	...	...	...	15:57	...	...	...	...	...	...	...	KZU
09:14 @	12:49	14:11	14.02	14.02	14:46	15:59	16:18	16:47	17:10	17.26	17:38	18:24	19:25	
2R,9A	2R,12A	1R,7A	2R,7A	2R,7A	1C,2R,12A	1R,7A	2R,12A		1C,2R,8A	2C,2R,5A	1C,1R,12A	2C,2R,12A	14A	
09:29	13:08	...	...	...	...	16:12	...	...	...	...	...	...	...	MIK
09:30@	13:10@	14:22	14:14	14:14	15:04	16:14@	16:35	16:50	17:24	17:38	17:55	18:43	19:42	
1.5A	0.5A	1R,0.5A	0.5A	0.5A	3.5A	1C,12.5A	0.5A	2C,2R,0.5A	0.5A	0.5A	0.5R	0.5A	2C,2R,0.5A	
09:38	13:18	14:30	--	--	15.15	16:35	16.43	...	...	17.45	18:03	18:50	19:53	CNI
09:40 @	13:20 @	14:31@	14:20	14:20	15.17 @	16.37 @	16.45 @	17:00	17:30	17:46@	18:05@	18:51@	19:55@	
3	3	3	4	4	3	3	3	4	4	4	3	4	3	ETA
17.5	21.5	14.5	10.5	10.5	25.5	19.5	24.5	13.5	20.5	9.5	19.5	15.5	26.5	A
15	13	17	17.5	17.5	17	12	17	17.5	16.5	17.5	16	11.5	15	R + D

@ For PDT page no. 112-117 to be referred.

ASANBONI-TATA-CHANDIL															
Days of Running					DLY	Su,Tu, F	M,W	M,Tu, Th,F	W,Sa,Su	Su,W	Tu	F	Tu	Station Code	
Distance				Train No.	13287	12875	18103	18181	28181	12819	15629	15929	15021		
From HWH	Intermediate Distance	Station Code	Maximum Speed over facing point on straight	Train Name	DURG - ARA SOUTH BIHAR EXPRESS	PURI - ANVT NEELANCHAL SUPER FAST EXPRESS	TATA - ASR JALIANBALA BAGH EXPRESS	TATA - THAWE EXPRESS	TATA - KIR EXPRESS	BBS - ANVT SAMPARK KRANTI EXPRESS	TBM - SHTT NAGAON EXPRESS	TBM - NTSK EXPRESS	SHM - GKP EXPRESS		
				RAKE TYPE	LHB	LHB	LHB	ICF	ICF	LHB	LHB	LHB	LHB		
Km	Km		Kmph	Maximum Permissible Speed	110	130/110	110	110	110	130/110	130/110	130/110	130/110		
					H M	H M	H M	H M	H M	H M	H M	H M	H M		
235		ASB	130	Asanboni B III MACLS (EI) NSG6	a d	... 19.07				... 23.17	... 23.17	... 23.17	... 23.35	ASB	
	7.6					0.5R				0.5R	0.5R	0.5R	0.5R		
242.6		GVDP	130	Govindpur PH HG3	a d	... 19.11				23.21	23.21	23.21	23.39	GVDP	
	1.2					0.5R				0.5R	0.5R	0.5R	0.5R		
243.8		SLJR E/C	130	Salgajhari E/C Spl. III MACLS (EI)	a d	From CKP ... 19.12	... ...	... ...		23.22	23.22	23.22	23.40	SLJR E/C	
	2.6					↓ 1C				1C	1C	1C	1C		
246.4		SLJR W/C	130	Salgajhari W/C (B) III(R) MACLS (PI)	a d	... 19.14	... ...	... ...		23.24	23.24	23.24	23.42	SLJR W/C	
	3.1					2.5D				2.5D	2.5D	2.5D	2.5D		
249.5		TATA	50	Tatanagar Jn Spl I MACLS (RRI) NSG2	a d	18:20 18:55@	19:22 19:30@	... 20:30	... 20:45	... 20:45	23.32 23.37 @	23.32 23.37 @	23.32 23.37 @	23.50 23.55 @	TATA
	4.4			Watering/EC		Wa, 1C,2D	1C	1C,3D	1C,3D	1C,3D	Wa,1C	Wa,1C	Wa,1C	Wa,1C	W/EC
253.9		ADTP	95	Adityapur Spl. III MACLS (EI) NSG5	a d	... 19:05	... 19:38	... 20:41	... 20:56	... 20:56	... 23.45	... 23.45	... 23.45	... 00.03	ADTP
	6.2					0.5R,3D	1C,0.5R, 2D,3A	0.5R,2D	0.5R,2D	0.5R,2D	0.5R,2D	0.5R,2D	0.5R,2D	0.5R,2D	
260.1		GMH	130	Gamharja Jn. Spl. III(R) MACLS (RRI) NSG6	a d	... 19:12	... 19:48	... 20:47	... 21:02	... 21:02	... 23.51	... 23.51	... 23.51	... 00.09	GMH
	5.2					0.5R,3D,2.5A	1C,0.5R, 3A,3D	1C,0.5R, 3D	1C,0.5R, 3D	1C,0.5R, 3D	3D,0.5R. 1C	3D,0.5R. 1C	3D,0.5R. 1C	1C,0.5R, 3D	
265.3		BIRP	110	Birarajpur B II MACLS (EI) NSG6	a d	 19:21	... 19:59	... 20:55	... 21:10	... 21:10	... 23.59	... 23.59	... 23.59	... 00.17	BIRP
	5					2D,20A	3D,2A	3D	3D	3D	3D	3D	3D	3D	
270.3		KND	110	Kandra Jn. Spl. II(R) MACLS (RRI) NSG6	a d	... 19:46	... 20:07	... 21:01	... 21:16	... 21:16	... 00.05	... 00.05	... 00.05	... 00.23	KND
	4					15A	3D,7A	3D,7A	3D,12A	3D,12A	3D,3A	3D,3A	3D,3A	3D,4A	
274.3		KZU	110	Kunki Spl. III MACLS (PI) NSG6	a d	... 20:03	... 20:19	... 21:13	... 21:33	... 21:33	... 00.13	... 00.13	... 00.13	... 00.32	KZU
	4.8					15A	2R,15A	2R,20A	2R,21A	2R,21A	1C,2R,10A	1C,2R,10A	1C,2R,10A	1C,2R,16A	
279.1		MIK	110	Manikui Spl. III MACLS (EI) HG3	a d	... 20:21	... 20:39	... 21:38	... 21:59	... 21:59	... 00:29	... 00:29	... 00:29	... 00:54	MIK
	6.6					2C,2.5R	0.5A	1C,0.5R	1C,0.5R	1C,0.5R	0.5A	0.5A	0.5A	0.5A	
Via TATA	8.8	CNI	110	Chandil Jn B III MACLS (RRI), NSG 5	a d	20.33 20:35@	... 20:45	... 21:45	22:08 22:10@	22:08 22:10@	... 00.35	... 00.35	... 00.35	... 01.00	CNI
285.7															
Total ETA						3	4	3	3	3	4	4	4	4	ETA
Extra Time						31	30.5	27.5	33.5	33.5	13.5	13.5	13.5	16	A
Recovery Time + Diversion						12	17.5	17	17	17	17.5	17.5	17.5	17.5	R/D
@ For PDT page no. 112-117 to be referred.															

@ For PDT page no. 112-117 to be referred.

CHANDIL-TATANAGAR-ASANBONI

(Main Line, B.G.)

➤ Electrified Double Line Controlled Section		
➤ Section Length	:	50.7Kms.
* Number of Stations	:	11
“B” Class Stations	:	04
“C” Class Stations	:	NIL
“Spl” Class Stations	:	07
Passenger Halt	:	1
* No. of Daily Coaching Trains	:	06(M/EXP)+3(PASS) 9
* No. of Non-Daily Coaching Trains	:	8 (WEEKLY AVG) -
* Average No. of Freight Trains		
• CNI – KND	:	57
• KND – GMH	:	12
• GMH – TATA	:	71
➤ System of Working		
CNI-KND	:	Automatic Block System
KND -GMH	:	Absolute Block System with Double Line Lock & Block Instrument
GMH-TATA	:	Automatic Block System
TATA - SLJR	:	Absolute Block System with BPAC (Double line & Single Line).
SLJR-ASB	:	Absolute Block with DLBI. Joint line operation in dn line bet SLJR E/CAB & ASB.
Maximum Permissible Speed (Sectional)	:	
CNI-KND	:	110 Kmph
KND-GMH	:	110 Kmph
GMH-TATA- ASB	:	130 Kmph
Maximum Permissible Speed (Traction wise)		
Mail /Express (Electric Traction)	:	110 Kmph (130 KMPH GMH-ASB)
Conventional Passenger	:	110 Kmph
MEMU	:	100 Kmph
➤ Signalling System	:	MACLS
➤ Location of IBS	:	NIL
➤ Ruling Gradient	:	1 in 100 (KM 269.470 – 266.460)

All trains will run at maximum permissible speed.

CHANDIL-TATANAGAR-ASANBONI																
Days of Running					DLY	W,Sa	Tu	Su,M,Th,F	Tu,W,Sa	W	DLY	M,W,Sa	Su	EXCEPT-TU	M,W,F	
Distance				Train No.		18616	12820	15022	18182	28182	18186	13288	12876	22844	20898	18102
From HWH	Intermediate Distance	Station Code	Maximum speed of train over facing point on straight	Train Name		HTE - HWH KRIYAYOGA EXPRESS	AWMT - BBS SAMPARK KRANTI EXPRESS	GKP - SHM EXPRESS	THAWE - TATA EXPRESS	KIR -TATA EXPRESS	GODDA -TATA EXPRESS	ARA - DURG SOUTH BIHAR EXPRESS	ANWT - PURI NEELANCHAL SUPER FAST EXPRESS	PNBE - BSP SUPER FAST EXPRESS	RNC-HWH VANDE BHARAT EXP	JAT - TATA EXPRESS
				RAKE TYPE		LHB	LHB	LHB	ICF	ICF	ICF	LHB	LHB	LHB	VNDB	LHB
Km.	Km.		KMPH	Maximum Permissible Speed		110/130	110/130	110/130	110	110	110	110	110/130	110	110/130	110
						H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M
285.7		CNI	110	Chandil Jn. (B) III MACLS (RRI) NSG5	a d	01.20 01.22 @	... 03.30	... 04.20	05:28 05:30 @	... 05:30	05.40 05.42 @	06.40 06.41 @	... 08:10	 08:40	08:50 08:51 @	08:55 08:57 @
	6.6					1C	2C	2C	3C	3C,3A	1C,2R		2C		1C	
279.1		MIK	110	Manikui (Spl) III MACLS (EI) HG3	a d	... 01.30	... 03:36	... 04.26	... 05:40	... 05:40	... 05.50	... 06.48	... 08:16	... 08:44	... 08:57	... 09:04
	4.8					0.5R	0.5R	0.5R,2A	2A,0.5R	2A,0.5R	0.5R	0.5R	0.5R	0.5R	1C,0.5R	1C,0.5R
274.3		KZU	110	Kunki (SPL) III MACLS (PI) NSG6	a d	... 01.35	... 03:41	... 04:33	... 05:47	... 05:47	... 05.55	... 06.53	... 08:21	... 08:49	... 09:03	... 09:10
	4					2C,1A			3A	3A	10A				1C	
270.3		KND	110	Kandra Jn. (SPL) II(R) MACLS(RRI) NSG6	a d	... 01:40	... 03:43	... 04:35	... 05:52	... 05:52	... 06:07	... 06.55	... 08:23	... 08:51	... 09:06	... 09:12
	5					0.5R,3D	1C,0.5R,3D	1C,0.5R,3D	0.5R,3D,4A	0.5R,3D,4A	0.5R,3D,14A	1C,0.5R,3D	1C,0.5R,2D	0.5R,3D	0.5R,2D	1C,0.5R,3D
265.3		BIRP	110	Birarajpur B II MACLS (EI) NSG6	a d	... 01:46	... 03:50	... 04:42	... 06:02	... 06:02	... 06:27	... 07.02	... 08:29	... 08:57	... 09:11	... 09:19
	5.2					0.5R,3D	0.5R,3D	3.5D	0.5R,3D,17A	0.5R,3D,17A	0.5R,3D,7A	2C,0.5R,3D	0.5R,3D	0.5R,3D	0.5R,2D	1C,0.5R,3D,15A
260.1		GMH	130	Gamharia Jn. (SPL) III(R) MACLS (RRI) NSG6	a d	... 01:53	... 03:57	... 04:49	... 06:26	... 06:26	... 06:41	07:13 07:15@	... 08:36	... 09:04	... 09:17	... 09:42
	6.2					2D	2D		2D,5A	2D,5A	2D,7A	2D	2D	2C,2D,2A	2D	2D,8A
253.9		ADTP	95	Adityapur (SPL) III MACLS (EI) NSG5	a d	... 01:59	... 04:03	... 04:53	... 06:37	... 06:37	... 06:54	... 07:24	... 08:42	... 09:14	... 09:23	... 09:56
	4.4					1.5R,2D	1.5R,3D,5A	2C,3D,2A	1.5R,3D,11A	1.5R,3D,11A	2C,1.5R,3D,7A	1.5R,2A	1.5R,3D,8A	1C,1.5R,6A	1.5R,2D,5A	1.5R,3D,12A
249.5		TATA	50	Tatanagar Jn. (SPL) I MACLS (RRI) NSG2	a d	02.10 02.20 @	04:20 04:25@	05:07 05:15@	07:00 ...	07:00 ...	07:15 ...	07.35 08.05 @	09:02 09:10 @	09:30 09:55@	09:38 09:43@	10:20 ...
	3.1			Watering		0.5R,3D,5A	Wa,0.5R,3D	Wa,0.5R,3D,7A				Wa	WA,1C,0.5R,3D	Wa	Wa,0.5R,3D	
246.4		SLJR W/C	130	Salgajhari W/C (B) III(R) MACLS (PI)	a d	 02:35	... 04:35	... 05:32					... 09:21		 09:51	... ...
	2.6					1C	1C	1C							1C	
243.8		SLJR E/C	130	Salgajhari E/C Spl III MACLS (EI)	a d	 02:37	 04:37	 05:34					... 09:22		 09:53	... ...
	1.2					0.5R,12A	0.5 R	0.5R,11A					0.5R,9A		0.5R,4A	
242.6		GVDP	130	Govindpur P.H. HG3	a d	 02:50	... 04:38	 05:46					... 09:32		 '09:58	
	7.6					0.5A	10.5A	12.5A					8.5A		0.5A	
235		ASB	130	Asanboni B III MACLS (EI) NSG6	a d	 02:55	... 04:53	... 06:03					... 09:45		 10:03	
	4.9															
Total ETA						4	4	4	3	3	3	3	4	3	4	3
Extra Time						17.5	15.5	32.5	38	38	47	2	25.5	8	9.5	10.5
Recovery Time + Diversion						18	18	16.5	15	15	14	11	17	11	15	14
@For PDT page number no 112-117 to be referred.																

@For PDT page number no 112-117 to be referred.

CHANDIL-TATANAGAR-ASANBONI											
DLY	DLY	Tu	Su,W,Th,F	W,Th,Sa	Su	DLY	Ex. Su	W	Tu,F,Su	DLY	Station Code
58024	18602	18010	22824	22892	18120	13301	68024	22858	13512	68055	
BRKA - TATA PASSENGER	HTE - TATA EXPRESS	ALL - SRC EXPRESS	NOLS - BBS RAJDHANI EXPRESS	RNC - HWH SUPER FAST EXPRESS	JYG-TATA EXPRESS	DHN - TATA SWARNREKHA EXPRESS	PRR - JGM MEMU PASSENGER	ANVT - SRC SUPER FAST EXPRESS	ASN - TATA EXPRESS	ASN - TATA MEMU PASSENGER	
ICF	ICF	LHB	LHB	LHB	ICF	ICF	MEMU	LHB	ICF	MEMU	
110	110	110/130	110/130	110/130	110	110	100	110/130	110	100	
H M	H M	H M	H M	H M		H M	H M	H M	H M	H M	
09.08 09.10 @	09:28 09:30 @	... 09.40	... 09.57	10.16 10.17 @	10:28 10:30@	10:58 11:00@	11.23 11.25@	... 11.35	11.45 11.47 @	12:38 12:40 @	CNI
5A	1C	1A		1C	2A	1C	1C	1C	1C		
09:21 09:22@	09:37 09:39@	... 09:45	... 10:01	... 10.24	... 10:37	... 11:07	11:31 11:32@	... 11:40	... 11:54	12:46 12:47@	MIK
1C,0.5R	0.5R	1C,0.5R	0.5R	0.5R	0.5R	0.5R	1A	0.5R	0.5R	1C	
09:30 09:32@	09:46 10:10@	... 09.51	... 10:06	... 10.29	... 10:42	... 11:12	11:38 11:39@	... 11:45	... 11:59	12:53 12:54@	KZU
1C,3A	1C	5A				10A	0.5R	5A		0.5R	
09:40 09:42@	10:15 10:17@	... 09.58	... 10:08	... 10.31	... 10:44	... 11:24	11:43 11:44@	... 11:52	12:02 12:04@	12:58 12:59@	KND
1C,0.5R, 3D	0.5R,3D	1C,0.5R,3D	1C,0.5R, 3D	2C,0.5R, 3D	0.5R,3D	2C,0.5R, 3D	2D	2C,0.5R, 3D,2A	2C,0.5R, 3D	1C,3D	
09:51 09:53@	10:25 10:27@	... 10:05	... 10:15	... 10.39	... 10:50	... 11:32	11:51 11:52@	... 12:02	... 12:14	13:08 13:09@	BIRP
0.5R,2D	1C,0.5R	0.5R,3D	0.5R,3D	0.5R,3D	0.5R,3D	0.5R,3D,5A	0.5R,3D	0.5R,3D,2A	0.5R,3D	0.5R,3D	
10:01 10:03@	10:34 10:36@	... 10:12	... 10:22	... 10:46	... 10:57	... 11:44	12:01 12:02@	... 12:11	... 12:21	13:18 13:46@	GMH
2D		2D,5A	2D	2D	2D,8A	2D	3D	3D	2D	2D	
10:11 10:13@	10:42 10:44@	... 10.23	... 10:28	... 10:52	... 11:11	... 11:50	12:11 12:12@	... 12:18	... 12:27	13:54 13:56@	ADTP
1.5R,3D, 11A	1.5R,3D,5A	1C,1.5R, 3D,4A	2C,1.5R,1D	1.5R,3D,4A	3C,1.5R, 3D,14A	1.5R,3D,13A	2C,1.5R,2D	1.5R,3D,5A	1.5R,3D,17A	1C,2R, 3D,1.5A	
10:35 ...	11:00 ...	10.40 10.45 @	10.40 10.45 @	11.07 11.15 @	11:40 ...	12:15 ...	12:25 12:30@	12:35 12:40@	12:55 ...	14:10 ...	TATA
		Wa,3D,0.5R, 1C	0.5R,3D	0.5R,3D		Wa	Wa,3D	0.5R,3D	Wa		W/EC
		... 10.55	... 10.55	... 11:24			12:38 12:39@	... 12:50			SLJR W/C
		1A	1C	1C				1C			
		... 10.57	... 10.57	... 11:26			... 12:41	... 12:52			SLJR E/C
		0.5R,7A	0.5R,7A	0.5R,2A			1A	0.5R,17A			
		... 11.05	... 11.05	... 11:29			12:44 12:45@	... 13:10			GVDP
		4.5A	5.5A	0.5A			1C,1.5R, 20.5A	15.5A			
		11:15 11:25	... 11:15	... 11.34			13:15 13:17@	... 13.30			ASB
3	3	4	4	4	3	3	4	4	3	3	ETA
19	5	37.5	12.5	6.5	21	28	22.5	46.5	17	1.5	A
13	9	18	16	18	14	14	17	19	14	14	R + D
@For PDT page number no 112-117 to be referred.											

CHANDIL-TATANAGAR-ASANBONI																	
Days of Running					Tu	Sa	W	DLY	Ex-Sa	DLY	Th,Sa	W,Th,F,Sa	DLY	M	Su	Station Code	
Distance				Train No.	15930	15630	12444	18184	18020	12802	18104	20894	68036	21894	21896		
From HWH	Intermediate Distance	Station Code	Maximum Speed over facing point on straight	Train Name		NTSK - TBM EXPRESS	SHTT - TBM NAGAON EXPRESS	ANVT - HLZ SUPER FAST EXPRESS	BXR- TATA EXPRESS	DHN - JGM MEMU EXPRESS	NDLS - PURI SUPER FAST EXPRESS	ASR - TATA JALIANWALA BAGH EXPRESS	PNBE -TATA VANDE BHARAT EXPRESS VIA BOKARO	HTE - TATA MEMU PASSENGER	PNBE-TATA VANDE BHARAT EXPRESSSS VIA BRKA	PNBE -TATA VANDE BHARAT EXPRESS VIA BOKARO	
				RAKE TYPE		LHB	LHB	LHB	LHB	MEMU	LHB	LHB	VNDB	MEMU	VNDB	VNDB	
Km.	Km.		Kmph	Maximum Permissible Speed		110/130	110/130	110/130	110	100	110/130	110	110	100	110	110	
						H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	H M	
285.7		CNI	110	Chandil Jn. (B) III MACLS (RRI) NSG5	a d	... 13:25	... 13:25	... 14:35	16:38 16:40@	18:40 18:42 @	19:10 19:12 @	... 20:30	20:40 20:42@	22:08 22:10 @	23:03 23:05@	23:03 23:05@	CNI
	6.6					2C	2C	2C	1C	0.5A	2C	1C		2C,2A			
279.1		MIK	110	Manikui (Spl) III MACLS (EI) HG3	a d	... 13:31	... 13:31	... 14:41	18:48 18:49 @	... 19:19	... 20:35	... 20:47	22:19 22:20 @	... 23:10	... 23:10		MIK
	4.8					0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	1A	0.5R	0.5R		
274.3		KZU	110	Kunki (SPL) III MACLS (PI) NSG6	a d	... 13:36	... 13:36	... 14:46	18:54 18:55@	... 19:24	20:42 20:55	... 20:52	22:26 22:27 @	... 23:15	... 23:15		KZU
	4								0.5R		3A,P-20894		0.5R				
270.3		KND	110	Kandra Jn. (SPL) II(R) MACLS(RRI) NSG6	a d	... 13:38	... 13:38	... 14:48	18:59 19:00@	... 19:26	... 21:03	... 20:54	22:31 22:33 @	... 23:17	... 23:17		KND
	5					1C,0.5R,3D,10A	1C,0.5R,3D,10A	1C,0.5R,3D	2C,0.5R,3D,8A	1C,2D	1C,0.5R,3D	2C,0.5R,3D	0.5R,3D	1C	0.5R,3D	0.5R,3D	
265.3		BIRP	110	Birarajpur B II MACLS (EI) NSG6	a d	... 13:55	... 13:55	... 14:55	19:07 19:08@	... 19:33	... 21:11	... 21:00	22:38 22:39 @	... 23:23	... 23:23		BIRP
	5.2					0.5R,3D,28A	0.5R,3D,28A	0.5R,3D	0.5R,3D,17A	0.5R,3D	0.5R,3D	0.5R,3D,10A	0.5R,3D	0.5R	0.5R,3D,5A	0.5R,3D,5A	
260.1		GMH	130	Gamharja Jn. (SPL) III(R) MACLS (RRI) NSG6	a d	... 14:30	... 14:30	... 15:02	19:16 19:17 @	... 19:40	... 21:18	... 21:07	22:44 23:10 @	... 23:35	... 23:35		GMH
	6.2					2D,4A	2D,4A	2D	2D,3A	2D	2D	2D,10A	2D	2D,3A, P-12101	2D,2A	2D,2A	
253.9		ADTP	95	Adityapur (SPL) III MACLS (EI) NSG5	a d	... 14:40	... 14:40	... 15:08	19:24 19:25 @	... 19:46	... 21:44	... 21:13	23:20 23:21@	... 23:43	... 23:43		ADTP
	4.4					1.5R,1A	1.5R,1A	1.5R,3D	1.5R,3D,5A	1C,2R,3D,0.5A	1.5R,3D,4A	1.5R,3D,4A	3C,1.5R,3D,4A	2R,3D,2.5A	3C,1.5R,2D	3C,1.5R,2D	
249.5		TATA	50	Tatanagar Jn. (SPL) I MACLS (RRI) NSG2	a d	14:50 14:55@	14:50 14:55@	15:20 15:25@	18:00 ...	19:38 19:43 @	20:02 20:12@	22:00 ...	21:30	23:35 ...	23:55	23:55	TATA
	3.1			Watering		Wa,0.5R,3D	Wa,0.5R,3D	0.5R,3D,7A		Wa,1R,2D	0.5R,3D						
246.4		SLJR W/C	130	Salgajhari W/C (B) III(R) MACLS (EP)	a d	... 15:05	... 15:05	... 15:42	19:50 19:51 @	... 20:22							SLJR W/C
	2.6					1C	1C	1C			1A						
243.8		SLJR E/C	130	Salgajhari E/C Spl III MACLS (EI)	a d	... 15:07	... 15:07	... 15:44	...	19:53	20:24						SLJR E/C
	1.2					0.5R,12A	0.5R,12A	0.5R,12A		1A	0.5R,5A						
242.6		GVDP	130	Govindpur P.H. HG3	a d	... 15:20	... 15:20	... 15:57	19:55 19:56 @	... 20:30							GVDP
	7.6					0.5A	0.5A	13.5A		2C,5A	1C,4.5A						
235		ASB	130	Asanboni III MACLS (EI) NSG6	a d	... 15:25	... 15:25	... 16:15	20:09 20:10 @	... 20:40							ASB
	4.9																
Total ETA						4	4	4	3	4	4	3	3	3	3	3	ETA
Extra Time						52.5	52.5	32.5	33	9	14.5	27	4	7.5	7	7	A
Recovery Time + Diversion						18	18	18	14	14	18	14	14	9	13	13	R/D
@For PDT page number no 112-117 to be referred.																	

@For PDT page number no 112-117 to be referred.

CHANDIL-MURI-CHANDIL

(Branch Line, B.G.)

➤ Electrified Single Line Controlled Section		
➤ Section Length	:	67.8Km.
* Number of Stations	:	09
“B” Class Stations	:	09
“C” Class Stations	:	NIL
“Spl” Class Stations	:	NIL
Passenger Halt	:	02
➤ System of Working	:	Absolute Block System with Token Less Block Instrument & BPAC
➤ Maximum Permissible Speed	:	110Kmph
➤ Signalling System	:	MACLS
➤ Location of IBS	:	NIL
➤ Ruling Gradient	:	1 in 200 (Km 324.07 – 329.52) TUL-SSIA (Km 301.32 – 299.51) JHMR-GDBR

All trains will run at maximum permissible speed.

A Careful man is the best safety device.

MURI - CHANDIL															
Distance		From HWH Via TATA	From MURI	Intermediate Distance	Station Code	Maximum Speed over Facing Point (KMPH)	Train No.		22806	18186	58024	12876	18102	18010	22824
From HWH Via TATA	From MURI						Train Name		ANVT - BBS Exp	GODA-TATA Exp	BRKA-TATA Pgr	ANVT-PURI Neela-chal Exp	JAT -TATA Exp	All-SRC Exp	NDLS BBS Rajdhani Exp (Via-TATA)
							Type of Rake		LHB	ICF/C	ICF/S	LHB	LHB	LHB	LHB
							Days of Run		Tu	W	Daily	M, W, Sat	M, W, F	Tu	W, Th, F, Su
Maximum Permissible Speed(KMPH)								110	110	110	110	110	110	110	
KM	KM	KM			Station Name		H:M	H:M	H:M	H:M	H:M	H:M	H:M	H:M	
353.5	0		MURI	15/110	Muri Jn., EI B,IIR		a	03:43	04:15	06.05	06:45	07:25	08:25	08:48	
					MACLS, CW,T.L		d	03:45	04:27	06.15	06:47	07:42	08:30	08:50	
		7.1						3D, 4R	3D, 6R A-18615	½ C,3D, ½R	1D	3D I/C-68035	3D	1A,3D	
346.4	7.1		ILO	110	ILLOO (B),		a	...	...	06:31	07:03	...	...	...	
					IIR, MACLS, E.I		d	04:03	04:48	06:33	07:10	07:57	08:46	09:07	
		5.3									X-21895	1A	2R	2A	
341.1	12.4		TRAN	110	Torang (B),		a	...	...	06:38	...	...	...	...	
					IIR, MACLS, E.I		d	04:06	04:51	06:45	07:16	08:01	08:51	09:12	
		10.9								X-68035	1R	1R	1R	2A	
330.2	23.3		SSIA	110	Suisa (B),		a	...	...	06:54	...	...	...	...	
					IIR, MACLS, E.I		d	04:13	04:58	07:04	07:24	08:09	08:59	09:21	
		7.3							2C	½ A, 9½R X-21895	2R	1R	1R		
322.9	30.6		TUL	110	Tiruldih (B),		a	...	...	07:20	...	...	...	...	
					III, MACLS,P.I		d	04:17	05:04	07:40	07:30	08:14	09:04	09:25	
		5.84								1R P-12876	2R		1C, 2R		
317.06	36.44		BKKI		Bakarkuri Ph		a	...	...	07:46	...	...	...	...	
							d	04:20	05:07	07:47	07:35	08:17	09:10	09:28	
		2.76						1½ C	½ A	½ A	½ C	1½ C	½ C, 2R	½R	
314.3	39.2		LTMD	110	Latemda (B),		a	...	...	07:51	...	...	...	...	
					IIR, MACLS, E.I		d	04:23	05:09	07:53	07:37	08:20	09:14	09:30	
		4.8						½ R	1½ A	½C, 4R,1A	2½ R	½ C,1R	½ C	1C, ½R	
309.5	44.0		HNSL	---	Heslang Ph		a	...	...	08:03	...	...	...	...	
							d	04:26	05:13	08:04	07:42	08:24	09:17	09:34	
		5.7							1C, 3R	½C, 6½R		1C, 1R			
303.8	49.7		JHMR	110	Jhimri (B),		a	...	...	08:16	...	...	...	...	
					IIR, MACLS, E.I.		d	04:29	05:20	08:40	07:45	08:29	09:20	09:37	
		9.83						½ C	1½ R	3C, 2A, 2½R P-18102	½A	2A, ½R	½ A	1½ R	
293.97	59.33		GDBR	110	Goonda Bihar (B),		a	...	...	08:55	...	...	...	...	
					II, MACLS, E.I		d	04:35	05:27	08:57	07:51	08:37	09:26	09:44	
		8.27						3C, 6A, 1R	1C,5R, 1A	3A, 1R	5C, 4R, 5A	½C, ½A, 10R	3C,4½ R, 1½ A	1C, 7R	
285.7	67.8		CNI	15	Chandil Jn. RRI B,		a	...	05:40	09:08	...	08:55	...	...	
					MACLS,TL,CW, III		d	04:50	05:42	09:10	08:10	08:57	09:40	09:57	
Total CD								05	04	4½	5½	3½	05	02	
Total Recovery								5½	15½	25	11½	14½	12½	9½	
Total Adjustment								06	03	07	5½	3½	02	05	
Total Diversion								03	03	03	01	03	03	03	

CHANDIL - MURI															
Distance		From HWH Via TATA	From CNI	Intermediate Distance	Station Code	Maximum Speed over Facing Point (KMPH)	Train No.		18615	68035	20893	21893	21895	18427	18185
From HWH Via TATA	From CNI						Train Name	HWH HTE Kriya Yoga Exp	TATA-HTE MEMU Pgr	TATA-PNBE VANDE BHARAT S/F Exp	TATA-PNBE VANDE BHARAT S/F Exp	TATA-PNBE VANDE BHARAT S/F Exp	PURI-ANVT Exp	TATA-GODA Exp	
								Type of Rake	LHB	MEMU	VNDB	VNDB	VNDB	LHB	ICF/C
								Days of Run	Daily	Daily	W, Th, F, Sat	SUN	MON	SAT	MON
Maximum Permissible Speed(KMPH)								110	100	110	110	110	110	110	
KM	KM	KM			Station Name		H:M	H:M	H:M	H:M	H:M	H:M	H:M	H:M	
285.7	0		CNI	15	Chandil Jn. RRI B,		a	02:50	05:38	06:13	06:13	06:13	14:20	15:15	
					MACLS,TL,CW, III		d	02:52	05:40	06:15	06:15	06:15	14:22	15:17	
		10.8						3D	4R					1C,3R	
293.97	10.8		GDBR	110	Goonda Bihar (B),		a	...	05:50	...	...	...	...	...	
					II, MACLS, E.I		d	03:03	05:51	06:21	06:21	06:21	14:29	15:27	
		07.3						2C,½R	1R	2C, ½A, 2R	2C, ½R, 2A	2C, ½R, 2A	½C	½ C	
303.8	18.1		JHMR	110	Jhimri (B),		a	...	05:59	...	...	...	...	...	
					IIR, MACLS, E.I		d	03:11	06:00	06:31	06:31	06:31	14:35	15:33	
		06.2						2R	½A, 1R	6R	6R	6R			
309.5	24.3		HNSL	---	Heslang Ph		a	...	06:06	...	...	...	...	...	
							d	03:16	06:07	06:40	06:40	06:40	14:38	15:36	
		04.3						½ C		½R	½R	½R	½C	½ C	
314.3	28.6		LTMD	110	Latemda (B),		a	...	06:11	...	...	...	...	...	
					IIR, MACLS, E.I		d	03:19	06:12	06:43	06:43	06:43	14:41	15:39	
		2.76						½C, 1R	½ C	2½C	2½R	2½C	½C	½ A	
317.06	36.44		BKKI	...	Bakarkuri Ph		a	...	06:15	...	...	...	...	...	
							d	03:22	06:16	06:47	06:47	06:47	14:43	15:41	
		5.84						1R,½A	½ C						
322.9	37.2		TUL	110	Tiruldih (B),		a	03:27	06:21	...	...	...	...	...	
					III, MACLS,P.I		d	03:28	06:22	06:50	06:50	06:50	14:46	15:44	
		07.3						2½R	2C,½R	3R	3R	3R		1C	
330.2	44.5		SSIA	110	Suisa (B),		a	03:37	06:30	...	...	...	...	...	
					IIR, MACLS, E.I.		d	03:38	06:32	06:57	06:57	06:57	14:50	15:49	
		10.9							1A, 4R					1C,1R	
341.1	55.4		TRAN	110	Torang (B),		a	03:49	06:45	...	...	...	...	...	
					IIR, MACLS, E.I		d	03:50	06:47	07:04	07:04	07:04	14:57	15:58	
		5.3						4R,2A	1A, 6R					1A	
346.4	60.7		ILO	75	Illoo (B),		a	04:00	06:58	...	...	...	...	...	
					IIR, MACLS, E.I.		d	04:06	07:23	07:07	07:07	07:07	15:00	16:02	
		7.1						3D, 4R X-22806	1½C,3D,1R P-21895				4C, 3D, 7R	3D	
353.5	67.8		MURI	15/ 110	Muri Jn., EI, B		a	04:25	07:40	07:18	07:18	07:18	15:25	16:17	
					IIR,MACLS,CW,TL		d	04:45	08:52	07:20	07:27	07:20	15:27	16:22	
Total CD								03	4½	4½	02	4½	5½	04	
Total Recovery								15	17½	11½	12½	10	07	04	
Total Adjustment								2½	2½	½	02	02	XX	1½	
Total Diversion								06	03	XX	XX	XX	03	03	

MURI - CHANDIL													
Distance		Intermediate Distance	Station Code	Maximum Speed over Facing Point (KMPH)	Train No.		18120	18428	20894	68036	21894	21896	18616
From HWH Via TATA	From MURI				Train Name		JYG-TATA Exp	ANVT-PURI Exp	PNBE-TATA VANDE BHARAT S/F Exp	HTE TATA MEMU Pgr	PNBE-TATA VANDE BHARAT S/F Exp	PNBE-TATA VANDE BHARAT S/F Exp	HTE-HWH Kriya Yoga Exp
					Type of Rake		ICF/S	LHB	VNDB	MEMU	VNDB	VNDB	LHB
					Days of Run		SUN	MON	W, Th, F, Sat	Daily	MON	SUN	Daily
Maximum Permissible Speed(KMPH)						110	110	110	100	110	110	110	
KM	KM	KM			Station Name		H:M	H:M	H:M	H:M	H:M	H:M	H:M
353.5	0		MURI	15/ 110	Muri Jn., El B,IIR	a	09:20	11:20	19:41	19:50	21:58	22:05	23:23
					MACLS, CW,T.L	d	09:25	11:22	19:43	20:00	22:00	22:07	23:43
		7.1						3D		½ C,3D	2D		3C, 2A, 3D,3R
346.4	7.1		ILO	110	ILLOO (B),	a	...	...	...	20:16	...	...	...
					IIR, MACLS, E.I	d	09:36	11:37	19:54	20:17	22:13	22:18	00:07
		5.3											7R
341.1	12.4		TRAN	110	Torang (B),	a	...	...	...	20:22	...	...	00:18
					IIR, MACLS, E.I	d	09:39	11:40	19:57	20:23	22:16	22:21	00:19
		10.9								5R			
330.2	23.3		SSIA	110	Suisa (B),	a	...	...	...	20:37	...	...	00:29
					IIR, MACLS, E.I	d	09:46	11:47	20:04	20:42	22:23	22:28	00:30
		7.3								2C, 8½A, 6R X-18119			1½R
322.9	30.6		TUL	110	Tiruldih (B),	a	...	...	...	21:05	...	...	00:39
					III, MACLS,P.I	d	09:50	11:51	20:08	21:12	22:27	22:32	00:40
		5.84								½ C X-12875			½R
317.06	36.44		BKKI		Bakarkuri Ph	a	...	...	...	21:18	...	...	...
						d	09:53	11:54	20:11	21:19	22:30	22:35	00:44
		2.76					½ C	½ C	½ C	½C, 1R	½A	½A	1½A, 2R
314.3	39.2		LTMD	110	Latemda (B),	a	...	...	...	21:24	...	...	...
					IIR, MACLS, E.I	d	09:55	11:56	20:13	21:25	22:32	22:37	00:49
		4.8					½ C	½ C	½ R		½A	½A	1½ A
309.5	44.0		HNSL	---	Heslang Ph	a	...	...	...	21:30	...	...	...
						d	09:58	11:59	20:16	21:31	22:35	22:40	00:53
		5.7					1C	1C		½ C			2C, 3R
303.8	49.7		JHMR	110	Jhimri (B),	a	...	...	...	21:37	...	...	...
					IIR, MACLS, E.I.	d	10:02	12:03	20:19	21:38	22:38	22:43	01:01
		9.83					½ C	½ C	1½A		½A	½R	½ C
293.97	59.33		GDBR	110	Goonda Bihar (B),	a	...	...	....	21:46	...	...	...
					II, MACLS, E.I	d	10:08	12:09	20:26	21:47	22:44	22:49	01:07
		8.27					1½C, 3½A, 9R	2½C, 6A, 3D, 16½R	5C, 2A, 1R	1½C, 12½R	7C, 4½A, 1½R	3C, 3A, 2R	½C, 5½R
285.7	67.8		CNI	15	Chandil Jn. RRI B,	a	10:28	12:43	20:40	22:08	23:03	23:03	01:20
					MACLS,TL,CW, III	d	10:30	12:45	20:42	22:10	23:05	23:05	01:22
Total CD							04	05	5½	5½	07	03	06
Total Recovery							09	16½	1½	24½	1½	2½	22½
Total Adjustment							3½	06	3½	8½	06	04	05
Total Diversion							XX	06	XX	03	02	XX	03

CHANDIL - MURI													
Distance		Intermediate Distance	Station Code	Maximum Speed over Facing Point (KMPH)	Train No.		58023	22823	18009	18101	18119	12875	22805
From HWH Via TATA	From CNI				Train Name		TATA BRKA Pgr	BBS- NDLS Rajdhani Exp (Via-TATA)	SRC- All Exp	TATA JAT Exp	TATA-JYG Exp	PURI-ANVT Neelachal Exp	BBS-ANVT Exp
					Type of Rake		ICF/S	LHB	LHB	LHB	ICF/C	LHB	LHB
					Days of Run		Daily	M, Tu, Th, F	FRI	W, F, Su	FRI	Tu, F, Su	Sat
					Maximum Permissible Speed(KMPH)		110	110	110	110	110	110	110
KM	KM	KM			Station Name		H:M	H:M	H:M	H:M	H:M	H:M	H:M
285.7	0		CNI	15	Chandil Jn. RRI B,	a	16:35	...	...	18:03	19:53	...	...
					MACLS,TL,CW, III	d	16:37	17:00	17:30	18:05	19:55	20:45	23:20
		10.8					5R,4A			1R			
293.97	10.8		GDBR	110	Goonda Bihar (B),	a	16:53	...	...	...	...	...	...
					II, MACLS, E.I	d	17:20	17:05	17.35	18:14	20:01	20:50	23.25
		07.3					2½R P-22823	1½ C, 1R	½ C, 1A	½ C	2½R	½A	2½ R
303.8	18.1		JHMR	110	Jhimri (B),	a	17:30	...	...	...	20:10	...	...
					IIR, MACLS, E.I	d	17:53	17:13	17.42	18:20	20:22	20:56	23:33
		06.2					1R P-18009				X-20894		
309.5	24.3		HNSL	---	Heslang Ph	a	17:59	...	...	...	..	...	...
						d	18:01	17:16	17:45	18:23	20:26	20:59	23:36
		04.3					11½R	1½ C, 1A	½ C, 2R	½ C	½A	½R	½ R
314.3	28.6		LTMD	110	Latemda (B),	a	18:17	...	...	...	...	...	...
					IIR, MACLS, E.I	d	18:38	17:21	17.50	18:26	20:29	21:02	23:39
		2.76					½ C P-18101	2A, ½ R	½ C, 2R	½ C	2½A	1½ R	1½ R
317.06	36.44		BKKI	...	Bakarkuri Ph	a	18:42	...	...	...	...	...	...
						d	18:44	17:25	17:54	18:28	20:33	21:05	23:42
		5.84					½ C,1½ R	1C, 2R					
322.9	37.2		TUL	110	Tiruldih (B),	a	18:51	...	...	...	...	...	...
					III, MACLS,P.I	d	18:53	17:31	17.57	18:31	20:36	21:08	23:45
		07.3					½ C,1½ R	1R	3R				2C,1R
330.2	44.5		SSIA	110	Suisa (B),	a	19:01	...	...	...	...	...	...
					IIR, MACLS, E.I.	d	19:02	17:36	18:04	18:35	20:40	21:12	23:52
		10.9					1A	2R	2C, 2R				9R
341.1	55.4		TRAN	110	Torang (B),	a	19:12	...	...	...	...	...	00:10
					IIR, MACLS, E.I	d	19:14	17:45	18:15	18:42	20:47	21:19	00:23
		5.3					1A		1R				6R X-18616
346.4	60.7		ILO	75	Illoo (B),	a	19:20	...	...	...	...	...	...
					IIR, MACLS, E.I.	d	19:22	17:48	18:19	18:45	20:50	21:22	00:34
		7.1					3½ C,½R	3D	1A, 3D	3D	3D, 14R	1C,17R, 3D,3A	2C,4A, 3D,8R
353.5	67.8		MURI	15/ 110	Muri Jn., El, B	a	19:38	18:03	18:35	19:00	21:18	21:58	01:03
					IIR,MACLS,CW,TL	d	19:43	18:05	18:37	19:05	21:20	22:00	01:05
Total CD							05	04	3½	1½	XX	01	04
Total Recovery							23½	6½	10	01	16½	19	28½
Total Adjustment							06	03	02	XX	03	3½	04
Total Diversion							XX	03	03	03	03	03	03

CHAKRADHARPUR-CHANDIL-CHAKRADHARPUR

(Branch Line, B.G.)

➤ Electrified Double Line Controlled Section		
➤ Section Length	:	64Km.
* Number of Stations	:	10
“B” Class Stations	:	03
“C” Class Stations	:	NIL
“Spl” Class Stations	:	07
Passenger Halt	:	NIL
* No. of Daily Coaching Trains		02(M/EXP)+0(PASS) 2
* No. of Non-Daily Coaching Trains		1 (WEEKLY AVG) -
* Average No. of Freight Trains		
CKP – RКСN	:	45
RКСN – SNY	:	88
SNY – KND	:	45
KND – CNI	:	57
➤ System of Working		
CKP-RКСN	:	Absolute Block System with Double Line Lock & Block Instrument
RКСN -CNI	:	Automatic Block System
CKP-SINI (3 rd LINE) (UP & DN)	:	Bi-directional, Automatic Signalling system with MSDAC bet SINI-RКСN, RКСN-CKP Absolute Block System With BPAC.
Maximum Permissible Speed (Sectional)	:	
CKP-SINI	:	130Kmph
SINI-CNI	:	110Kmph
Maximum Permissible Speed (Traction wise)		
Mail /Express (Electric Traction)	:	110 Kmph (130 Kmph bet CKP-SINI)
Conventional Passenger	:	110 Kmph
MEMU	:	100 Kmph
➤ Signalling System	:	MACLS
➤ Location of IBS	:	CKP-BRM(UP & DN), BRM-RКСN W/O (UP & DN)
➤ Ruling Gradient	:	1 in 100 (Km 384.536 - 383.067) (Km 379.000 - 380.067)

All trains will run at maximum permissible speed.

CHAKRADHARPUR - CHANDIL												
Days of Running					DLY	Sa	Sa	Su	DLY	Sa	Sa	Th,F
Distance				Train No.	18116	18427	20817	12375	18012	22805	12949	12151
From HWH	Intermediate Distance	Station Code	Maximum Speed over facing point on straight	Train Name	CKP - GMO MEMU EXPRESS	PURI - ANVT EXPRESS	BBS - NDLS RAJDHANI EXPRESS	TBM - JSME SUPER FAST EXPRESS	CKP-ADA-HWH EXPRESS	BBS - ANVT SUPER FAST EXPRESS	PBR - SRC KAVI GURU SUPER FAST EXPRESS	LTT - HWH SAMIRASTA SUPER FAST EXPRESS (via ADA)
				RAKE TYPE	MEMU	LHB	LHB	LHB	ICF	LHB	ICF	LHB
Km	Km		Kmph	Maximum Permissible	100	130/110	130/110	130/110	110	130/110	110	130/110
					H M	H M	H M	H M	H M	H M	H M	H M
311.8		CKP	130	Chakraadharpur B III(R) (EI) MACLS, NSG4	a ... d 05:30	EX-JRLI ↓	15:50 15:52@	16:05 16:10@	... 17:35	21:50 21:55 @	23:10 23:12 @	23:10 23:12 @
	10.7			IBH	0.5R,5A		3A		2D			
301.1		BRM	130	Barabamboo SPL IIIR (EI) MACLS, NSG6	a 05:43 d 05:45@		...	...	17:45	...	...	...
	7.6			IBH	0.5A		16:03	16:18	17:47	22:03	23:20	23:20
293.5		RKWO	130	Rajkharsawan West outer Jn (B) III(R) MACLS (EI)	a d 05:50		...	...	...	...	...	...
	2.0				0.5A		16:06	16:21	17:51	22:06	23:23	23:23
291.5		RKSN	130	Rajkharswan Jn. SPL IIIR (EI) MACLS, NSG5	a 06:02 d 06:04@		...	...	17:54	...	...	...
	7.4				1C,0.5R		13:34	16:12	16:23	17:56	22:10	23:25
284.1		MMV	130	Mahalimarup SPL IIIR (EI) MACLS, NSG6	a 06:10 d 06:12@		...	...	18:03	...	...	...
	7.8				0.5R		13:38	16:17	16:33	18:05	22:15	23:30
276.3		SNY	130	Sini Jn SPL III (EI) MACLS, NSG5	a 06:10 d 06:12@	0.5R	...	...	18:13	...	...	...
	12.9					0.5R	2C,0.5R,2A	1C,0.5R,5A	1C	2C,0.5R	1C,0.5R	1C,0.5R
391.2	Via ADA	KND	110	Kandra Jn SPL II(R) (RRI) MACLS, NSG6	a 06:22 d 06:24@	...	...	...	18:46	...	...	...
	4				1C,0.5R,10A	6A	1C,9A	1C,9A	1R,5A	10A	5A	5A
387.2		KZU	110	Kunki SPL III (PI) MACLS, NSG6	a 06:39 d 06:41 @	...	...	...	19:13	...	...	...
	4.8				16A	4C,3R		1R,3A	2.5R,10A	1C,16A	2C,2R,9A	2C,2R,9A
382.4		MIK	110	Manikui SPL III (EI) MACLS, HG3	a 07:01 d 07:03 @	...	...	...	19:46	...	...	...
	6.6				3C,2R,0.5A	1C,0.5R	1C,3.5R	1C,2.5R	1C	1C,2.5A	1C,0.5R	1C,0.5R
375.8		CNI	110	Chandil Jn B III (RRI) MACLS, NSG5	a 07:15 d 07:17@	14:20	...	...	20:00	...	...	...
						14:22@	17:00	17:20	20.05 @	23:20	00:20	00:20
ETA					5	4	5	5	5	5	5	5
Extra Time					32.5	9	21	23	53	38	21	21
Recovery Time + Diversion					4	4	4	4	4	4	4	4
@ For PTT Page no. 112-117 to be referred.												

CHANDIL - CHAKRADHARPUR												
Days of Running				Sa,Su	M	Tu	DLY	M	M	W	DLY	
Distance				Train No.	12152	12950	22806	18011	20818	18428	12376	18115
From HWH	Intermediate Distance	Station Code	Maximum speed over facing point on straight.	Train Name	HWH-LTT SAMRASTA SUPERFAST EXPRESS	SRC-PBR KAVIGURU SUPER FAST EXPRESS	ANVT-BBS SUPERFAST EXPRESS	HWH-ADA-CKP EXPRESS	NDLS-BBS Rajdhani EXPRESS	ANVT - PURI EXPRESS	JSME-TBM SUPERFAST EXPRESS	GMO - CKP MEMU EXPRESS
				RAKE TYPE	LHB	ICF	LHB	ICF	LHB	LHB	LHB	MEMU
KM	KM		KMPH	Maximum Permissible speed	110/130	110	110/130	110	110/130	110/130	110/130	100
					H M	H M	H M	H M	H M	H M	H M	H M
376.8		CNI	110	Chandil Jn B III (RRI) MACLS, NSG5	a d ... 02:10	... 02:10	... 04:50	08:25 09:05 @	... 09:57	12:43 12:45@	... 18:28	21:20 21:25@
	6.6									2C		1C
382.4		MIK	110	Manikui SPL III (EI) MACLS, HG3	a d ... 02:14	... 02:14	... 04:54	09:11 09:13@	... 10:01	... 12:55	... 18:32	21:31 21:32@
	4.8				0.5R	0.5R	0.5R	0.5R	0.5R	0.5R,2A	0.5R	0.5R
387.2		KZU	110	Kunki SPL III (PI) MACLS, NSG6	a d ... 02:19	... 02:19	... 04:59	09:20 09:22@	... 10:06	... 13:02	... 18:37	21:37 21:38@
	4				1C	1C	1C	1C		1C		0.5R
391.2		KND	110	Kandra Jn SPL IIR (RRI) MACLS, NSG6	a d ... 02:22	... 02:22	... 05:02	09:27 09:29@	... 10:08	... 13:05	... 18:39	21:42 21:43@
	12.9				1C,0.5R	1C,0.5R	1C,0.5R	1C,0.5R, 10A	0.5R	0.5R	1C,0.5R	1C
276.3 Via TATA		SNY	130	Sini Jn SPL III (EI) MACLS, NSG5	a d ... 02:33	... 02:33	... 05:13	09:52 09:54@	... 10:18	... 13:15	... 18:50	22:05 22:06@
	7.8				1C,0.5R	1C,0.5R	0.5R	1C,0.5R	0.5R	0.5R	1C,0.5R	0.5R
284.1		MMV	130	Mahalimarup SPL IIR (EI) MACLS, NSG6	a d ... 02:38	... 02:38	... 05:17	10:02 10:04 @	... 10:22	... 13:20	... 18:55	22:12 22:13@
	7.4				0.5R	0.5R	1C,0.5R	1R	1C,0.5R		1C,0.5R	1C,0.5R
291.5		RKSN	130	Rajkharswan Jn. SPL IIR (EI) MACLS, NSG5	a d ... 02:42	... 02:42	... 05:22	10:11 10:13@	... 10:27	... 13:24	... 19:00	22:20 22:21@
	2.0				0.5R	0.5R	0.5R	0.5R	0.5R		0.5R	
293.5		RKWO	130	Rajkharsawan West outer Jn (B) III(R) MACLS (EI)	a d ... 02:44	... 02:44	... 05:24	... 10:16	... 10:29	... 13:26	... 19:02	... 22:24
	7.6							0.5R	1C	0.5R		
301.1		BRM	130	Barabamboo SPL IIR (EI) MACLS, NSG6	a d ... 02:47	... 02:47	... 05:27	10:21 10:40@	... 10:33		... 19:05	22:29 22:30@
	10.7				2C,1.5R, 2.5A	2C,1.5R, 2.5A	2C,1.5R, 2.5A	2C,0.5R, 24.5A	3C,1.5R, 3.5A		1C,1.5R, 0.5A	1C,2R, 6.5A
311.8		CKP	130	Chakradharpur B III(R) (EI) MACLS, NSG4	a d 03:00 03:02@	03:00 03:02@	05:40 05:45@	11:15 ...	10:48 10:50@	TO JRLL	19:15 19:20@	23:20 ...
Total ETA					5	5	5	5	5	3	4	5
Extra Time					2.5	2.5	2.5	34.5	3.5	2	0.5	49
Recovery Time + Diversion					4	4	4	4	4	1.5	4	4
@ For PTT Page no. 112-117 to be referred.												

CHANDIL-ADRA

(Branch Line, B.G.)

➤ CNI-GRB Double Line GRB-ADA Single Line Electrified Controlled Section		
➤ Sectional Length	:	93.1Km
➤ No. of Stations	:	13
“B” Class Stations	:	13
“C” Class Stations	:	NIL
“Spl” Class Stations	:	NIL
Passenger Halt	:	NIL
➤ System of Working		
CNI-GRB	:	Absolute Block System with Double Line Lock & Block Instrument
GRB-ADA	:	Absolute Block System with Token Less Block Instrument
RUI-ANR	:	SINGLE LINE TOKEN LESS INSTRUMENT.
➤ Maximum Permissible Speed (Sectional)	:	
CNI-JOC	:	110 Kmph
GRB-ADA	:	110 Kmph
ANR-RUI	:	110 Kmph
Maximum Permissible Speed (Traction wise)		
Mail /Express (Electric Traction)	:	110 Kmph
Conventional Passenger	:	110 Kmph
MEMU	:	100Kmph
➤ Signalling System	:	MACLS
➤ Location of IBS	:	NIL
➤ Ruling Gradient	:	1 in 100

All trains will run at maximum permissible speed.

CHANDIL - ADRA

DOWN TRAINS

Distance		Intermediate	Station Code	Maximum speed over facing point on the straight	Train No.		12151	12949	15629	15929	12819	15021	12828	
From HWH via ADA	From CNI				Train Name	LTT-HWH Samarsata S/F Exp	PBR-SRC Kaviguru S/F Exp	TBM-SHTT NAGAON Express	TBM-NTSK Express	BBS-ANVT Sampark Kranti	SHM-GKP Express	PRR-HWH S/F Exp		
						Stock/Coupling Type		LHB	ICF/Sc	LHB	LHB	LHB	LHB	LHB
						Days of run		F,SA	SU	W	SA	M, TH	W	Daily
KM	KM	KM		KMPH	Max.Permissible speed (kmph)		110	110	110	110	110	110	110	
					STATIONS		HM	HM	HM	HM	HM	HM	HM	
376.6	0		CNI	110	Chandil Jn. P.I. (B) III MACLS	a d	... 00.20	... 00.20	... 00.35	... 00.35	... 00.35	... 01.00		
		8.8					1C	1C	1C	1C	1C	1C		
367.8	8.8		NIM	110	Nimdih P.I. (B) III MACLS	a d	... 00.26	... 00.26	... 00.41	... 00.41	... 00.41	... 01.06		
		8.5					0.5C	0.5C	0.5C	0.5C	0.5R	0.5C		
359.3	17.3		BRMD	110	Biramdih E.I. (B) III MACLS	a d	... 00.31	... 00.31	... 00.46	... 00.46	... 00.46	... 01.11		
		5.1					1C	1C	1C	1C	1C	1C		
354.2	22.4		BBM	110	Barabhum P.I. (B) II (R) MACLS	a d	... 00.35	... 00.35	... 00.50	... 00.50	... 00.50	... 01.15		
		7.9					0.5C	0.5C	0.5C	0.5C	0.5C	0.5C		
346.3	30.3		URA	110	Urma E.I. (B) III MACLS	a d	... 00.40	... 00.40	... 00.55	... 00.55	... 00.55	... 01.20		
		8.7					0.5C	0.5C	0.5C	0.5C	0.5C	0.5C		
337.6	39.0		KTD	110	Kantadih P.I. (B) III MACLS	a d	 00.45	 00.45	... 01.00	... 01.00	... 01.00	... 01.25		
		7.9					0.5R	0.5R	0.5C	0.5C	0.5C	0.5C		
329.7	46.9		TAO	110	Tamna P.I. (B) III MACLS	a d	... 00.50	... 00.50	... 01.05	... 01.05	... 01.05	... 01.30		
		7.0					4R	4R	5R2A	5R2A	11A	2R8A		
322.7	53.9		PRR	110	Purulia Jn. P.I. (B) III MACLS, CW	a d	01.00 01.05	01.00 01.05	01.18 01.20	01.18 01.20	... 01.20	01.46 01.48	— 05.30	
		7.2					1R	1R	1R	1R	4R	1C	2R	
315.5	61.1		CHRA	110	Chharrah P.I.(B) III MACLS	a d	... 01.13	... 01.13	... 01.28	... 01.28	... 01.28	... 01.56	... 05.38	
		4.5					1A0.5R	1A0.5R	1.5C	1.5C	1.5C	1.5R	1R0.5A	
311.0	65.6		KSU	110	Kustaur E.I. (B) III MACLS	a d	... 01.17	... 01.17	... 01.32	... 01.32	... 01.32	... 02.00	... 05.42	
		8.4					2.5C	2.5C	1A0.5C	1A0.5C	1A0.5R	1.5R	0.5A	
302.6	74.0		BGA	110	Bagalia P.I. (B) III MACLS	a d	... 01.24	... 01.24	... 01.38	... 01.38	... 01.38	... 02.06	... 05.47	
		5.7					2A	2A	3A	3A	3A	5A	1C 1A	
296.9	79.7		ANR	30	Anara (B) III End P.I. MACLS	a d	... 01.30	... 01.30	... 01.45	... 01.45	... 01.45	... 02.15	05.55 05.57	
		6.7					3A	3A	3A	3A	6D 8.5A	6D3.5A		
290.2	86.4		GRB	110	Gardhrubeswar P.I. (B) III MACLS	a d	... 01.40	... 01.40	... 01.55	... 01.55	To RUI ↓	To RUI ↓	... 06.06	
		6.7					3D23A	3D23A	3.5A	3.5A			3D 2C	
283.5	93.1		ADRA	90	Adra Jn. E.I. (B) II (R) MACLS, CW	a d	02.15 02.20	02.15 02.20	To JOC ↓	To JOC ↓			06.20 06.24	
Total EA/TA provided in section							6C/6R	6C/6R	6C/6R	6C/6R	5C/5R	5C/5R	3C/3R	
Adjustment/Diversion time provided in section							29A/3D	29A/3D	12.5A	12.5A	23.5A/6D	16.5A/6D	2A/3D	

CHANDIL - ADRA

DOWN TRAINS

22843	63520	68058	18116	12801	68023	18019	22605	18183	68056	Stn. Code
BSP- PNBE S/F Exp	BKSC- BWN MEMU	PRR-ADRA MEMU	CKP- GMO MEMU Express	PURI-NDLS Purush-ottam S/F Exp	JGM-PRR MEMU	JGM- DHN MEMU Express	PRR- TEN S/F Exp	TATA- BXR Express	TATA-ASN MEMU	
LHB	MEMU	MEMU	MEMU	LHB	MEMU	MEMU	ICF/Sc	LHB	MEMU	
SA	Daily	Daily	Daily	Daily	Except SU	Except SA	M, F	Daily	Daily	
110	100	100	100	110	100	100	110	110	100	
HM	HM	HM	HM	HM	HM	HM	HM	HM	HM	
... 05.00	Ex. GTD ↓		07.15 07.17	07.35 07.37	08.15 08.17	08.48 08.50		09.08 09.10	09.38 09.40	CNI
1C			0.5C		1.5C	0.5C			1.5A	
... 05.06			07.25 07.30	... 07.45	08.26 08.27	08.58 08.59		... 09.18	09.49 09.50	NIM
0.5C				0.5C	1C	1C		2.5A	1A	
... 05.11			07.37 07.38	... 07.50	08.35 08.36	09.07 09.08		... 09.25	09.58 09.59	BRMD
1C			1C		4R	2A		3A	1C	
... 05.15			07.44 07.46	07.55 07.57	08.45 08.47	09.15 09.17		09.33 09.34	10.05 10.07	BBM
0.5C			0.5C	2.5C	1.5C	1.5C		2.5A	1.5C	
... 05.20			07.53 07.54	... 08.07	08.55 08.56	09.25 09.26		... 09.44	10.15 10.16	URA
0.5C				3A0.5R	2A	1A		1.5C	1C	
... 05.25			08.01 08.02	... 08.15	09.05 09.06	09.34 09.35		... 09.50	10.24 10.25	KTD
0.5C			0.5A	2.5R	2.5A	1.5A		1.5C	2.5C	
... 05.30			08.09 08.10	... 08.22	09.15 09.16	09.43 09.44		... 09.56	10.34 10.35	TAO
2R 5A			2R		18A	3R2A		4A2R	4A	
05.43 05.45	05.55 06.10	— 07.00	08.18 08.23	08.28 08.30	09.40 —	09.55 09.57	— 10.00	10.08 10.10	10.45 10.50	PRR
1R	2.5A	2.5A	2.5A	To GTD ↓		To GTD ↓	1A	1C	1.5R	
... 05.53	06.19 06.20	07.09 07.10	08.32 08.33				... 10.08	... 10.18	10.58 10.59	CHRA
1.5R	1.5A	1R0.5A	1.5A				1.5C	1.5R	1.5R	
... 05.57	06.26 06.27	07.16 07.17	08.39 08.40				... 10.12	... 10.22	11.05 11.06	KSU
1A0.5R	1A	2R	1C				0.5C	1.5R	1A	
... 06.03	06.35 06.36	07.26 07.27	08.48 08.49				... 10.17	... 10.28	11.14 11.15	BGA
2C1A	3C	3A	2C1R				3R	1C2A	2R	
... 06.10	06.45 06.47	07.36 07.38	08.58 09.00				... 10.24	... 10.35	11.23 11.25	ANR
1R	3R	3C6A	1C				1C		1R	
... 06.18	06.59 07.00	07.56 07.57	09.10 09.15				... 10.32	... 10.42	11.35 11.36	GRB
3.5A	2D8.5A	2D1.5A	2D3R0.5A				3D 1A	4.5A	2D 2.5A	
To JOC ↓	07.20 07.30	08.10 —	09.30 09.40				10.45 10.50	To JOC ↓	11.50 12.00	ADRA
6C/6R 10.5A	3C/3R 13.5A/2D	3C/3R 13.5A/2D	6C/6R 5A/2D	3C/3R 3A	4C/4R 22.5A	3C/3R 6.5A	3C/3R 2A/3D	5C/5R 18.5A	6C/6R 10A/2D	EA/TA Adj/D

CHANDIL - ADRA

DOWN TRAINS

Distance		Intermediate	Station Code	Maximum speed over facing point on the straight	Train No.		18036	63593	18601	22857	12443	13511		
From HWH via ADA	From CNI				Train Name	HTE - KGP Express	PRR-ASN MEMU	TATA-HTE Express	SRC-ANVT S/F Exp	HLZ-ANVT S/F Exp	TATA-ASN Intercity Express			
						Stock/Coupling Type		ICF/Sc	MEMU	ICF/Sc	LHB	LHB	ICF/Sc	
						Days of run		Daily	Daily	Daily	M	TH	TU,F,SU	
KM	KM	KM		KMPH	Max.Permissible speed (kmph)		110	100	110	110	110	110		
STATIONS							HM	HM	HM	HM	HM	HM		
376.6	0		CNI	110	Chandil Jn. P.I. (B) III MACLS	a d	Ex GTD ↓		13.18 13.20	... 14.20	... 14.20	14.30 14.31		
		8.8							0.5C	3A	3A			
367.8	8.8		NIM	110	Nimdih P.I. (B) III MACLS	a d			13.28 13.29	... 14.28	... 14.28	... 14.38		
		8.5							1R	0.5R	0.5R	0.5C		
359.3	17.3		BRMD	110	Biramdih E.I. (B) III MACLS	a d			13.37 13.36	... 14.33	... 14.33	... 14.43		
		5.1							2R	4A	4A			
354.2	22.4		BBM	110	Barabhum P.I. (B) II (R) MACLS	a d			13.45 13.50	... 14.40	... 14.40	14.48 14.50		
		7.9							2.5C	1.5C 2A	1.5C 2A	0.5C		
346.3	30.3		URA	110	Urma E.I. (B) III MACLS	a d			13.59 14.00	... 14.48	... 14.48	... 14.57		
		8.7							1A	0.5C	0.5C	0.5C		
337.6	39.0		KTD	110	Kantadih P.I. (B) III MACLS	a d	↓		14.07 14.08	... 14.53	... 14.53	... 15.02		
		7.9							1.5A	1.5C	1.5C	0.5C		
329.7	46.9		TAO	110	Tamna P.I. (B) III MACLS	a d			14.17 14.18	... 14.59	... 14.59	... 15.07		
		7.0							1A	3R	3R			
322.7	53.9		PRR	110	Purulia Jn. P.I. (B) III MACLS, CW	a d			12.20 12.45	— 14.15	14.25 14.30	15.08 15.10	15.08 15.10	15.13 15.15
		7.2							2.5C	3.5A	To GTD	1A	1A	2C
315.5	61.1		CHRA	110	Chharrah P.I.(B) III MACLS	a d			12.54 12.55	14.25 14.26	↓	... 15.18	... 15.18	... 15.23
		4.5							0.5C1R	2.5C		1.5R	1.5R	1R0.5C
311.0	65.6		KSU	110	Kustaur E.I. (B) III MACLS	a d			13.01 13.02	14.33 14.34		... 15.22	... 15.22	... 15.27
		8.4							1A	2R		1.5C	1.5C	1R0.5C
302.6	74.0		BGA	110	Bagalia P.I. (B) III MACLS	a d	13.10 13.11	14.43 14.44	... 15.28	... 15.28		... 15.33		
		5.7					1R	1R2A	3A	3A		1R		
296.9	79.7		ANR	30	Anara (B) III End P.I. MACLS	a d	13.18 13.20	14.53 14.55	... 15.35	... 15.35		15.40 15.42		
		6.7					1R	8A	6D 3.5A	6D 3.5A		1R		
290.2	86.4		GRB	110	Gardhrubeswar P.I. (B) III MACLS	a d	13.30 13.31	15.12 15.13	To RUI ↓	To RUI ↓		... 15.52		
		6.7					3D 1.5A	2D 0.5C	↓	↓		1RB.5A ↓		
283.5	93.1		ADRA	90	Adra Jn. E.I. (B) II (R) MACLS, CW	a d	13.45 13.55	15.25 15.35			To JOC ↓			
Total EA/TA provided in section								3C/3R	3C/3R	3C/3R	5C/5R	5C/5R	5C/5R	
Adjustment/Diversion time provided in section								2.5A/3D	13.5A/2D	3.5A	16.5A/6D	16.5A/6D	8.5A	

DOWN TRAINS

12884	63597	63591 #	68054	13302	20817	12375	68042	18086	22891	Stn. Code
PRR--HWH Rupasi Bangla S/F Exp	RNC- ASN MEMU	BKSC- ASN MEMU	BBM- ADRA MEMU	TATA-DHN Suvarn- rekha Exp	BBS- NDLS Rajdhani	TBM-JSME S/F Exp	BRKA- ADRA MEMU	RNC- KGP MEMU Express	HWH-RNC Intercity S/F Exp	
LHB	MEMU	MEMU	MEMU	ICF/Sc	LHB	LHB	MEMU	MEMU	LHB	
Daily	Daily	Except SU	Daily	Daily	SA	SU	Daily	Daily	W, TH, SA	
110	100	100	100	110	110	110	100	100	110	
HM	H M	HM	HM	HM	HM	HM	HM	HM	HM	
↓	Ex. GTD ↓	Ex. GTD ↓	↓	16.43 16.45	... 17.00	... 17.20	↓	Ex. GTD ↓	17.45 17.46	CNI
					2R	1C			1C	
				... 16.52	... 17.07	... 17.26			... 17.54	NIM
				1.5A	0.5A	0.5A			1R0.5A	
				 16.58	... 17.12	... 17.31			... 18.00	BRMD
				2A	2C3R	1C				
				— 16.45	17.05 17.07	... 17.20 17.35			18.05 18.07	BBM
				2.5C	1.5A	0.5C			1.5C	
				16.54 16.55	... 17.15	... 17.25 17.41			... 18.15	URA
				1.5A	0.5C	0.5A			0.5C	
				17.02 17.03	... 17.21	... 17.30 17.46			... 18.20	KTD
				1.5C	1.5C	5.5A			0.5A	
				17.11 17.12	... 17.27	... 17.40 17.52			... 18.25	TAO
				2A	5R	6A			1C3R	
— 15.25	16.30 16.40	16.50 17.00	17.20 17.22	17.38 17.40	... 17.50	18.03 18.05	17.35 18.15 P-20817, 12375	18.30 18.40	18.35 18.37	PRR
3R	2.5A	3.5A	1.5R	2A	3A	1A	2.5A	2.5A	To GTD ↓	
.... 15.34	16.49 16.50	17.15 17.16	17.30 17.31	... 17.48	... 17.57	... 18.13	18.24 18.25	... 18.48		CHRA
2.5C	0.5A	1C0.5A	1.5R	1.5A	2C0.5A	1.5A	1.5R	3R0.5A		
... 15.39	16.55 16.56	17.22 17.23	17.37 17.38	... 17.52	... 18.02	... 18.17	18.31 18.32	... 18.54		KSU
0.5C	2C	1C	1C1R	1.5C	3.5A	0.5A	1C	1C		
... 15.44	17.05 17.06	17.31 17.32	17.47 17.48	... 17.58	... 18.10	... 18.22	18.40 18.41	... 19.00		BGA
4A	3A	2R2A	1R	3C1R	2A	4A	1C	5A		
15.54 15.55	17.15 17.16	17.42 17.43	17.55 17.57	18.08 18.10	18.18 18.20	... 18.30	18.48 18.50	19.10 19.12		ANR
	2R		2A	9A	4.5D	1A	1C1A	1C16A		
... 16.04	17.27 17.28	17.47 17.48	18.08 18.09	... 18.28	To RUI ↓	... 18.38	19.01 19.02	... 19.38		GRB
3D4A	4.5A	5.5A	2D4.5A	3D 5A		13.5A	2D 1.5R	2D 1.5A		
16.20 16.25	To JOC ↓	To JOC ↓	18.25 —	18.45 19.05		To JOC ↓	19.15 —	19.50 19.55		ADRA
3C/3R	2C/2R	2C/2R	5C/5R	6C/6R	5C/5R	5C/5R	3C/3R	3C/3R	4C/4R	EA/TA
7A/3D	10.5A	11.5A	8.5A/2D	24A/3D	21A/4.5D	22.5A	3.5A/2D	25.5A/2D	1A	Adj/D

Note : # Date of running will be notified later.

CHANDIL - ADRA

DOWN TRAINS

Distance		Intermediate	Station Code	Maximum speed over facing point on the straight	Train No.		68059	20897	18012 #	13287	18103	18181	28181
From HWH via ADA	From CNI				Train Name		BBM-ASN MEMU	HWH-RNC VANDE BHARAT	CKP-ADRA-HWH Express	DURG-TATA-ARA Express	TATA-ASR Jallianwal a-Bag Exp	TATA-THAWE Express	TATA-KIR Express
					Stock/Coupling Type		MEMU	VNDB	ICF/Sc	LHB	LHB	ICF/Sc	ICF/Sc
					Days of run		Daily	Except TH	Daily	Daily	M,W	M, TU, TH F	W, SA, SU
KM	KM	KM		KMPH	Max.Permissible speed (kmph)		100	110	110	110	110	110	110
					STATIONS		HM	HM	HM	HM	HM	HM	HM
376.6	0		CNI	110	Chandil Jn. P.I. (B) III MACLS	a d		18.50 18.51	20.00 20.05	20.33 20.35	... 21.45	22.08 22.10	22.08 22.10
		8.8							1C		1C1A		
367.8	8.8		NIM	110	Nimdih P.I. (B) III MACLS	a d		... 18.59	20.13 20.15	... 20.43	... 21.52	... 22.18	... 22.18
		8.5						0.5A	0.5A	0.5A	1.5A	1C0.5R	1C0.5R
359.3	17.3		BRMD	110	Biramdih E.I. (B) III MACLS	a d		... 19.04	20.22 20.23	... 20.48	... 21.58	... 22.24	... 22.24
		5.1						1C	2C		4A	1C	1C
354.2	22.4		BBM	110	Barabhum P.I. (B) II (R) MACLS	a d	18.40	... 19.08	20.30 20.35	20.53 20.55	... 22.05	22.30 22.32	22.30 22.32
		7.9					3.5A	0.5C	1.5R	0.5C	2.5A	0.5C	0.5C
346.3	30.3		URMA	110	Urma E.I. (B) III MACLS	a d	18.50 18.51	... 19.13	20.43 20.44	... 21.03	... 22.12	... 22.40	... 22.40
		8.7					2R	0.5C	1.5R	1.5C	2.5A	0.5C	0.5C
337.6	39.0		KTD	110	Kantadih P.I. (B) III MACLS	a d	19.00 19.01	... 19.18	20.52 20.53	... 21.09	22.19	... 22.45	... 22.45
		7.9					1.5C	1R0.5A	1.5A	1.5C	5.5A	2.5R	2.5R
329.7	46.9		TAO	110	Tamna P.I. (B) III MACLS	a d	19.09 19.10	... 19.24	21.01 21.02	... 21.15	... 22.29	... 22.52	... 22.52
		7.0					2R	1C 2R	2A	4R	2C3R	2C	2C
322.7	53.9		PRR	110	Purulia Jn. P.I. (B) III MACLS, CW	a d	19.18 19.20	19.33 19.35	21.10 21.15	21.25 21.30	22.40 22.42	23.00 23.05	23.00 23.05
		7.2					1.5C2A	To GTD ↓	2C	1R	To GTD ↓	1A	1A
315.5	61.1		CHRA	110	Chharrah P.I.(B) III MACLS	a d	19.30 19.31		... 21.23	... 21.38		... 23.13	... 23.13
		4.5					1C0.5A		1C	1.5A		1.5R	1.5R
311.0	65.6		KSU	110	Kustaur E.I. (B) III MACLS	a d	19.37 19.38		21.28 21.29	... 21.42		... 23.17	... 23.17
		8.4							2.5A	1.5C		1.5R	1.5R
302.6	74.0		BGA	110	Bagalia P.I. (B) III MACLS	a d	19.45 19.46		... 21.37	... 21.48		... 23.23	... 23.23
		5.7					1R1A		3A	6A		9A	9A
296.9	79.7		ANR	30	Anara (B) III End P.I. MACLS	a d	19.54 19.55		21.45 21.47	22.00 22.02		23.38 23.40	23.38 23.40
		6.7					1C		3R			2A	2A
290.2	86.4		GRB	110	Gardhrubesar P.I. (B) III MACLS	a d	20.05 20.06		21.59 22.00	... 22.12		... 23.52	... 23.52
		6.7					2D 2.5A		3D 2A	7A		4.5A	8.5A
283.5	93.1		ADRA	90	Adra Jn. E.I. (B) II (R) MACLS, CW	a d	20.20 20.30		22.15 22.50	To JOC ↓		To JOC ↓	To JOC ↓
Total EA/TA provided in section							5C/5R	3C/3R	6C/6R	5C/5R	3C/3R	5C/5R	5C/5R
Adjustment/Diversion time provided in section							9.5A/2D	1A	12A/3D	14.5A	17A	17.5A	21.5A

Note: # One portion comes from BKSC as Train no. 18014 & merges with Train no. 18012 at ADRA.

ADRA -CHANDIL

(Branch Line, B.G.)

➤ GRB -CNI Double Line ADA -GRB Single Line Electrified Controlled Section		
➤ Sectional Length	:	93.1 Km
➤ NO. OF STATIONS	:	14
“B” Class Stations	:	14
“C” Class Stations	:	NIL
“Spl” Class Stations	:	NIL
Passenger Halt	:	NIL
➤ System of Working		
ADA -GRB	:	Absolute Block System with Token Less Block Instrument
GRB - CNI	:	Absolute Block System with Double Line Lock & Block Instrument
ANR - RUI	:	Single Line Token Less Instrument.
Maximum Permissible Speed (Sectional)	:	
ADA- GRB	:	110 Kmph
RUI -ANR	:	110 Kmph
JOC -CNI	:	110 Kmph
Maximum Permissible Speed(Traction wise)		
Mail /Express(Electric Traction)	:	110 Kmph
Conventional Passenger	:	110 Kmph
MEMU	:	100 Kmph
➤ Signalling System	:	MACLS
➤ Location of IBS	:	NIL
➤ Ruling Gradient	:	1 in 100

All trains will run at maximum permissible speed.

ADRA - CHANDIL

UP TRAINS

UP TRAINS												
Distance		Intermediate	Station Code	Maximum speed over facing point on the straight	Train No.		12152	12950	12820	15022	18182	28182
From HWH via ADA	From ADA				Train Name		SHM-LTT Samarsat a SF Exp	SRC-PBR Kaviguru S/F Exp	ANVT-BBS Sampark Kranti	GKP-SHM Express	THAWE-TATA Express	KIR - TATA Express
					Stock/Coupling Type		LHB	ICF/Sc	LHB	LHB	ICF/Sc	ICF/Sc
					Days of run		SA, SU	M	W, SA	TU	TH, F, SU, M	TU, W, SA
KM	KM	KM		KMPH	Max.Permissible speed (kmph)		110	110	110	110	110	110
					STATIONS		HM	HM	HM	HM	HM	HM
283.5	0		ADRA	30	Adra Jn. EI (B) II (R) MACLS, CW	a d	00.05 00.10	00.05 00.10	Ex. RUI ↓	Ex. RUI ↓	Ex. JOC ↓	Ex. JOC ↓
		6.7					3D	3D				
290.2	6.7		GRB	30	Gardhrubeswar P.I. (B) III MACLS	a d	... 00.23	... 00.23					... 03.10	... 03.10
		6.7					1A	1A				
296.9	13.4		ANR	30	Anara (B)III END P.I. MACLS	a d	... 00.30	... 00.30	... 02.05	... 02.50	03.18 03.20	03.18 03.20
		5.7					2A	2A	4A	4A	2C	2C
302.6	19.1		BGA	110	Bagalia P.I. (B) III MACLS	a d	... 00.35	... 00.35	... 02.12	... 02.57	... 03.28	... 03.28
		8.4					1.5C	1.5C	1.5A	0.5A	1.5C	1.5C
311.0	27.5		KSU	110	Kustaur E.I. (B) III MACLS	a d	... 00.41	... 00.41	... 02.18	... 03.02	... 03.34	... 03.34
		4.5					1.5C	1.5C	1.5A	1.5A	1.5C	1.5C
315.5	32.0		CHRA	110	Chharrah P.I. (B) III MACLS	a d	... 00.45	... 00.45	... 02.22	... 03.06	... 03.38	... 03.38
		7.2					3R	3R	3A	5A	5R	5R
322.7	39.2		PRR	110	Purulia Jn. P.I. (B) III MACLS, CW	a d	00.55 01.00	00.55 01.00	... 02.30	03.18 03.20	03.50 03.55	03.50 03.55
		7.0					3A	3A	6A	3A	2A	2A
329.7	46.2		TAO	110	Tamna P.I. (B) III MACLS	a d	... 01.12	... 01.12	... 02.42	... 03.32	... 04.06	... 04.06
		7.9					1A	1A	1A	1A	1A	1A
337.6	54.1		KTD	110	Kantadih P.I. (B) III MACLS	a d	... 01.18	... 01.18	... 02.48	... 03.38	... 04.12	... 04.12
		8.7					2.5A	2.5A	1.5A	2.5A	1.5A	1.5A
346.3	62.8		URA	110	Urma E.I. (B) III MACLS	a d	... 01.25	... 01.25	... 02.54	... 03.45	... 04.18	... 04.18
		7.9					2A	2A	1A	5C	5A	3A
354.2	70.7		BBM	110	Barabhum P.I. (B) II (R) MACLS	a d	... 01.32	... 01.32	... 03.00	... 03.55	... 04.28	04.28 04.29
		5.1					3C	3C	2C1A	2R	7A	3A
359.3	75.8		BRMD	110	Biramdih E.I. (B) III MACLS	a d	... 01.38	... 01.38	... 03.06	... 04.00	... 04.38	... 04.38
		8.5					2.5A	2.5A	2.5A	5.5A	12.5A	12.5A
367.8	84.3		NIM	110	Nimdih P.I. (B) III MACLS	a d	... 01.45	... 01.45	... 03.13	... 04.10	... 04.55	... 04.55
		8.8					3R15A	3R15A	3C2A5R	3R	24A	28A
376.6	93.1		CNI	110	Chandil Jn. P.I. (B) III MACLS	a d	... 02.10	... 02.10	... 03.30	... 04.20	05.28 05.30	... 05.30
Total EA/TA							6C/6R	6C/6R	5C/5R	5C/5R	5C/5R	5C/5R
Total Adjustment+Diversion time							29A/3D	29A/3D	25A	23A	53A	51A

ADRA - CHANDIL

UP TRAINS

13288	68041	18011	68057	63598	22844	18602	20898	18085	20818	63592 #	22892	Stn. Code
ARA-TATA-DURG SouthBihar Express	ADRA-BRKA MEMU	HHW-ADRA-CKP Express	ADRA-PRR MEMU	ASN-RNC MEMU	PNBE-BSP S/F Exp	HTE-TATA Express	RNC-HWH VANDE BHARAT	KGP-RNC MEMU Express	NDLS-BBS Rajdhani	ASN-BKSC MEMU	RNC-HWH Intercity	
LHB	MEMU	ICF/Sc	MEMU	MEMU	LHB	ICF/Sc	VNDB	MEMU	LHB	MEMU	LHB	
Daily	Daily	Daily	Daily	Daily	SU	Daily	Except TU	Daily	M	Except SU	W, TH SA	
110	100	110	100	100	110	110	110	100	110	100	110	
HM	HM	HM	HM	HM	HM	HM	HM	HM	HM	HM	HM	
Ex. JOC ↓	04.50	05.20 05.30	05.45	Ex. JOC ↓	Ex. JOC ↓	Ex. GTD ↓	Ex. GTD ↓	07.40 07.45	Ex. RUI ↓	Ex. JOC ↓	Ex. GTD ↓	ADRA
...	2D	3D	2D	...	...	...	...	2D	...	08.14 08.15	...	GRB
04.48	05.01 05.02	05.42 05.43	05.56 05.57	06.08 06.09	...	...	...	07.55	...	4.5A	...	ANR
...	0.5C	1A	0.5R	1.5A	...	...	...	0.5C	08.03 08.05	08.20 08.22	08.28 08.30	BGA
04.56 04.58	05.11 05.12	05.52 05.54	06.06 06.07	06.19 06.21	...	...	...	08.03 08.05	...	1.5A	...	...
1A	2.5C	4A	2.5R	1.5A	3R	...	...	2.5C	...	08.37 08.38	...	...
...	05.20 05.21	...	06.15 06.16	06.28 06.29	...	...	...	...	08.12 08.28	...	...	...
05.05	05.21	06.02	06.16	06.29	07.24	...	...	3R	3.5A	2R	...	...
0.5A	1A	2.5R	1A	1A2R	1.5C	...	...	...	...	08.47 08.48	...	...
...	05.29 05.30	06.10 06.11	06.24 06.25	06.39 06.40	...	...	...	08.20	08.36	1.5C	...	...
05.10	05.30	06.11	06.25	06.40	07.30	...	...	2.5A	3.5A	...	...	...
2.5A	2.5A	1.5R	1.5C	2C 1.5A	0.5C	...	...	...	...	08.54 08.55	...	...
...	05.37 05.38	...	06.31 06.32	06.48 06.49	...	...	...	08.25	08.42	...	...	...
05.15	05.38	06.16	06.32	06.49	07.33	...	...	8.5A	3A	0.5C 2A	...	...
3A	3R 1.5A	3A	1.5C 9A	13.5A	...	...	...	...	...	...	...	...
05.25 05.30	05.50 06.00	06.25 06.30	06.50	07.10 07.20	07.40 07.42	07.18 07.20	08.03 08.05	08.40 09.15	...	09.05 09.35	09.13 09.15	PRR
3R	To GTD	2R	...	To GTD	2R	2R	3R	To GTD	6A	To GTD	2A	...
...	↓	06.40 06.41	...	↓	...	07.30 07.31	...	↓	...	...	...	...
05.42	...	2A	...	...	2C	2R	...	...	09.02	...	09.25	TAO
...	...	06.50 06.51	...	...	...	07.40 07.41	...	...	1A	...	...	...
...	...	1.5A	...	...	...	08.00 08.01	...	...	...	09.08	09.30	KTD
05.47	...	06.59 07.00	...	...	1.5A	0.5A	0.5C	...	1.5A	...	0.5A	...
1.5C	...	3C	...	...	...	07.48 07.49	...	...	...	09.14	...	...
...	...	07.10 07.15	...	...	3A	4A	...	...	3A	...	...	...
05.53	...	07.23 07.24	...	...	...	08.00 08.40	...	...	...	...	09.42 09.44	BBM
06.00 06.02	...	3C	...	...	2A	3A	1C	...	3A	...	2C	...
2R	...	07.40 07.42	...	...	...	08.48 08.49	...	...	...	...	...	...
...	...	9.5A	...	...	...	09.00 09.01	...	...	5.5A	...	...	BRMD
06.10	...	34A	...	...	...	08.27 09.01	08.42	...	...	...	10.02	NIM
3.5C	...	08.25 09.05	...	...	...	09.28 09.30	08.50 08.51	...	09.38 5C5R2A	...	10.16 10.17	CNI
...	...	p-20898	...	...	...	...	...	...	09.57	...	...	...
06.18	...	...	...	...	...	...	...	...	...	...	...	...
13A	...	...	...	...	...	...	...	...	...	...	...	...
06.40 06.41	...	...	...	...	...	...	...	...	...	...	...	...
5C/5R	3C/3R	6C/6R	3C/3R	2C/2R	5C/5R	4C/4R	4C/4R	3C/3R	5C/5R	2C/2R	4C/4R	EA/TA
20A	5A/2D	55A/3D	10A/2D	20A	15A	26A	---	11A/2D	32A	8A	8A	Adj/D

Note : # Date of running will be notified later.

ADRA - CHANDIL

UP TRAINS

Distance		Intermediate	Station Code	Maximum speed over facing point on the straight	Train No.		13301	68024	22858	13512	68055 #	12883
From HWH via ADA	From ADA				Train Name		DHN-TATA Suvarn-Rekha Express	PRR-JGM MEMU	ANVT-SRC S/F Exp	ASN-TATA Intercity Express	ASN-TATA MEMU	SRC-PRR Rupasi-Bangla S/F Exp
					Stock/Coupling Type		ICF/Sc	MEMU	LHB	ICF/Sc	MEMU	LHB
					Days of run		Daily	Except SU	W	TU, F, SU	Daily	Daily
KM	KM	KM		KMPH	Max.Permissible speed (kmph)		110	100	110	110	100	110
					STATIONS		HM	HM	HM	HM	HM	HM
283.5	0		ADRA	30	Adra Jn. EI (B) II(R) MACLS,CW	a d	08.05 08.25	Ex. RUI ↓	Ex. JOC ↓	09.35 09.55	10.45 10.50	
		6.7					3D			2D	3D	
290.2	6.7		GRB	30	Gardhrubeshwar P.I. (B) III MACLS	a d	.. 08.37		... 09.55	10.06 10.07	... 11.02	
		6.7							1A	0.5A		
296.9	13.4		ANR	30	Anara (B)III END P.I. MACLS	a d	08.45 08.47		... 10.06	10.04 10.06	10.16 10.18	11.10 11.12
		5.7					3A			2A	2.5A	3R
302.6	19.1		BGA	110	Bagalia P.I. (B) III MACLS	a d	... 08.55		... 10.09	... 10.13	10.26 10.27	... 11.20
		8.4					3.5R		2.5R	2.5A	1A	1.5C
311.0	27.5		KSU	110	Kustaur E.I. (B) III MACLS	a d	... 09.03		... 10.16	... 10.20	10.35 10.36	... 11.26
		4.5					2.5R		1.5R	1.5R	0.5A	1.5C
315.5	32.0		CHRA	110	Chharrah P.I. (B) III MACLS	a d	... 09.08	... 10.20	... 10.24	10.41 10.42	... 11.30	
		7.2					10A	1R	2R	5.5A	28A	
322.7	39.2		PRR	110	Purulia Jn. P.I. (B) III MACLS, CW	a d	09.25 09.30	— 09.50	10.28 10.30	10.33 10.35	10.55 11.00	12.05 —
		7.0					3A	3A		2A	3R	
329.7	46.2		TAO	110	Tamna P.I. (B) III MACLS	a d	... 09.41	10.01 10.02	10.39	... 10.45	11.11 11.12	
		7.9					1A	1C	1C		1R	
337.6	54.1		KTD	110	Kantadih P.I. (B) III MACLS	a d	... 09.47	10.10 10.11	... 10.45	... 10.50	11.20 11.21	
		8.7					1.5A	1R	1.5A	1.5R	2R	
346.3	62.8		URA	110	Urma E.I. (B) III MACLS	a d	... 09.53	10.19 10.20	... 10.51	... 10.56	11.30 11.31	
		7.9						3C		2C	2C	
354.2	70.7		BBM	110	Barabhum P.I. (B) II (R) MACLS	a d	10.00 10.02	10.30 10.32	... 10.56	11.05 11.07	11.40 11.42	
		5.1					3A	3R	4A1C	3C	1C	
359.3	75.8		BRMD	110	Biramdih E.I. (B) III MACLS	a d	... 10.10	10.40 10.41	... 11.04	... 11.15	11.48 11.49	
		8.5					5.5A	6A	16.5A	8.5A	4A	
367.8	84.3		NIM	110	Nimdih P.I. (B) III MACLS	a d	 10.20	10.54 10.55	... 11.25	... 11.28	12.00 12.01	
		8.8					6C23A	19A	3C	8A	3C25A	
376.6	93.1		CNI	110	Chandil Jn. P.I. (B) III MACLS	a d	10.58 11.00	11.23 11.25	... 11.35	11.45 11.47	12.38 12.40	
Total EA/TA							6C/6R	4C/4R	5C/5R	5C/5R	6C/6R	3C/3R
Total Adjustment+Diversion time							50A/3D	28A	22A	24A	39A/2D	28A/3D

Note: # 08173 Pass will stop for 1" at KM 319/17 bet. CHRA-PRR on all days except Sunday & Holidays.

ADRA - CHANDIL

UP TRAINS

15630	15930	63594	12444	18035	18184	68053	18020	12376	68060	Stn. Code
SHTT-TBM NAGAON Express	NTSK-TBM Express	ASN-PRR MEMU	ANVT-HLZ S/F Exp	KGP-HTE Express	BXR-TATA Express	ADRA-BBM MEMU	DHN-JGM MEMU Express	JSME-TBM S/F Exp	ASN-BBM MEMU	
LHB	LHB	MEMU	LHB	ICF/Sc	LHB	MEMU	MEMU	LHB	MEMU	
SA	TU	Daily	W	Daily	Daily	Daily	Except SA	W	Daily	
110	110	100	110	110	110	100	100	110	100	
HM	HM	HM	HM	HM	HM	HM	HM	HM	HM	
Ex. JOC ↓	Ex. JOC ↓	12.10 12.20	Ex. RUI ↓	12.55 13.05	Ex. JOC ↓	— 15.00	Ex. GTD ↓	Ex. JOC ↓	16.15 16.30	ADRA
...	...	2D	...	2D0.5A	...	1.5D	...	...	2D0.5A	
11.40	11.40	12.31 12.32	...	13.17 13.18	...	15.11 15.12	...	16.56	16.42 16.43	GRB
		2.5C	...	1.5C	1R2A	0.5A1R	...		0.5A	
...	11.46	12.43 12.45	13.00	13.28 13.30	...	15.22 15.23	...	17.02	16.52 16.54	ANR
3A	3A	1R1.5A	5A	1.5C1R	2A	1.5A	...	3A	0.5A	
...	11.52	12.53 12.54	13.08	13.38 13.39	...	15.30 15.31	...	17.08	17.00 17.16 P	BGA
1.5R	1.5R	2R	1.5R	2R	1.5C	1R	...	1.5R	1A	
...	11.58	1A0.5C	13.14	13.48 13.49	...	15.39 15.40	...	17.14	17.24 17.25	KSU
9.5A	9.5A	1C0.5A	3.5R	1.5A	1.5C	1.5C	...	1.5R	1.5A	
...	12.10	13.10 13.32 p-12444	...	13.55 13.56	...	15.46 15.47	...	...	17.31 17.32	CHRA
1A	1A	11A	1C	16.5A	1R	1.5C	...	...	0.5A3R	
12.18 12.20	12.18 12.20	13.50 —	13.28 13.30	14.20 14.50	15.16 15.18	15.56 15.58	17.14 17.16	17.25 17.27	17.43 17.45	PRR
3A	3A		3C	To GTD	2R	2C	2C	2R	2C	
...	...		...	...	...	16.08	17.26	...	17.55	TAO
12.32	12.32		13.42	...	15.29	16.09	17.27	17.38	17.56	
1A	1A		1C	...	1R	1R		2A	2C	
...	...		...	...	...	16.17	17.34	...	18.05	KTD
12.38	12.38		13.48	...	15.35	16.18	17.35	17.45	18.06	
1.5A	1.5A		2.5A	...	1.5A	1R	1C	0.5C	2R	
...	...		...	...	...	16.26	17.43 17.58 p-12376	...	18.15	URMA
12.44	12.44		13.55	...	15.41	16.27	17.50	17.50	18.16	
3C	3C		...	...	2C	1R	2C	1C	1C6A	
...	12.52	...	14.00	...	15.50	16.35	18.07	...	18.30	BBM
2C1A	2C1A		2A	...	15.51	—	18.09	17.56	—	
...	12.58		...	...	3A		1R	1A		BRMD
...	12.58		14.05	...	16.00		18.15	...		
3.5R	3.5R		8.5A	...	9.5A		18.16	18.00		
...	13.06		...	...	...		3R3A	3.5C4A		NIM
12A	12A		14.18	...	16.14		18.29	...		
...	...		10A	...	15A		18.30	18.12		
...	13.25		...	...	16.38		1R	9A		CNI
...	13.25		14.35	...	16.40		18.40 18.42	...		
5C/5R	5C/5R	3C/3R	5C/5R	3C/3R	5C/5R	5C/5R	5C/5R	5C/5R	5C/5R	EA/TA
32A	32A	13.5A/2D	28A	18.5A/2D	33A	2A/1.5D	3A	19A	10.5A/2D	Adj/D

ADRA - CHANDIL

UP TRAINS

Distance		Intermediate	Station Code	Maximum speed over facing point on the straight	Train No.		12802	18104	18115	63519	12827	22606
From HWH via ADA	From ADA				Train Name		NDLS-PURI Purushottam S/F Exp	ASR-TATA Jallianwala-Bag Exp	GMO-CKP MEMU Express	BWN-BKSC MEMU	HWH-PRR S/F Exp	TEN-PRR S/F Exp
					Stock/Coupling Type		LHB	LHB	MEMU	MEMU	LHB	ICF/Sc
					Days of run		Daily	TH, SA	Daily	Daily	Daily	TH,SU
KM	KM	KM		KMPH	Max.Permissible speed (kmph)		110	110	100	100	110	110
					STATIONS		HM	HM	HM	HM	HM	HM
283.5	0		ADRA	30	Adra Jn. EI (B) II(R) MACLS,CW	a d	Ex. GTD <					

ROURKELA -NUAGAON-HATIA

(Branch Line, B.G.)

➤ Single Line & PARTIAL DOUBLE line Electrified Controlled Section		
➤ Section Length	:	163.12Km
➤ NO. OF STATIONS	:	24
“B” Class Stations	:	23
“C” Class Stations	:	NIL
“Spl” Class Stations	:	NIL
Passenger Halt	:	01
* No. of Daily Coaching Trains	:	05(M/Exp)+1(Pass) 6
* No. of Non-Daily Coaching Trains	:	3 (Weekly Avg) -
* Average No. of Freight Trains		
• ROU – BNDM		56
• BNDM – NXN		16
➤ System of Working		
ROU-HTE	:	Absolute Block System with Token Less Block Instrument
Maximum Permissible Speed (Sectional)	:	
ROU-BNDM ‘A’ Cabin	:	130 Kmph
BNDM ‘A’ Cabin - HTE	:	110 Kmph
Maximum Permissible Speed (Traction wise)		
Mail /Express (Electric Traction)	:	110 Kmph (130 Kmph bet ROU-BNDM A/CAB)
Conventional Passenger	:	110 Kmph
MEMU		100 Kmph
➤ Signalling System	:	MACLS
➤ Ruling Gradient	:	1 in 100 TATI-KNRN (Km 531.98 – 526.50) KRKR-MCZ (Km 502.00 - 507.15)

All trains will run at maximum permissible speed.

ROURKELA - NUAGAON - HATIA														
Days of Running					M,Tu	DLY	M,W,Sa	DLY	DLY	W	DLY	F	Sa	
Distance				Train No.	12811	13352	12832	58660	18452	18638	18176	22838	22357	
From HWH	From ROU	Intermediate Distance	Maximum speed over facing point on straight	Station Code	Train Name	LTT - HTE SUPER FAST EXPRESS	ALLP - DHN EXPRESS	BBS - DHN Super Fast Special	ROU - HTE PASSENGER	PURI - HTE TAPASWINI EXPRESS	SMVB - HTE EXPRESS	JSG - HTE MEMU EXPRESS	ERS - HTE SUPER FAST EXPRESS	LTT-GAYA EXPRESS
RAKE TYPE					LHB	LHB	ICF(Screw)	ICF(Screw)	LHB	LHB	MEMU	LHB	LHB	
KM	KM	KM	Kmph		Maximum Permissible Speed	110	110	110	110	110	100	110	110	
						H M	H M	H M	H M	H M	H M	H M	H M	
588.5	0		130	ROU	Rourkela (B) III(R) (EI), MACLS, NSG2	a 00:57 d 01:05@	02:00	03:52	...	07:25	07:50	09:45	11:40	12:02
		4.3			Watering	Wa	Wa	Wa	Wa	Wa	Wa	Wa	Wa	Wa
						2C,0.5R,3D	3D,0.5A	3D	4D	3D	2C,3D	3D	2C,3D,0.5R	2C,3D,0.5R
584.2	4.3		130	BNDM 'Q'	Bondamunda Q/C (B)III (PI) MACLS	a ... d 01:16	...	04.05	04:17	07:43	08:06	10:01	11:59	12:21
		3.02				0.5R	0.5R,2A	0.5R	0.5R,3A	0.5R	0.5R	1.5A	0.5R	0.5R
581.2	7.32		130	BNDM Halt	Bondamunda Halt PH, NSG5	a ... d 01:18	...	...	04:23	...	...	10:05	...	...
		3.07				0.5R	0.5R,4A	0.5R	0.5R,5A	0.5R,1A	0.5R,15A	1R,2A	0.5R	0.5R,2A
578.1	10.4			Link 'B'	Bondamunda (B) II MACLS (EI)	a ... d 01:22	...	...	...	...	...	...	...	...
		4.72				27A	10A	2C,1R,6A	6A	2C,1R,20A	15A	0.5R	2A	2A
573.4	15.1		110	BGKA	Bangurkela (B) IIIR MACLS (EI), NSG6	a ... d 01:52	...	...	04:45	...	...	10:17	...	...
		12.49				0.5R,20.5A	2C,1R,3A		2C,1R,38A		1R,19A	2C,0.5R, 53.5A	0.5R,39.5A	0.5R,18.5A
560.9	27.1		110	NXN	Nuagaon (B) III(R) MACLS (EI), NSG6	a ... d 02:20	...	...	05:38	08:39	...	11:23	...	...
							02:55	04:30	05:40@	08:40@	09:12	11:24@	12:57	13:00
Total ETA					2	2	2	2	2	2	2	2	2	2
Extra Time					47.5	19.5	6	52	39.5	49	57	41.5	22.5	
Recovery Time + Diversion					5	5	5	6	5	5	5	5	5	
560.9	27.1		NXN	110	Nuagaon (B) III MACLS	a ... d 02:20	...	...	05:38	08:39	...	11:23	...	...
		6.74				½ R	4½ R	½ C, 1R	½C, 5R	½ C, 3D,2R	2½ D	2½R	1½ R	½R
554.2	34.3		ORGA	95	Orga (B) III MACLS	a ... d 02:25	...	...	05:52	08:52	...	11:33	...	...
		7.95				½ C	½ A	½ C, 1R	½C, 4R	½ C, 4R	1½C,3R	½ C, 1R	½ R	½R
546.2	42.3		PBB	65	Parbotonia (B) III MACLS	a ... d 02:33	...	...	06:08	...	...	11:45	13:13	13:14
		7.81								4R	2R	5R	5R X-18106	7R X-18106
538.4	50.1		TATI	65	Tati (B) III MACLS	a ... d 02:40	...	...	06:19	...	09:42	12:00	...	...
		12.59				½A	½ R	½C	2C,6R,½A X-18312	½ C, 3R, 2A	2½A, 2R X-15028	1C, 4R	2½ R	2½R
525.8	62.7		KNRN	110	Kanaroan (B) III MACLS	a ... d 02:48	...	...	06:53	...	...	12:16	...	...
		7.46				2½ C	½ R	½ C	½A, 3R	½ C, 1R	½ A, 1R	1½C, 2½R	1½ R	1½R
518.4	70.2		BANO	110	Bano (B) III MACLS	a ... d 02:55	03:33	05:05	07:05	09:40	...	12:28	...	...
		7.43					2R		2C, 4R	2R	4R	3A, 3R	3R	3R
510.9	77.6		MCZ	95	Mahabuang (B) III MACLS	a ... d 03:00	...	...	07:20	...	...	12:42	...	...
		9.5				1C	1A	1R	4R	4R	4R	4R	5R	5R
FOR PTT REFER PAGE NO 112-117														

ROURKELA - HATIA

Distance		Intermediate Distance	Station Code	Maximum Speed over Facing Point (KMPH)	Train No		12811	13352	12832 #	58660	18452	18638	18176	22838	22357
From HWH	From ROU				Train Name		LTT HTE Exp	ALLP DHN Exp	BBS DHN Garibrath Exp	ROU HTE Pgr	PURI HTE Exp	SMVB HTE Exp	JSG HTE MEMU Exp	ERS HTE Exp	LTT-GAYA Exp
					Type of Rake		LHB	LHB	ICF/S	ICF/S	LHB	LHB	MEMU	LHB	LHB
					Days of Run		M, Tu	Daily	M, W, Sat	Daily	Daily	W	Daily	F	SAT
Maximum Permissible Speed(KMPH)							110	110	110	110	110	110	100	110	110
KM	KM	KM					H:M	H:M	H:M	H:M	H:M	H:M	H:M	H:M	H:M
501.44	87.08		KRKR	90/ 95	Kurkura (B)	a	...	...	...	07:34	...	---	12:55	...	...
					IIIR, MACLS, E.I	d	03:07	03:49	05:17	07:36	10:01	10:32	12:57	14:13	14:13
		8.0					½A	2½ C	½ R	½C, 5R, 2A	½ C, 1R, 2A	1A, 4½R	6R	½ A, 3R	3½R
493.44	95.08		PKC	80/ 110	Pakra (B)	a	...	...	...	07:51	...	...	13:10	...	...
					IIIR, MACLS, E.I	d	03:13	03:57	05:23	07:53	10:10	10:43	13:12	14:22	14:22
		6.74					½ A	½C	1C, ½ R	4½R	1A, 2½R	3R, 2½A	1A, 7R	4½R	4½R
486.7	101.82		PKF	80/ 110	Pokla (B)	a	...	...	...	08:03	10:19	...	13:25	...	...
					IIIR, MACLS, E.I	d	03:17	04:01	05:28	08:05	10:21	10:52	13:27	14:30	14:30
		7.0						1R	4R	1½C, 3½R	1C, 2A,3R	8R	3A	3R	
479.7	108.82		BKPR	110	Bakaspur (B)	a	...	...	...	08:15	...	...	13:40	...	...
					IIIR, MACLS, E.I	d	03:21	04:05	05:33	08:17	10:32	11:02	13:42	14:37	14:37
		13.1					1A		1R	5R	3R	3C,4R	7R	3A	3R
466.6	121.92		GBX	110	Govindpur Rd (B)	a	...	04:14	...	08:31	10:44	...	13:58	...	...
					IIIR, MACLS, EI	d	03:29	04:15	05:41	08:33	10:46	11:16	14:00	14:47	14:47
		12.2					2C, 1A	2R	½C, 4½R, 2A	2C, 6R, 2A	6R	2A, 4½R	1R	1R	
454.4	134.12		KRRR	110	Karra, (B)	a	...	...	...	08:49	...	...	14:15	...	...
					IIIR, MACLS, E.I	d	03:39	04:26	05:48	08:51	11:05	11:29	14:17	14:55	14:55
		13.0					2A	1R		5R	6R	4R	7R	2C	2R
441.4	147.12		LOM	110	Lodhma, (B)	a	...	...	...	09:07	...	...	14:35	...	...
					IIIR, MACLS, E.I	d	03:50	04:36	05:57	09:09	11:20	11:42	14:37	15:06	15:06
		10.0					6R	1C, 2R		5R	6R	2C, 11R	2C, 2A, 10R	4C	10A
431.4	157.12		BLRG	110	Balsiring, (B)	a	...	...	...	09:24	...	...	15:00	...	...
					IIIR, MACLS, E.I	d	04:04	04:47	06:05	09:26	11:34	12:03	17:27	15:18	15:24
		6.0					3C,22½R 3D,3½A	2A, 2D	2D	3C,3D,4A	3C,2A, 9R, 3D	1½C,½A, 1D	4C, 1A P-22838	3C,2½A,2½D	10C,4R,3D
425.4	163.12		HTE	15/ 50	Hatia (B),Std-I, EI	a	04:45	05:00	06:15	09:45	12:00	12:15	17:40	15:35	15:50
					MACLS,CW,TL,EX	d	...	05:05	06:20	...	...	...	...	...	15:55
Total CD							09	04	03	09	09	09	09	09	10
Total Recovery							29	12½	6	59	57	51½	71½	27½	41
Total Adjustment							09	3½	XX	09	09	09	09	09	10
Total Diversion							03	02	02	03	06	3½	XX	2½	03
Trains will run with maximum permissible speed of the section.															
FOR PTT REFER PAGE NO 112-117															

Continued to Next Page.....

ROURKELA - NUAGAON - HATIA															
Days of Running					DLY	M,Tu, Th,Sa	M,Th	Tu	W,F	W,Su	Tu,Th,Sa	F	Sa	W,Su	
Distance					Train No.	15027	18309	22845	13426	12836	18311	18105	17005	17321	17007
From HWH	From ROU	Intermediate Distance	Maximum speed over facing point on Straight	Station Code	Train Name	SBP-GKP MAURYA EXP	SBP - JAT EXPRESS	PUNE - HTE Super Fast Special	ST - MLDT EXPRESS	SMVB - HTE SUPER FAST EXPRESS	VSKP - BSBS EXPRESS	ROU-JYG EXPRESS	HYB - RXL EXPRESS	VSG - JSME EXPRESS	SC - DBG EXPRESS
RAKE TYPE					LHB	LHB	LHB	LHB	LHB	LHB	ICF(CBC)	LHB	LHB	LHB	ICF (Screw)
KM	KM	KM	Kmph		Maximum Permissible Speed	110	110	110	110	110	110	110	110	110	110
						H M	H M	H M	H M	H M	H M	H M	H M	H M	H M
588.52	0		130	ROU	Rourkela (B) III(R) (EI), MACLS, NSG2	a 11:52	13:35	13:08	14:00	14:32	15:35	...	19:35	19:35	19:35
						d 12:00@	13:43@	13:16 @	14:20@	14:40@	15:43@	16:45	19:43@	19:43@	19:43@
		4.30			Watering		Wa	Wa	Wa		Wa	Wa	Wa	Wa	Wa
						2C,3D	2C,3D,0.5R	2C,3D,0.5R	2C,0.5R,3D	2C,0.5R,3D	2C,0.5R,3D	0.5R,3D	2C,0.5R,3D	2C,0.5R,3D	2C,0.5R,3D
584.22	4.30		130	BNDM 'Q'	Bondamunda Q/C (B)III (PI) MACLS	a	...	...	...	...	...	...	...	...	...
						d 12:11	13:53	13:27	14:31	14:51	15:53	16:54	19:54	19:54	19:54
		3.02					0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R
581.2	7.32		130	BNDM Halt	Bondamunda Halt PH, NSG5	a	...	...	...	...	...	...	...	...	...
						d 12:13	13:55	13:29	14:33	14:53	15:55	16:56	19:56	19:56	19:56
		3.07					0.5R,3A	0.5R	0.5R	0.5R,5A	0.5R	0.5R	0.5R,1A	0.5R	0.5R
578.13	10.39			Link 'B'	Bondamunda (B) II MACLS (EI)	a	...	...	...	...	...	...	...	...	...
						d 12:20	13:59	13:33	14:42	14:57	15:59	17:01	20:00	20:00	20:00
		4.72						8A	2A	25A	13A	2C,7A	19A	19A	19A
573.41	15.11		110	BGKA	Bangurkela (B) IIIR MACLS (EI), NSG6	a 12:25	...	13:46	...	...	...	...	...	...	...
						d 13:05	14:02	14:23	14:47	15:25	16:15	17:13	20:22	20:22	20:22
		12.49				P-22357,1R,9A	0.5R,10A	0.5R,1.5A	0.5R	0.5R,22.5A	0.5R,0.5A	0.5R,14.5A	0.5R,0.5A	0.5R,0.5A	0.5R,0.5A
560.92	27.06		110	NXN	Nuagaon (B) III(R) MACLS (EI), NSG6	a	...	...	...	...	16:25	...	...	...	...
						d 13:25	14:20	14:35	14:55	15:55	16:27@	17:35	20:30	20:30	20:30
								XING18106							
Total ETA						2	2	2	2	2	2	2	2	2	2
Extra Time						12	10.5	41.5	7.5	47.5	13.5	22.5	19.5	19.5	19.5
Recovery Time + DIVERSION						5	5	5	5	5	5	5	5	5	5
560.92	27.06		NXN	110	Nuagaon	a ...	...	...	...	...	16:25	---	...	...	...
					(B) III MACLS	d 13:25	14:20	14:35	14:55	15:55	16:27	17:35	20:30	20:30	20:30
		6.74					½C	1½C	1½C,1A, 1R	½ R	1½C, 7R, 2A	½ C, 1R	½ C	3½R	3½A
554.18	34.34		ORGA	95	Orga (B) III MACLS	a ...	14:28	...	...	...	...	---	...	...	...
						d 13:30	14:30	14:43	15:00	16:10	16:35	17:40	20:38	20:38	20:38
		7.95					½C, 2R	½ C, 1R	½ C, 5R	½ C	½ C, 3R	½C, 3A, 1R	½ C,4R	3½R	3½C
546.23	42.29		PBB	65	Parbotonia (B) III MACLS	a ...	...	...	...	...	...	---	...	...	...
						d 13:40	14:41	14:56	15:08	16:21	16:47	17:52	20:49	20:49	20:49
		7.81					4C	5R	5R	3R		2A			
538.42	50.1		TATI	65	Tati (B) III MACLS	a ...	...	...	...	...	...	...	...	...	...
						d 13:51	14:53	15:08	15:15	16:31	16:54	18:01	20:56	20:56	20:56
		12.59					6½R	½A,4R	½R	½ C	½ C, 2R	1½ A	1½C,8R, 2A	1½C	1½C
525.83	62.69		KNRN	110	Kanaroan (B) III MACLS	a ...	...	...	...	...	...	...	...	...	...
						d 14:05	15:05	15:16	15:23	16:41	17:03	18:20	21:05	21:05	21:05
		7.46					½R	½ A, 1R	½ A, 7R	½ C	1½ A, 2R	3½ C	½ C	½ C	½ C
518.37	70.15		BANO	110	Bano (B) III MACLS	a ...	15:13	...	15:30	16:51	17:13	---	...	...	...
						d 14:10	15:15	15:28	15:31	16:52	17:15	18:25	21:10	21:10	21:10
		7.43						2R	2C, 4R	1R	3R	2R	1R	2C, 1R	2C, 1R
510.94	77.58		MCZ	95	Mahabuang (B) III MACLS	a ...	..	...	...	...	...	---	....	....	....
						d 14:15	15:24	15:39	15:39	17:02	17:25	18:31	21:18	21:18	21:18
		9.50					4R	2C	2R	2R			1R	1R	1R
For PTT refer page no. 110 - 114 PTT refer page no. 112-117. *18311 WILL BE RENUMBERED AS 18523 WEF 02/03/25															

ROURKELA - HATIA

Distance		Intermediate Distance	Station Code	Maximum Speed over Facing Point (KMPH)	Train No		15027	18309	22845	13426	12836	18311	18105	17005	17007	17321
From HWH	From ROU				Train Name		SBP-GKP Exp	SBP JAT Exp	PUNE HTE Exp	ST-MLDT Exp	SMVB HTE Exp	VSKP - BSBS Exp	ROU JYG Exp	HYB RXL Exp	SC-DBG Exp	VSG JSME Exp
					Type of Rake		LHB	LHB	LHB	LHB	LHB	LHB	ICF/C	LHB	ICF/S	LHB
					Days of Run		Daily	M, Tu, Th, Sat	M, Th	Tu	W, F	W, Su	Tu, Th, Sat	F	W Su	Sat
Maximum Permissible Speed(KMPH)							110	110	110	110	110	110	110	110	110	110
KM	KM	KM					H:M	H:M	H:M	H:M	H:M	H:M	H:M	H:M	H:M	H:M
501.44	87.08		KRKR	90/ 95	Kurkura (B)	a	...	...	...	...	...	...	...	...	...	...
					IIIR, MACLS, E.I	d	14:25	15:30	15:47	15:47	17:10	17:31	18:37	21:25	21:25	21:25
		8.0					2½C	½ C	1½ A	½ A,1R	½ C, 2R	½C,13R	½ C, 3R	½C	½C	½C
493.44	95.08		PKC	80/ 110	Pakra (B)	a	...	...	...	...	...	...	...	...	...	...
					IIIR, MACLS, E.I	d	14:33	15:36	15:54	15:54	17:18	17:50	18:46	21:31	21:31	21:31
		6.74					3½R	½C, 1R	1½ C	½A, 1R	3½ R	½ C	½C,1A,15 R	2½C	2½C	½C,2A
486.7	101.82		PKF	80/ 110	Pokla (B)	a	...	---	---	...	...	17:56	---	...	...	...
					IIIR, MACLS, E.I	d	14:40	15:41	15:59	15:59	17:25	17:58	19:06	21:37	21:37	21:37
		7.0					6R		1A,2R	2C, 1A	2R	6R	2C	2A	2A	2R
479.7	108.82		BKPR	110	Bakaspur (B)	a	...	...	...	---	...	...	...	...	...	...
					IIIR, MACLS, E.I	d	14:50	15:45	16:06	16:06	17:31	18:11	19:12	21:43	21:43	21:43
		13.1							10R	3C,7R	1C, 2A		1C, 3R, 2A	3A, 2R	3A, 2R	5R
466.6	121.92		GBX	110	Govindpur Rd (B)	a	...	15:54	---	..	...	...	...	...	...	...
					IIIR, MACLS, EI	d	14:57	15:56	16:23	16:23	17:41	18:18	19:25	21:55	21:55	21:55
		12.2					6R	2A, 5R	5R	5R	3C, 2A, 2R	2A, 6R		16R	16R	16R
454.4	134.12		KRRA	110	Karra, (B)	a	...	...	---	...	...	---	---	...	...	...
					IIIR, MACLS, E.I	d	15:10	16:12	16:35	16:35	17:55	18:33	19:32	22:18	22:18	22:18
		13.0					8R	4R	6R	3C, 3R	1½A, 4½R	7R				
441.4	147.12		LOM	110	Lodhma, (B)	a	...	...	...	...	...	...	---	...	...	...
					IIIR, MACLS, E.I	d	15:27	16:25	16:50	16:50	18:10	18:49	19:41	22:27	22:27	22:27
		10.0					20R	2C, 3A	5A, 8R	1½ A, 11½ R	2C, 8R	12R				
431.4	157.12		BLRG	110	Balsiring, (B)	a	...	...	...	...	...	...	---	...	...	...
					IIIR, MACLS, E.I	d	15:55	16:38	17:11	17:11	18:28	19:09	19:49	22:35	22:35	22:35
		6.0					3D, 23R	4C,1D, 3A	1½C, 3D, ½R	2A,3D, 2R	3D	4C,4A, 3D,6R	2D	4A, 3D, 6R	4A,3D, 6R	1A,3D,2R
425.4	163.12		HTE	15/ 50	Hatia (B),Std-I, EI	a	16:30	16:55	17:25	...	18:40	19:35	20:00	...	...	22:50
					MACLS,CW,TL,EX	d	16:40	17:05		17:25		19:45	20:05	22:55	22:55	22:55
Total CD							7½	09	09	9½	09	9½	07	07	07	05
Total Recovery							79½	23	54	34	44	54	34	33	33	29
Total Adjustment							XX	09	09	5½	09	10½	07	09	09	08
Total Diversion							03	01	03	03	03	03	02	03	03	03
Total Diversion							03	01	03	03	03	03	02	03	03	03
FOR PTT REFER PAGE NO 112-117																

FOR PTT REFER PAGE NO 112-117

HATIA-NUAGAON-ROURKELA

(Branch Line, B.G.)

➤ Single Line & PARTIAL DOUBLE line Electrified Controlled Section			
➤ Section Length	:	163.12 Km	
➤ NO. OF STATIONS	:	24	
“B” Class Stations	:	23	
“C” Class Stations	:	NIL	
“Spl” Class Stations	:	NIL	
Passenger Halt	:	01	
* No. of Daily Coaching Trains	:	05(M/EXP)+1(PASS)	6
* No. of Non-Daily Coaching Trains	:	3(WEEKLY AVG)	-
* Average No. of Freight Trains			
• NXN – BNDM		16	
• BNDM – ROU		56	
➤ System of Working			
HTE -ROU	:	Absolute Block System with Token Less Block Instrument	
Maximum Permissible Speed (Sectional)	:		
BNDM ‘A’ Cabin – ROU	:	130 Kmph	
HTE- BNDM ‘A’ Cabin	:	110 Kmph	
Maximum Permissible Speed (Traction wise)			
Mail /Express (Electric Traction)	:	110 Kmph (130 Kmph bet BNDM A/CAB-ROU)	
Conventional Passenger	:	110 Kmph	
MEMU		100 Kmph	
➤ Signalling System	:	MACLS	
➤ Ruling Gradient	:	1 in 100 TATI-KNRN (Km 531.98 – 526.50) KRKR-MCZ(KM502.00-507.15)	

All trains will run at maximum permissible speed.

HATIA - ROURKELA

Distance		Intermediate Distance	Station Code	Maximum Speed over Facing Point (KMPH)	Train No		22358	13425	18312	15028	12812	18310	18106	18175	18451	13351
From HWH	From HTE				Train Name		GAYA-LTT Exp	MLDT ST Exp	BSBS VSKP Exp	GKP-SBP Exp	HTE LTT Exp	JAT SBP Exp	JYG ROU Exp	HTE JSG MEMU Exp	HTE PURI Exp	DHN ALLP Exp
					Type of Rake		LHB	LHB	LHB	LHB	LHB	LHB	ICF/C	MEMU	LHB	LHB
					Days of Run		THU	Su	Tu, F	Daily	F, Sa	Tu, Th, Sat, Su	M, Th, Sat	Daily	Daily	Daily
Maximum Permissible Speed(KMPH)							110	110	110	110	110	110	110	100	110	110
KM	KM	KM					H:M	H:M	H:M	H:M	H:M	H:M	H:M	H:M	H:M	H:M
425.4			HTE	15/ 50	Hatia (B), Std-I, EI	a	00:25	...	04:35	07:25	...	09:25	11:25			16:25
					MACLS, CW,EX,TL	d	00:30	00:35	04:40	07:35	09:00	09:35	11:30	12:50	14:30	16:35
		6.0					3D, 1R		3D	3D	3D, 1R	4C, 1A	3D	3D	2D	3A,3D,2R
431.4	6.0		BLRG	110	Balsiring, EI	a	...	...	...	..	...	...	---	13:02	---	---
					(B) IIIR, MACLS	d	00:42	00:42	04:53	07:48	09:14	09:50	11:41	13:04	14:42	16:53
		10.0					2R	1C, 1R						1R		
441.4	16.0		LOM	110	Lodhma, EI	a	...	...	...	...	...	---	13:15	---	---	
					(B) IIIR, MACLS	d	00:52	00:52	05:01	07:56	09:22	09:58	11:49	13:17	14:50	17:01
		13.0					1R	1R			2R	2A	4R			
454.4	29.0		KRRA	110	Karra, EI	a	...	...	...	...	...	---	13:29	---	---	
					(B) IIIR, MACLS	d	01:03	01:03	05:11	08:06	09:34	10:10	12:03	13:31	15:00	17:11
		12.2					1R	1R	2R		2A	2C		1½ C	½C, ½R	
466.6	41.2		GBX	110	Govindpur Rd. EI	a	...	...	...	...	...	10:20	---	13:42	15:10	17:20
					(B) IIIR, MACLS	d	01:11	01:11	05:20	08:13	09:43	10:22	12:10	13:44	15:12	17:22
		13.1						1R		1A, 2R		4R	5R	1R		
479.7	54.3		BKPR	110	Bakaspur , E.I	a	...	...	...	...	...	---	13:59	---	---	
					(B) IIIR, MACLS	d	01:18	01:18	05:28	08:20	09:53	10:30	12:21	14:01	15:23	17:32
		7.0					1R	1A	1A		3R	1A				2C, 2R
486.7	61.3		PKF	80/ 110	Pokla, E.I	a	...	...	05:35	...	...	---	14:07	15:29	---	
					(B) IIIR, MACLS	d	01:23	01:23	05:37	08:24	10:00	10:35	12:25	14:09	15:31	17:40
		6.74					1½R	1½ C	½ R	½R	2½R	½C	½ A	½ C, ½R	½ R	½ C
493.44	68.04		PKC	80/ 110	Pakra, E.I	a	...	...	...	...	...	---	14:16	---	---	
					(B) IIIR, MACLS	d	01:28	01:28	05:44	08:28	10:06	10:39	12:29	14:18	15:38	17:44
		8.00					1R	½ C, ½R			1C, 2R	1A	1A	½ C, ½R	½C, ½R	½ C, ½R
501.44	76.04		KRKR	90/ 95	Kurkura, E.I	a	...	...	...	...	...	---	14:27	---	---	
					(B) IIIR MACLS	d	01:34	01:34	05:49	08:33	10:14	10:45	12:35	14:29	15:44	17:50
		9.50						1C			2R	4C, 4R		½C, ½R		1R
510.94	85.54		MCZ	90/ 95	Mahabuang, EI	a	...	..	...	...	...	---	14:37	...	---	
					(B) III MACLS	d	01:40	01:40	05:56	08:39	10:22	10:59	12:41	14:39	15:51	17:57
		7.43					3R		1R	1C, 1A, 1R			3C, 1R			
518.37	92.97		BANO	90/ 110	Bano, E.I	a	...	01:47	06:03	...	...	10:05	---	14:50	15:58	18:04
					(B) III MACLS	d	01:48	01:48	06:05	08:45	10:30	11:07	12:46	14:52	16:00	18:06
		7.46					6½R	2½ C, 1R	½ C	5½R	2½R	½C, 2A,2R	½ R	4A	1C, ½R	½ R
525.83	100.43		KNRN	90/ 110	Kanaroan, E.I	a	...	...	...	...	...	---	15:03	---	---	18:16
					(B) III MACLS	d	01:59	01:59	06:13	08:55	10:37	11:17	12:51	15:25	16:09	18:22
		12.59					½R	½ A	½ C	5C, ½R	3½C, 1R	½A	6½ R	5A X-13426	½ A, 3R	½ C, 2R X- 18105
FOR PTT REFER PAGE NO 112-117																

FOR PTT REFER PAGE NO 112-117

Continued to Next Page.....

HATIA - ROURKELA

Distance		Intermediate Distance	Station Code	Maximum Speed over Facing Point (KMPH)	Train No		22358	13425	18312	15028	12812	18310	18106	18175	18451	13351	
From HWH	From HTE				Train Name		GAYA-LTT Exp	MLDT ST Exp	BSBS VSKP Exp	GKP-SBP Exp	HTE LTT Exp	JAT SBP Exp	JYG ROU Exp	HTE JSG MEMU Exp	HTE PURI Exp	DRN ALLP Exp	
					Type of Rake		LHB	LHB	LHB	LHB	LHB	LHB	ICF/C	MEMU	LHB	LHB	
					Days of Run		THU	Su	Tu, F	Daily	F, Sa	Tu, Th, Sat, Su	M, Th, Sat	Daily	Daily	Daily	
Maximum Permissible Speed(KMPH)							110	110	110	110	110	110	100	110	110		
KM	KM	KM					H:M	H:M	H:M	H:M	H:M	H:M	H:M	H:M	H:M	H:M	
538.42	113.02		TATI	65	Tati	a	---	---	---	09:10	---	---	---	15:40	16:22	---	
					(B) III MACLS	d	02:07	02:07	06:21	09:45	10:49	11:25	13:05	15:42	16:56	18:35	
		7.81							X-18452 X-18638	2R		6R		X-12836 X-18311	1R		
546.23	120.83		PBB	65	Parbotonia, E.I	a	---	---	---	---	---	11:33	---	15:51	---	---	
					(B) III MACLS	d	02:14	02:14	06:28	09:55	10:58	11:50	13:18	15:53	17:06	18:43	
		7.95					½C	½ C	½ R, 2A	½A	1½C	½C X-18176	½ A	½ C, 1R	3C, 1½R	½ R	
554.18	128.78		ORGA	95	Orga, E.I	a	---	---	---	---	---	12:00	---	16:04	17:20	---	
					(B) III MACLS	d	02:22	02:22	06:38	10:03	11:07	12:02	13:26	16:06	17:22	18:51	
		6.74					9C, 3A, 9½R	2½C, 6½ A, 12½R	9C, 9½ A,	6C, 8A, 3½R	2C, 5A, 6½R	½C, 9R	8C, 4R, 7½ A	3C, 54½ R	3½C, 1½R, 8½ A	3C, 1½R, 9A	
560.92	135.52		NXN	110	Nuagaon, E.I	a	---	---	07:03	---	---	---	---	17:10	17:45	19:10	
					(B) III MACLS	d	02:48	02:48	07:05	10:25	11:25	12:17	13:50	17:12	17:46	19:12	
Total CD							9½	8½	11	11	09	12	08	09	09	6½	
Total Recovery							28	17	04	11	27½	15	25	63½	9½	11	
Total Adjustment							03	08	12½	8½	09	7½	9½	09	09	12	
Total Diversion							03	XX	03	03	03	XX	03	03	02	03	
560.92	135.5		NXN	110	Nuagaon	a	---	---	07:03	----	---	----	---	17:10	17:45	19:10	
					(B) III(R) MACLS(EI) NSG6	d	02:48	02:48	07:05 @	10:25	11:25	12:17	13:50	17:12@	17:46@	19:12 @	
		12.49										2A	1C	0.5R			
573.41	148.01		BGKA	110	Bangurkela	a	---	---	---	----	---	---	---	17:22	---	---	
					(B) IIIR MACLS(EI) NSG6	d	02:55	02:55	07:14	10:32	11:32	12:26	13:57	17:24@	17:56	19:22	
		4.72							20A		11A	1C	0.5R				
578.13	152.73		Link 'C'		Bondamunda	a	---	---	---	----	---	---	---	17:30	---	---	
					(B) II Link 'C'(EI)	d	02:59	02:59	07:18	10:55	11:36	12:41	14:01	17:32	18:00	19:26	
		3.07					0.5R	0.5R	1C, 0.5R	6.5A	0.5R	18.5A	5.5A	0.5R	0.5A	0.5R	
581.2	155.8		BNDM Halt	130	Bondamunda	a	---	---	---	----	---	---	---	17:37	---	19:31	
					Halt NSG5	d	03:02	03:02	07:22	11:05	11:39	13:02	14:09	17:39@	18:03	19:33@	
		3.02								2C, 2R, 8A	10A	5A					
584.22	158.82		BNDM 'K'	130	Bondamunda	a	---	---	---	----	---	---	---	17:42	---	---	
					K' Cabin, B (III) MACLS(PI)	d	03:04	03:04	07:24	11:07	11:53	13:14	14:16	17:44	18:05	19:38	
		4.3					2C, 2R, 6A	2C, 2R, 6A	1C, 2R, 4A	3C, 2R	2R, 6A	2C, 2R	2R, 6A	2C, 0.5R, 9A	2C, 2R, 4A	2C, 2R, 1A	
588.52	163.1		ROU	130	Rourkela	a	03:18	03:18	07:35	11:15	11:57	13:22	15:00	18:00	18:17	19:47	
					(B) III(R) MACLS(EI) NSG2	d	03:23@	03:23@	07:43@	11:23@	12:05@	13:30@	---	18:10 @	18:25@	19:55@	
Total ETA							2	2	2	2	2	.	2	2	2	2	
Extra Time							6.5	6.5	4.5	26.5	8.5	41.5	46.5	9	4.5	1.5	
Recovery Time + Diversion							2	2	2	2	2	2	2	2	2	2	2
FOR PTT REFER PAGE NO 112-117																	

HATIA - ROURKELA

Distance		Intermediate Distance	Station Code	Maximum Speed over Facing Point (KMPH)	Train No		58659	18637	22837	12835	22846	12831 #	17006	17008	17322
From HWH	From HTE				Train Name		HTE ROU Pgr	HTE SMVB Exp	HTE ERS Exp	HTE SMVB Exp	HTE PUNE Exp	DHN BBS Garibrath Exp	RXL HYB Exp	DBG SC Exp	JSME VSG Exp
					Type of Rake		ICF/S	LHB	LHB	LHB	LHB	ICF/S	LHB	ICF/S	LHB
					Days of Run		Daily	Sat	M	Tu, Su	M, F	M, W, Sat	Su	Tu,F	Mon
Maximum Permissible Speed(KMPH)							110	110	110	110	110	110	110	110	110
KM	KM	KM					H:M	H:M	H:M	H:M	H:M	H:M	H:M	H:M	H:M
425.4			HTE	15/ 50	Hatia (B), Std-I, EI	a						20:15	...	...	21:25
					MACLS, CW,EX,	d	17:05	17:25	17:25	17:25	20:00	20:20	21:30	21:30	21:30
		6.0					3D	3D	3D	3D		3D, 2R	3R, 3D	3R, 3D	3D
431.4	6.0		BLRG	110	Balsiring, EI	a	17:17	...	...	...	...	...	...	...	...
					(B) IIIR, MACLS	d	17:19	17:38	17:38	17:38	20:10	20:30	21:43	21:43	21:43
		10.0					5R								1C
441.4	16.0		LOM	110	Lodhma, EI	a	17:34	---	---	---	...	...	...	...	...
					(B) IIIR, MACLS	d	18:00	17:46	17:46	17:46	20:18	20:37	21:51	21:51	21:51
		13.0					P-12835					2R			
454.4	29.0		KRRA	110	Karra, EI	a	18:12	...	...	...	...	...	...	...	...
					(B) IIIR, MACLS	d	18:14	17:56	17:56	17:56	20:28	20:47	22:01	22:01	22:01
		12.2					½ C ½R				1R				
466.6	41.2		GBX	110	Govindpur Rd. E	a	18:24	...	...	...	...	...	...	...	...
					(B) IIIR, MACLS	d	18:26	18:03	18:03	18:03	20:36	20:55	22:08	22:08	22:08
		13.1					9R				1R	2R			
479.7	54.3		BKPR	110	Bakaspur , E.I	a	18:44	...	...	...	...	...	...	...	...
					(B) IIIR, MACLS	d	18:46	18:10	18:10	18:10	20:44	21:05	22:15	22:15	22:15
		7.0					2A, 1R				1C	2R			
486.7	61.3		PKF	80/ 110	Pokla, E.I	a	18:55	...	...	...	...	...	...	...	...
					(B) IIIR, MACLS	d	18:57	18:14	18:14	18:14	20:49	21:11	22:19	22:19	22:19
		6.74					4½R	½ A	½ A	½ A	½ C	1A, ½R	½C, 1A	½C, 1A	½C, 1A
493.44	68.04		PKC	80/ 110	Pakra, E.I	a	19:07	...	...	...	...	...	...	...	...
					(B) IIIR, MACLS	d	19:09	18:18	18:18	18:18	20:53	21:17	22:24	22:24	22:24
		8.00					2R	1A	½ C, ½ A	1A	1C, 1A	18R	1 C, 3R	½C, ½A, 3R	1C, 3R
501.44	76.04		KRKR	90/ 95	Kurkura, E.I	a	19:18	...	...	...	---	...	...	...	...
					(B) IIIR MACLS	d	19:20	18:24	18:24	18:24	21:00	21:40	22:33	22:33	22:33
		9.50					10R	1A	1A	1A	1C, 1R	1R	1A	1A	1A
510.94	85.54		MCZ	90/ 95	Mahabuang, EI	a	19:38	...	...	...	...	...	...	...	...
					(B) III MACLS	d	19:40	18:31	18:31	18:31	21:08	21:47	22:40	22:40	22:40
		7.43					5R	4C, 8R	4C, 8R	9R	2R	1R	2A	2A	2A
518.37	92.97		BANO	90/ 110	Bano, E.I	a	19:52	...	...	18:47	...	...	...	...	...
					(B) III MACLS	d	19:54	18:48	18:48	18:48	21:15	21:52	22:47	22:47	22:47
		7.46					2C,1A, ½R	½ A,3R	½ A,3R	½ C	½ C, 1R		½R	½R	½R
525.83	100.43		KNRN	90/ 110	Kanaroan, E.I	a	20:04	...	...	...	...	...	...	...	...
					(B) III MACLS	d	20:06	18:56	18:56	18:56	21:21	21:57	22:52	22:52	22:52
		12.59					6½R	1½A	1½A	½C, 1A	1½ C,3R	2A	1½A, 2R	1½A, 2R	½C,3A

Continued to Next Page.....

HATIA - NUAGAON - ROURKELA(UP)														
Days of Running						Daily	Sa	M	Tu,Su	M,F	M,W,Sa	Su	M	Tu,F
Distance		Intermediate Distance	Station Code	Maximum Speed over Facing Point (KMPH)	TRAIN NO.	58659	18637	22837	12835	22846	12831	17006	17322	17008
From HWH	From HTE				TRAIN NAME	HTE - ROU PASS	HTE - SMVB EXPRESS	HTE - ERS SUPER FAST EXPRESS	HTE - SMVB SUPER FAST EXPRESS	HTE - PUNE SUPER FAST EXPRESS	DHN - BBS SUPER FAST EXPRESS	RXL - HYB EXPRESS	JSME - VSG EXPRESS	DBG - SC EXPRESS
					RAKE TYPE	ICF	LHB	LHB	LHB	LHB	ICF	LHB	LHB	ICF
Maximum Permissible Speed(KMPH)					110	110	110	110	110	110	110	110	110	
KM	KM	KM				H:M	H:M	H:M	H:M	H:M	H:M	H:M	H:M	H:M
538.42	113.02		TATI	65	Tati	a 20:22	...	...	...	...	...	...	...	...
					(B) III MACLS	d 20:24	19:05	19:05	19:05	21:33	22:10	23:03	23:03	23:03
		7.81				12R	1A, 2R	1A, 2R	1A, 2R		1A			
546.23	120.83		PBB	65	Parbotonia, E.I	a 20:45	...	...	...	...	...	...	...	...
					(B) III MACLS	d 20:56	19:15	19:15	19:15	21:40	22:18	23:10	23:10	23:10
		7.95				4½ R X-17005	1C, ½A, 6R	1C, ½A, 6R	5½C, 2R	1½R	2R	½ C	½ A	½ C
554.18	128.78		ORGA	95	Orga, E.I	a 21:10	...	...	...	...	...	...	...	...
					(B) III MACLS	d 21:12	19:30	19:30	19:30	21:49	22:28	23:18	23:18	23:18
		6.74				6½C,14R, 6A	4C,3A, 3½R	3 ½C,3 ½A, 3½R	2 ½C,4 ½A, 3½R	3½C,8A,5 R	13C, 5A	8½C, 5½A, 5½R	10C, 3½A, 6R	8½C,3A,8R
560.92	135.52		NXN	110	Nuagaon, E.I	a 21.45	...	...	...	...	...	...	...	...
					(B) III MACLS	d 21.47	19:45	19:45	19:45	22:10	22.50	23:42	23:42	23:42
Total CD						09	09	09	09	09	13	10½	11	11
Total Recovery						74½	22½	22½	16 ½	15½	30½	14	14½	11½
Total Adjustment						09	09	09	09	09	09	11	10	10
Total Diversion						03	03	03	03	XX	03	03	03	03
560.92	135.52		NXN	110	Nuagaon	a 21:45	...	...	...	...	...	...	...	...
					(B) III(R) MACLS(EI) NSG6	d 21:47 @	19:45	19:45	19:45	22:10	22:50	23:42	23:42	23:42
		12.49				4A								
573.41	148.01		BGKA	110	Bangurkela	a 22:00	...	...	...	...	...	...	...	...
					(B) IIIR MACLS(EI) NSG6	d 22:32@	19:52	19:52	19:52	22:17	22:57	23:49	23:49	23:49
		4.72				P-22846	8A	8A	8A					
578.13	152.73		Link'C'		Bondamunda	a 22:38	...	...	...	...	...	...	...	...
					(B) II Link 'C'(EI)	d 22:40	19:55	19:55	19:55	22:21	23:01	23:53	23:53	23:53
		3.07				6.5A	11:5A	11:5A	11:5A	0.5A	0.5A	0.5A	0.5A	0.5A
581.2	155.8		BNDM Halt	130	Bondamunda	a 22:51	...	...	...	...	...	...	...	...
					Halt NSG5	d 22:53 @	20:18	20:18	20:18	22:24	23:04	23:56	23:56	23:56
		3.02				1A								
584.22	158.82		BNDM 'K'	130	Bondamunda	a 22:58	...	...	...	...	...	...	...	...
					K' Cabin,B (III) MACLS(PI)	d 23:00	20:20	20:20	20:20	22:26	23:06	23:58	23:58	23:58
		4.3				2C,2R,8A	2C,2R	2C,2R	2C,2R	2C,2R,6A	2C,2R,6A	2C,2R,6A	2C,2R,6A	2C,2R,6A
588.52	163.12		ROU	130	Rourkela	a 23:15	20:28	20:28	20:28	22:40	23:20	00:12	00:12	00:12
					(B) III(R) MACLS(EI) NSG2	d ...	20:50@	20:50@	20:50@	22:45@	23:25@	00:17@	00:17@	00:17@
Total ETA						2	2	2	2	2	2	2	2	2
Extra Time						19.5	19.5	19.5	19.5	6.5	6.5	6.5	6.5	6.5
Recovery Time + Diversion						2	2	2	2	2	2	2	2	2
FOR PTT REFER PAGE NO 112-117														

RAJKHARSWAN-BARBIL/GUA-RKSN

(Branch Line, B.G.)

➤ RKSN-BJMD Double Line, BJMD-GX& BJMD-BBN Twin Single Line Electrified Controlled Section		
➤ Section Length	:	106.5Km
* Number of Stations	:	16
“B” Class Stations	:	15
“C” Class Stations	:	NIL
“Spl” Class Stations	:	01
* No. of Daily Coaching Trains	:	01(M/EXP)+3(PASS) 4
* No. of Non-Daily Coaching Trains	:	1(Monday) -
* Average No. of Freight Trains		
RKSN – DPS	:	56
DPS – PDPH	:	56
PDPH – NOMD	:	27
NOMD – BJMD	:	16
BJMD – BBN	:	11
BJMD – GX	:	3
➤ Maximum Permissible Speed	:	
RKSN-DPS	:	100 Kmph
DPS-BJMD	:	65 Kmph
BJMD-GX/BBN	:	65Kmph
➤ System of Working	:	Absolute Block System with DLBI.
		(BJMD-BBN Twin Single Line section with Token Less Block Instrument & BJMD-GX Single Line Section with Token Less Block Instrument).
RKSN-DPS (3 RD Line)	:	Absolute Block System with TLBI
➤ Signalling System	:	MACLS
➤ Location of IBS	:	PRSL-CBSA, CBSA-SIPA, SIPA-JNK, JNK-TABU, TABU-KNPS, KNPS-MLKA MLKA-DPS
➤ Ruling Gradient	:	1 in 60 (Km 378.259 - 379.130) 1 in 80 (Km 380.805 – 379.264)

All trains will run at maximum permissible speed.

RAJKHARSWAN-BARBIL/GUA												
Days of Running						M	DLY	DLY	M	Ex- Tu	Ex-Su	DLY
Distance					Train No.	20815	58109	12021	18428	20891	68003	58103
From HWH	Distance from RKS	Intermediate Distance	Station Code	Max Speed over facing point on straight	Train Name	TATA-VSKP SUPER FAST EXPRESS	TATA - GX PASSENGER	HWH - BBN JANSATABDI EXPRESS	ANVT - PURI EXPRESS	TATA-BAM VANDE BHARAT EXPRESS	TATA - GUA MEMU PASSENGER	TATA - BBN PASSENGER
					RAKE TYPE	LHB	ICF	LHB	LHB	VNDB	MEMU	ICF
KM	KM	KM		KMPH	Maximum Permissible Speed	100	100/65	100/65	100	100	100/65	100/65
						H M	H M	H M	H M	H M	H M	H M
291.5	.....		RKSN	130	Rajkharswan Jn. Spl.III(R) MACLS (EI) NSG5	a d 08:00 08:02@	08:30 08:32	... 10:40	 13:24	 14:57	15:46 15:48	18.08 18.10
		2.0					1A				0.5R	
293.5	2.0		RKWO	130	Rajkharsawan West outer Jn (B) III(R) MACLS (EI)	 08:07	 08:36	 10:42	 13:26	 14:59	 15:51	 15:13
		9.9				0.5R	0.5R	2A	0.5R	0.5R		0.5R
303.4	11.9		PRSL	100	Pendrasali (B) IIR MACLS (EI) NSG6	a d ... 08:13	08:43 08:45	... 10:51	 13:32	 15:05	15:57 15:58	18:20 18:22
		8.3			IBH	2C			2C,2R	3C		1C
311.7	20.2		CBSA	100	Chaibasa (B) III MACLS (EI) NSG5	a d 08:22 08:24@	08:52 08:57	10:58 11:00@	13:43 13:45@	15:14 15:16@	16:04 16:09	18:30 18:35
		8.3			IBH	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R	0.5R
320.0	28.5		SIPA	100	Singhopokharia (B) III MACLS (PI) NSG6	a d ... 08:32	09:04 09:06	... 11:07	 13:53	 15:22	16:15 16:16	18:42 18:44
		9.2			IBH	0.5R	1C,0.5R	2C,0.5R	0.5R	0.5R	1C,0.5R	0.5R
328.3	36.8		JNK	100	Jhinkpani (B) II(R) MACLS (EI) NSG6	a d ... 08:38	09:15 09:17	... 11:15	 13:59	 15:28	16:24 16:25	18:52 18:57
		9.7			IBH	1C						1C
338.0	46.5		TABU	100	Talaburu (B) II MACLS (EI) NSG6	a d ... 08:45	09:25 09:27	... 11:21	 14:05	 15:34	16:32 16:33	19:06 19:08
		8.0			IBH	0.5R	1C,0.5A	1C,0.5R	0.5R	0.5R	0.5R	0.5R
346.0	54.5		KNPS	100	Kendposi (B) II(R) MACLS (EI) NSG6	a d ... 08:51	09:36 09:38	... 11:28	 14:11	 15:40	16:40 16:41	19:16 19:18
		10.5			IBH	1C,0.5R	1C,0.5R	1C,0.5R	0.5R	0.5R	1C,0.5R	1C,0.5R
356.5	65.0		MLKA	100	Maluka (B) II(R) MACLS(EI) NSG6	a d ... 08:59	09:48 09:50	... 11:36	 14:18	 15:47	16:50 16:51	19:28 19:30
		10.0			IBH	1C,2.5R,3D	1C,0.5R	1.5R	3C,1.5R,3D	0.5R	1C,0.5R	1C,0.5R
366.5	75.0		DPS	100	Dangoaposi (B) II(R) MACLS (EI) NSG5	a d 09:14 09:19@	10:00 10:05	11:46 11:48 @	14:34 14:39@	 15:54	17:00 17:10	19:40 19:50
		4.5						0.5R,2D			1C,0.5R,2D	2C,0.5R,2D
371.0	79.5		PDPH	65	Padapahar Jn. (B) III MACLS (PI)	a d	10:14 10:16	... 11:58			17:20 17:21	20:02 20:04
		4.6					2A	1C			1C,0.5R	
375.0	83.5		NOMD	65	Noamundi (B) III MACLS (EI) NSG6	a d	10:24 10:26	12:05 12:07 @			17:26 17:27	20:10 20:12
		13.2			IBH		1C,2A				0.5R	
388.2	96.7		BJMD	15	Barajamda Jn. (B) I MACLS (EI) NSG6	a. d.	10:45 10:50	12:25 12:27@			17:41 17:43	20:28 20:33
		8.3					2C,5.5R,16.5A	1C,2R,29A			2C,2.5R,32A	2C,2.5R,39.5A
396.5	105.6		GX	65	Gua (B) I MACLS (PI) NSG6	a d	11.30 ...	...			18.30 ...	...
		9.8										
398.0	106.5		BBN	65	Barabil (B) IIR MACLS (EI) NSG5	a d	TO JRLL	13.15 ...	TO JRLL	TO JRLL	...	21.30 ...
Total ETA						5	7	6	5	3	7	7
Extra Time						...	22	31	1	6	32	39.5
Recovery Time + Diversion						8	8	8	12	7	9	8

@ For PTT Page no. 112-117 to be referred.

BARBIL/GUA - RAJKHARSWAN												
Days of Running						DLY	M	Sa	Ex - Tu	DLY	DLY	Ex Su
Distance					Train No.	58104	20816	18427	20892	12022	58110	68004
From HWH	Distance from RKSN	Intermediate Distance	Station Code	Max.Speed over facing point on straight	Train Name	BBN - TATA PASSENGER	VSKP - TATA SUPER FAST EXPRESS	PURI -ANVT EXPRESS	BAM-TATA VANDE BHARAT EXPRESS	BBN - HWH JANSHTABDI EXPRESS	GX - TATA PASSENGER	GUA - TATA MEMU PASSENGER
					COUPLING TYPE	ICF	LHB	LHB	VNDB	LHB	ICF	MEMU
KM	KM	KM		KMPH	Maximum Permissible Speed	65/100	100	100	100	65/100	65/100	65/100
						H M	H M	H M	H M	H M	H M	H M
398.0	106.5		BBN	65	Barabil (B) IIR MACLS (EI) NSG5	a d ... 06:15	FROM JRLI	FROM JRLI	FROM JRLI	... 13:40	...	...
		9.8										
396.5	105.6		GX	65	Gua (B) I MACLS (PI) NSG6	a d ...				...	... 13:35	... 19:10
		8.3				3C				1C,1A	1C,2A	1C
388.2	96.7		BJMD	15	Barajamda Jn. (B) I MACLS (EI) NSG6	a d 06:32 06:34				13:58 14:00	13:55 14:20@	19:27 19:29
		13.2									7A	1C,2A
375.0	83.5		NOMD	65	Noamundi (B) III MACLS (EI) NSG6	a d 06:50 06:52				14:18 14:20	14:43 14:45@	19:47 19:49
		4.6				1C,1A				1C	1C	1A
371.0	79.5		PDPH	65	Padapahar Jn. (B) III MACLS (PI)	a d 07:00 07:02				...	14:52	19:55
		4.5				0.5R,3D,2A				14:27	14:54@	19:56
366.5	75.0		DPS	100	Dangoaposi (B) II(R) MACLS (EI) NSG5	a d 07:15 07:25	03:58 04:03@	12:00 12:05@	 12:20	14:38 14:40@	15:07 15:27@	20:06 20:16
		10.0			IBH	2C,0.5R,3D	1C,0.5R,3D	0.5R,3D	0.5R,5D	3C,0.5R,2D	0.5R,2D	0.5R,2D
356.5	65		MLKA	100	Maluka (B) II(R) MACLS(EI) NSG6	a d 07:38 07:40	...	 12:16	 12:31	...	15:37 15:39@	20:25 20:26
		10.5			IBH	0.5R	0.5R	2C,0.5R	0.5R,5A	0.5R	1C,0.5R	1C,0.5R
346	54.5		KNPS	100	Kendposi (B) II(R) MACLS (EI) NSG6	a d 07:53 07:55	...	 12:29	 12:47	...	15:53 15:55@	20:39 20:40
		8.0			IBH		1C				2A	
338	46.5		TABU	100	Talaburu (B) II MACLS (EI) NSG6	a d 08:03 08:05	...	 12:35	 12:53	...	16:05 16:07@	20:47 20:48
		9.7			IBH	0.5R	0.5R	0.5R	0.5R	0.5R	1C,0.5R,2A	0.5R
328.3	36.8		JNK	100	Jhinkpani (B) II(R) MACLS (EI) NSG6	a d 08:14 08:16	...	 12:42	 13:00	...	16:19 16:24@	20:56 20:58
		9.2			IBH	0.5R	1C,0.5R	0.5R	2C,0.5R	0.5R	0.5R,2A	1C,0.5R
320	28.5		SIPA	100	Singhopokharia (B) III MACLS (PI) NSG6	a d 08:24 08:26	...	 12:48	 13:08	...	16:34 16:36@	21:06 21:07
		8.3			IBH	1C,0.5R	1C,0.5R	0.5R	1C,2.5R	0.5R	1C,0.5R,14A	0.5R,2A
311.7	20.2		CBSA	100	Chaibasa (B) III MACLS (EI) NSG5	a d 08:34 08:36	04:55 04:57@	12:55 12:57@	13:17 13:19@	15:30 15:32 @	16:58 17:30	21:15 21:20
		8.3			IBH		1C	1C,5A	10A	1C		1C,1A
303.4	11.9		PRSL	100	Pendrasali (B) IIR MACLS (EI) NSG6	a d 08:43 08:45	...	 13:10	 13:35	...	17:37 17:39	21:28 21:29
		11.9				0.5R	0.5R,2A	1C,0.5R,5A	0.5R,15A	0.5R,8A	0.5R,11A	0.5R,9.5A
291.5	.....		RKSN	130	Rajkharswan Jn. Spl.III(R) MACLS (EI) NSG5	a d 09:00 09:02	05:22 05:24 @	 13:23	 14:03	... 16:01	18:05 18:07@	21:52 21:54@
Total ETA						7	5	3	3	7	6	6
Extra Time						3	2	7	30	9	41	7.5
Recovery Time + Diversion						9.5	6	15	10	7.5	8.5	15.5

@ For PTT Page no. 112-117 to be referred.

BIRMITRAPUR-BARSUAN-BIRMITRAPUR

(Branch Line, B.G.)

➤ BRMP-ROU,BUF-BXF Single Line Section& DMF-BUF Double Line Electrified Controlled Section		
➤ Section Length	:	88 Km
* Number of Stations	:	13
“B” Class Stations	:	13
“C” Class Stations	:	NIL
“Spl” Class Stations	:	Nil
Passenger Halt	:	02
* No. of Daily Coaching Trains	:	01 Passenger only
* No. of Non-Daily Coaching Trains	:	NIL
* Average No. of Freight Trains each way		
• BNDM – BUF	:	18
• BUF – BXF	:	6
Maximum Permissible Speed		
BRMP-ROU	:	110Kmph
ROU-BNDM ‘A’	:	110 Kmph
BNDM-BUF	:	90 Kmph
BUF-BXF	:	65 Kmph
Maximum Permissible Speed (Traction wise)		
Conventional Passenger	:	110 Kmph
System of Working		
BRMP-PPO	:	Absolute Block System with BPAC
PPO-ROU		AUTOMATIC BLOCK SYSTEM
ROU-K Cabin-D Cabin-A Cabin-DMF	:	Absolute Block System with Token Less Block Instrument
DMF-BUF	:	Absolute Block System with Double Line Lock & Block Instrument
BUF-BXF	:	Absolute Block System with Token Less Block Instrument
Signalling System	:	MACLS
➤ Location of IBS	:	NIL
➤ Ruling Gradient	:	1 in 100 (Km 453.695 - 468. 542) 1 in 60 (Km 433.100 - 433.800)

All trains will run at maximum permissible speed.

BIRMITRAPUR - BARSUAN - BIRMITRAPUR							
Days of Running				Ex-Su			Ex-Su
Distance				58151		Train No.	58152
From HWH	Intermediate Distance	Station Code	Max. Speed over facing point on straight	BRMP - BXF PASSENGER		Train Name	BXF - BRMP PASSENGER
				ICF			ICF
KM	KM		Kmph	110/ 90/65		Maximum Permissible Speed	65/ 90/110
				H M			H M
439.9		BRMP	100	... 07:15	a d	Birmitrapur (B) I(R) (EI) MACLS NSG6	d a ... 18:20
	9.0			1C,0.5R,3D			2C,3R,45.5A
430.9		KRMD	100	07:27 07:29	a d	Kuarmunda (B) III (PI) MACL NSG6	d a 17:22 17:20
	12.2			1A			4A
418.7		PPO	100	 07:39	a d	Panposh (B) III (EI) MACLS, NSG6	d a 17:07
	5.9			0.5R,3D,8A			3R,3D
412.8		ROU	130	07:55 08:05	a d	Rourkela Jn. (B) III(R) (EI) MACLS NSG3	d a 16:47 16:57
	4.3			WA,3D,2A			1C,3D,8A
406.1		BNDM- K/C	110	08:14 08:16	a d	BNDM- K/C (B) III (PI) MACLS	d a 16:31 16:29
	3.2			1C			
406.1		BNDM-Halt	...	08:21 08:23	a d	BNDM-Halt NSG5	d a 16:25 16:23
	7.7			1R			0.5R
413.0		DMF	90	08:33 08:35	a d	Dumetra (B) III (EI) MACLS NSG6	d a 16:14 16:12
	9.2			0.5R			0.5R,1A
422.2		LTK	90	08:47 08:49	a d	Lathikata (B) II (EI) MACLS NSG6	d a 16:00 15:58
	9.6			1C,0.5R			1A
431.8		CJQ	90	09:02 09:04	a d	Champajharan (B) II(R) (EI) MACLS NSG6	d a 15:46 15:44
	5.4			1C			1C
437.2		CPE	90	09:15 09:17	a d	Chandiposi (B) II (EI)MACLS NSG6	d a 15:33 15:31
	7.7			1C,1R			1C
444.9		PSJ	90	09:30 09:32	a d	Patasahi (B) II(R) (EI) MACLS NSG6	d a 15:19 15:17
	7.9			1C			1C
452.8		BUF	90	09:42 09:44	a d	Bimalgarh (B) III (EI) MACLS NSG6	d a 15:07 15:05
	21.2			1C,3R,46A			1C,3D
474.0		BXF	65	11.00 ...	a d	Barsuan (B) I(R) (PI) MACLS NSG6	d a 14.35 ...
Total ETA				7			7
Extra Time				57			60
Recovery Time + Diversion				13			16

Railwaymen !

Do not adopt or encourage unsafe
practices.

This is a breach of trust that the Railways
have bestowed on you.

TATANAGAR-BADAMPAHAR-TATANAGAR

(Branch Line, B.G.)

➤ Electrified Single Line CONTROLLED SECTION.			
➤ Section Length	:	89 Km	
* Number of Stations	:	10	
* No. of Daily Coaching Trains	:	02 PASS IN UP & DN	
* No. of Non-Daily Coaching Trains	:	02 IN UP & DN(AVG)	
* Average No. of Freight Trains		UP & DN	
• TATA – BMPR		2	
➤ Maximum Permissible Speed	:	75 Kmph	
➤ System of Working			
TATA-OND	:	Absolute Block System	
OND-GUMI	:	Absolute Block System	
OND-BMPR		Absolute Block System	
➤ Signalling System	:	MACLS	
➤ Ruling Gradient	:	1 in 100 (Km 334.000 - 338.268)UP 1 in 150 (Km 283.50 – 260.58) DN	

TATANAGAR-BADAMPAHAR												
Days or Running							Su	Ex-Su	DLY	Ex-Su	Su	DLY
Distance						Train No.	18049	68129	68131	68133	18052	68135
From HWH	Distance from TATA	Intermediate Distance	Station Code	Max. Speed over facing point on straight		Train Name	SHM-BMPR EXPRESS	TATA-BMPR MEMU PASSENGER	TATA-BMPR MEMU PASS VIA GUMI	TATA-BMPR MEMU PASSENGER	ROU- BMPR EXPRESS	TATA-BMPR MEMU PASS VIA GUMI
							ICF(CBC)	MEMU	MEMU	MEMU	ICF(CBC)	MEMU
KM	KM	KM		KMPH		Maximum Permissible Speed	75	75	75	75	75	75
							H M	H M	H M	H M	H M	H M
249.5	...		TATA	50	a. d.	Tatanagar Jn. (Spl) I MACLS (RRI) NSG2	03:15 03:40@	... 04:15	... 06:00	 09:35	17:05 17:10	 18:00
		21.8					3C,3D	3D	3D		3C,3D	2C,3D
271.3	21.9		HLD	50	a. d.	Haludpukur (B) IIR(PI) MACL HG2	 04:05	04:37 04:39	06:22 06:24	09:58 10:00	 17:35	18:23 18:24
		11.4										1R
282.7	33.2		SDHS	50	a. d.	SIDHIRSAI PH HG3	 04:14	04:49 04:51	06:34 06:36	10:16 10:18	 17:44	18:34 18:35
		12.8										1C
291.4	41.9		BDO	50	a. d.	Bahalda Road (B) II(R) MACL (PI) NSG6	04:23 04:25@	05:00 05:02	06:45 06:47	10:31 10:33	17:53 17:55	18:44 18:45
		12.8					0.5R	0.5R	0.5R		0.5R	2C,0.5R
304.2	54.7		OND	50	a. d.	Aunlajhari (B) II(R) MACL(PI) NSG6	04:38 04:40@	05:14 05:16	06:59 07:04	10:46 10:55	18:08 18:10	18:58 18:59
		9.7					0.5R	0.5R,1A	0.5R		0.5R	0.5R,0.5A
313.9	64.4		GUMI	50	a. d.	Gorumahisani (B) II (PI) MACL NSG6	...	...	07:13 07:23	....	....	19:08 19:18
		9.7							0.5R,5A			1C,0.5R
304.2	54.7		OND	50	a. d.	Aunlajhari (B) II(R) MACL(PI) NSG6	...	...	07:37 07:47	....	....	19:28 19:38
		9.7							0.5R			1C,0.5R,4.5A
313.9	64.4		RRP	50	a. d.	Rairangpur (B) II (PI) MACL NSG6	04:50 04:52@	05:26 05:28	07:56 07:58	11:06 11:08	18:20 18:22	19:52 19:53
		8.8					0.5R,10A	2C,0.5,1A	2C,0.5R		3C,0.5R,20A	0.5R
322.7	73.2		KIJ	50	a. d.	Kuldiha (B) II (PI) MACL NSG6	 05:11	05:40 05:42	08:09 08:11	11:18 11:20	 18:54	20:01 20:02
		6.4					1C,2R,10A	2C	2C		20A	
329.1	79.6		CHNU	50	a. d.	Chhanua PH HG3	 05:29	05:50 05:52	08:19 08:20	11:28 11:30	19:19	20:07 20:08
		9.7					2C2.5R,14A	2C,4.5R,34A	3C,4.5R,40A		3C,4.5R,22A	3.5R,27A
338.8	89.3		BMPR	50	a. d.	Badampahar (B) I (PI) MACL NSG6	06:00	06.45 ...	09.20 ...	12:05	20:00	20:50
Total ETA							6	6	7	6	9	7
Adjustment Allowance							34	36	45	18	9	32
Recovery Time/DIVERSION							9	9	10	6.5	62	10
@For PTT refer page no.112-117.												

BADAMPAHAR-TATANAGAR												
Days or Running							Su	Ex-Su	DLY	Ex-Su	DLY	Su
Distance					Train No.		18051	68130	68132	68134	68136	18050
From HWH	Distance from TATA	Intermediate Distance	Station Code	Max. Speed over facing point on straight	Train Name		BMPR-ROU EXPRESS	BMPR-TATA MEMU PASSENGER	BMPR-TATA MEMU PASS VIA GUMI	BMPR-TATA MEMU PASSENGER	BMPR-TATA MEMU PASSENGER	BMPR-SHM EXPRESS
							ICF (CBC)	MEMU	MEMU	MEMU	MEMU	ICF (CBC)
KM	KM	KM		KMPH	Maximum Permissible Speed		75	75	75	75	75	75
							H M	H M	H M	H M	H M	H M
249.5	...		TATA	50	Tatanagar Jn. (Spl) I MACLS (RRI) NSG2	d. a.	08:35 08:30	... 09:30	... 13:15	 15:00	 23:20	23:45 00:10
		21.8					2C,1.5R,3D, 0.5A	4C,4.5R, 30.5A	2C,1.5R, 3D,33.5A	2C,4.5A, 19.5A	2C,2.5R,3 D, 20.5A	3R
271.3	21.9		HLD	50	Haludpukur (B) IIR(PI) MACL HG2	d. a.	08:04	08:32 08:30	12:16 12:14	14:15 14:13	22:33 22:32	23:23
		11.4					1C,2R		1C,2R	1C	2C,1R	5C,1R
282.7	33.2		SDHS	50	SIDHIRSAI PH HG3	d. a.	07:52	08:20 08:18	12:01 11:59	14:01 13:59	22:19 22:18	23:08
		12.8					1C,10A	1C	1C	1C	1C,1R	1C,2A
291.4	41.9		BDO	50	Bahalda Road (B) II(R) MACL (PI) NSG6	d. a.	07:32 07:30@	08:08 08:06	11:49 11:47	13:48 13:46	22:07 22:06	22:56 22:54
		12.8					1C		1C	1C	1C	
304.2	54.7		OND	50	Aunlajhari (B) II(R) MACL(PI) NSG6	d. a.	....	...	11:34 11:32	13:32 13:30	21:53 21:52	....
		9.7							1C,0.5R			
313.9	64.4		GUMI	50	Gorumahisani (B) II (PI) MACL NSG6	d. a.	.....	...	11:22 11:12	....	....	....
		9.7						1C	1.5R			
304.2	54.7		OND	50	Aunlajhari (B) II(R) MACL(PI) NSG6	d. a.	07:16 07:14@	07:53 07:43	11:02 10:52	....	....	22:41 22:39
		9.7					1C,0.5R,1A	0.5R	0.5R,5A	0.5R	0.5R	0.5R
313.9	64.4		RRP	50	Rairangpur (B) II (PI) MACL NSG6	d. a.	07:02 07:00@	07:34 07:32	10:38 10:36	13:20 13:18	21:43 21:42	22:29 22:27
		8.8					0.5R	0.5R	0.5R	0.5R	0.5R	0.5R
322.7	73.2		KIJ	50	Kuldiha (B) II (PI) MACL NSG6	d. a.	06:51	07:23 07:21	10:27 10:25	13:08 13:06	21:33 21:32	22:18
		6.4					1C					
329.1	79.6		CHNU	50	Chhanua PH HG3	d. a.	06:45	07:15 07:13	10:19 10:17	12:59 12:57	21:26 21:25	22:13
		9.7					0.5R,2D	0.5R	1C,0.5R,3D	1C,0.5R,2D	0.5R,2A	0.5R
338.8	89.3		BMPR	50	Badampahar (B) I (PI) MACL NSG6	d. a.	06:30	07:00 ...	10:00 ...	12:40	21:10	22:00
Total ETA							6	6	7	6	6	6
Adjustment Allowance							11.5	27.5	41.5	18.5	22.5	2
Recovery Time/DIVERSION							11	9	10	9	9	5.5
@For PTT refer page no.110 - 114 .												

JAROLI-DANGOAPOSI-BARBIL

(Branch Line, B.G.)

➤ Electrified Double Line Controlled Section		
➤ Section Length	:	74 Km
* Number of Stations	:	12
“B” Class Stations	:	11
“Spl” Class Stations	:	01
* No. of Daily Coaching Trains	:	01 M/EXP IN UP & DN
* No. of Non-Daily Coaching Trains	:	01 M/EXP IN UP&DN ON MONDAY
* Average No. of Freight Trains each way		
• DPS – PDPH		56
• PDPH – JRLL		30
➤ Maximum Permissible Speed	:	
BJMD-DPS-NYG	:	65 Kmph
BBN-BJMD	:	65Kmph
➤ System of Working	:	
BBN-BJMD	:	Absolute Block System with Token Less Block Instrument(Twin Single Line Working)
BJMD-DPS-JRLL	:	Absolute Block System with Double line Lock and Block Instrument
JRLL-NYG	:	Token less Block Instrument Single Line.
➤ Signalling System	:	MACLS
➤ Ruling Gradient	:	1 in 60 (Km 378.259 - 379.130) 1 in 80 (Km 380.805 – 379.264)

NYG - DANGOPOSI-BARBIL														
Days of Running				M	DLY	M	Ex- Tu				M	Sa	Ex - Tu	DLY
Distance				20815	18415	18428	20891		Train No.		20816	18427	20892	18416
From HWH	Intermediate Distance	Station Code	Maximum Speed over facing point on straight	TATA - VSKP SUPER FAST EXPRESS	BBN - PURI EXPRESS	ANVT - PURI EXPRESS	TATA-BAM VANDE BHARAT EXPRESS		Train Name		VSKP - TATA SUPER FAST EXPRESS	PURI -ANVT EXPRESS	BAM-TATA VANDE BHARAT EXPRESS	PURI -BBN EXPRESS
				LHB	ICF	LHB	VNDB		RAKE TYPE		LHB	LHB	VNDB	ICF
KM	KM		Kmph	65	65	65	65		Maximum Permissible Speed		65	65	65	65
				H M	H M	H M	H M				H M	H M	H M	H M
398.0		BBN	65	Ex TATA	... 09:30	EX CNI	Ex TATA	a d	Barbil (B) IIR (EI) MACLS NSG5	d a	To TATA	To CNI	To TATA	... 17:30
	9.8			↓	1C,3,5D	↓	↓				↓	↓	↓	3C,2,5R, 58.5A
388.2		BJMD	15		09:48 09:50			a d	Barajamda Jn. (B) I (EI)MACLS NSG6	d a				16:12@ 16:10
	13.8				0.5R,5D									
375.0		NOMD	65		10:12 1014			a d	Noamundi (B) III (EI)MACLS NSG6	d a				15:52@ 15:50
	4				1C,0.5R,1A									2A
371.0		PDPH	65		... 10:21			a d	Padapahar Jn. (B) III (PI) MACLS	d a				15:42
	4.5				1.5R									0.5R,4D
366.5		DPS	100	09:14 09:19@	10:30 11:00	14:34 14:39@	 15:54	a d	Dangoaposi (B) IR(R) (EI) MACLS NSG5	d a	04:03 @ 03:58	12:05@ 12:00	12:20	15:30@ 15:00
		Watering				Wa								Wa
	4.9			1C,3D	0.5R	0.5R,3D,1A	0.5R,5A				2.5R,3D	1.5R,2D	2C,0.5R	0.5R,3D
371.0		PDPH	65	... 09:33	... 11:08	... 14:52	 16:05	a d	Padapahar Jn. (B) III (PI) MACLS	d a	03:45 ...	11:49	12:12	14:49 ...
	9.9			0.5R	2A	0.5R,15A	0.5R,5A				1.5R,2A	1C		
381.7		JKDA	65	... 09:42	11:21 11:23	 15:16	 16:19	a d	Jamkundia (B) III (PI) MACLS	d a	03:37 ...	11:40	12:03	14:39@ 14:37
	7.5			0.5R,20A	0.5A	0.5R,15A	0.5R,5A				1C			
389.2		DJHR	45	... 10:10	11:35 11:37	 15:39	 16:32	a d	Deojhar (B) III (PI) MACLS NSG6	d a	03:30 ...	11:33	11:56	14:26@ 14:24
	3			15A	1C,1R	15A	5A				1C			1C,1R,1A
392.2		MMVR	45	... 10:28	11:46 11:48	 15:57	 16:40	a d	Murgamahadev Road (B) III (PI) MACLS NSG6	d a	03:26 ...	11:30	11:53	14:14@ 14:12
	3.4			2A	2A	15A	10A				0.5R		0.5R	0.5R,5A
395.6		JBCN		 10:33	 11:55	 16:15	 16:53	a d	JODA BLOCK CABIN (SPL) III (PI) MACLS	d a	03:22	11:26	11:49	14:01
	5.2			8A		14A	6C,10A				3D	0.5R	3D	3D
400.8		BSPX	65	10:48 10:50@	12:02 12:04@	16:36 16:38@	17:15 17:17@	a d	Banspani (B) III (PI) MACLS NSG6	d a	03:12 @ 03:10	11:12@ 11:10	11:40@ 11:38	13:51@ 13:49
	10.2			2C,2R,11A	2C,1R,5A	3C,2R,14A	2C,3,5R,21.5A				2C,6D	2C,5D	2D	1C,1A
410.2		JRLI	65	... 11:17	13:15 13:17@	 17:09	 17:54	a d	Jaroli (B) III (EI) MACLS NSG6	d a	02:51 ...	10:56	11:26 ...	13:34@ 13:32
	2.2				9A							3A	2A	
412.4		JRAC		 11:20	 13:31	 17:12	 17:57	a d	JAROLI A CAB (B) III (EI) MACLS	d a	02:49	10:51	11:23	13:28
	11			5A									3A	1A
423.41		NYG	65	... 11:33	13:40 13:41@	 17:20	 18:05	a d	Nayagarh (B) III (RRI) MACLS	d a	02:43 ...	10:45	11:15	13:20@ 13:18
Total ETA				3	5	3	8				3	3	3	5
Extra Time				61	67	79	51.5				...	5	5	68
Recovery Time + Diversion				6	11.5	6.5	8				15	10.5	6	10
@ For PTT Page no. 112-117 to be referred.														

@ For PTT Page no. 112-117 to be referred.

BARABIL – BOLANI KHADAN - BARABIL

(Branch Line, B.G.)

➤ Electrified Single Line Controlled Section			
➤ Section Length	:	5.8 Km	
* Number of Stations	:	02	
“B” Class Stations	:	02	
* No. of Daily Coaching Trains	:	NIL	NIL
* No. of Non-Daily Coaching Trains	:	NIL	
* Average No. of Freight Trains each way			
• BBN – BYX	:	6	
➤ Maximum Permissible Speed	:		
BBN-BYX	:	65 Kmph	
➤ System of Working	:		
BBN-BYX	:	Absolute Block System with Token Less Block Instrument Facility	
➤ Signalling System	:	MACLS WITH SINGLE DISTANT	
➤ Ruling Gradient	:	1 in 100 (Km 397.08 – 399.19) (Km 400.06 – 402.19)	

BARABIL-BOLANIKHADAN-BARABIL					
DISTANCE					
FROM HWH	DISTANCE FROM RKSN	INTERMEDIATE DISTANCE	STATION CODE	MAXIMUM SPEED OVER FACING POINT ON STRAIGHT	STATION DESCRIPTION
Km		Km		Kmph	
398.0	106.5		BBN	65	BARABIL,(B) STD-III, MACL (EI) NSG6
		5.8			
403.8	112.3		BYX	65	BOLANI STD-I , MACL (PI)
NOTE- (1) ALL SECTION RELATED TECHNICAL DATA IS AVAILABLE WITH WTT IN CHAPTER NO - 4, 5 AND 6					
(2) NO COACHING TRAINS RUN IN THIS SECTION					

BIMALGARH – KIRIBURU – BIMALGARH

(Branch Line, B.G.)

➤ Electrified Single Line Controlled Section		
➤ Section Length	:	40 Km
* Number of Stations	:	05
“B” Class Stations	:	05
Passenger Halt	:	NIL
* No. of Daily Coaching Trains	:	NIL
* No. of Non-Daily Coaching Trains	:	NIL
		NIL
* Average No. of Freight Trains each way		
• BUF – KRBU		9
➤ Maximum Permissible Speed	:	
BUF-KRBU	:	40 Kmph
➤ System of Working	:	
BUF – ROXY & KMPD – KRBU	:	Absolute Block System with Token Less Block Instrument
ROXY – RGZ – KMPD	:	Absolute Block System with BPAC Facility
➤ Signalling System	:	MACLS
➤ Ruling Gradient	:	1 in 50 (Km 477.18 – 481.54) (Km 482.84 – 486.58)

BIMALGARH - KIRIBURU - BIMALGARH				
DISTANCE				
FROM HWH	INTERMEDIATE DISTANCE	STATION CODE	MAXIMUM SPEED OVER FACING POINT ON STRAIGHT	STATION DESCRIPTION
Km	Km		Kmph	
452.8		BUF	40	BIMALGARH B, STD-III, MACLS (EI)
	10.8			
463.6		ROXY	40	ROXI B, STD-III, MACL (PI)
	10			
473.6		RGZ	40	RANGRA B, STD-II(R), MACL (EI)
	14.1			
487.7		KMPD	40	KARAMPADA B, STD-III, MACL (PI)
	5.9			
493.6		KRBU	40	KIRIBURU B, STD-I, MACL (EI)
NOTE- (1) ALL SECTION RELATED TECHNICAL DATA IS AVAILABLE WITH WTT IN CHAPTER NO - 4, 5 AND 6				
(2) NO COACHING TRAINS RUN IN THIS SECTION				

JHARSUGUDA – SARDEGA – JHARSUGUDA

(Branch Line, B.G.)

➤ Electrified Single/Double Line Controlled Section			
➤ Section Length	:	49 Km	
✱ Number of Stations	:	07	
“B” Class Stations	:	07	
✱ No. of Daily Coaching Trains		NIL	NIL
✱ No. of Non-Daily Coaching Trains		NIL	
✱ Average No. of Freight Trains each way			
• JSRY – SARDEGA		12	
➤ Maximum Permissible Speed	:		
JSRY – MFSJ	:	110 Kmph	
➤ System of Working	:		
JSRY – MCLB	:	Absolute Block System with Slot system	
MCLB – BRBC	:	Absolute Block System with BPAC Facility & Double Line Facility	
BRBC – MFSJ	:	Absolute Block System with BPAC Facility ,TWIN SINGLE Line Facility	
➤ Signalling System	:	MACLS with Single Distant	
➤ Ruling Gradient	:	1 in 100 (Km 530.56 – 530.496) (Km 540.845 – 541.516) (Km 544.422 – 545.370) (Km 546.264 – 547.145) (Km 554.146 – 555.119)	

JHARSUGUDA - SARDEGA - JHARSUGUDA					
DISTANCE					
FROM HWH	INTERMEDIATE DISTANCE	STATION CODE	MAXIMUM SPEED OVER FACING POINT ON STRAIGHT		STATION DESCRIPTION
Km	Km		Kmph		
			UP	DN	
512.1		MCL B	110	110	MCL BLOCK CABIN STD-II (R), MACL (EI)
	7.8				
519.9		MIDH	110	110	MALIDIHI STD-II (R), MACL (EI)
	11.6				
531.5		KOBL	110	110	KECHOBahal STD-II (R), MACL (EI)
	11.3				
542.8		LIKA	110	110	LAIKERA STD-II (R), MACL (EI)
	9.2				
552		BRBC	110	110	BARAPALI STD-II (R), MACL (EI)
	7.7				
559.7		MFSJ	110	110	SARDEGA STD-II (R), MACL (EI)
NOTE- (1) ALL SECTION RELATED TECHNICAL DATA IS AVAILABLE WITH WTT IN CHAPTER NO - 4, 5 AND 6					
(2) NO COACHING TRAINS RUN IN THIS SECTION					
(3) AT PRESENT NO EMERGENCY SOCKET AVAILABLE IN THIS SECTION.					

ABSTRACT TIMINGS OF PASSENGER TRAINS AT JSG INTERCHANGE POINT

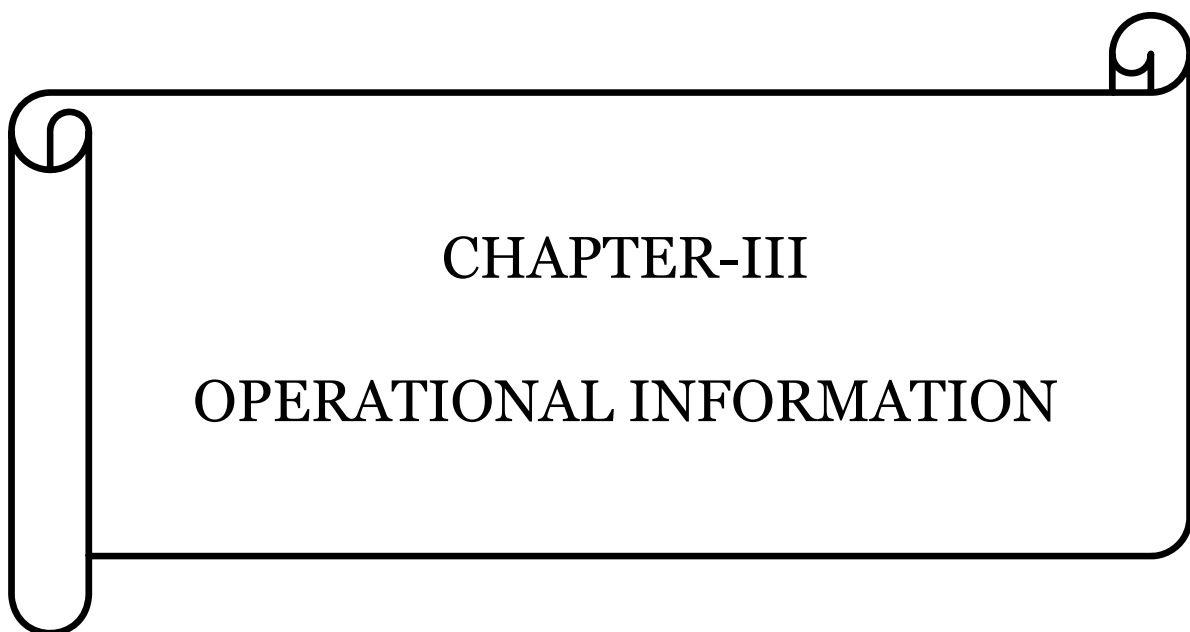
(A) JSG-BSP-JSG

		Incoming	Outgoing
Train No		68861	68862
Station			
JSG	a	19:00	--
	d	--	07:20

(B) JSG-SBP-JSG

		Incoming		Outgoing	
Train No		68034	68032	68033	68031
Station				Wa	
JSG	a	08:50	20:20	--	--
	d	--	--	04:35	16:50

A minor mistake may
put you to repent your
whole life.
Be safety minded.



EARLY DEPARTURE TIME (PUBLIC DEPARTURE TIME)															
ASB - TATA - CKP													A passenger train will run before time from a crossing station when a train which is booked to cross or take precedence is running late. When this is the case the detail timings are printed in working time table and earlier departure is given in the public time table.		
	ASB	GDVP	SLJR W/c	TATA	ADTP	GMH	BRBS	SNY	MMV	RKSN	BRM	CKP			
Train No	TIME														
20828/20972/ 22830/22170	-	-	-	23:50	-	-	-	-	-	-	-	00:47			
12102/12906 / 22906	-	-	-	00:10	-	-	-	-	-	-	-	01:05			
12130	-	-	-	01:32	-	-	-	-	-	-	-	02:27			
18005	-	-	-	02:32	-	-	-	-	-	-	-	03:27			
12834	-	-	-	02:55	-	-	-	-	-	-	-	03:52			
18189	-	-	-	05:00	-	-	-	05:25	-	05:39	-	06:05			
18477	-	-	-	05:40	-	-	-	06:08	-	06:25	-	06:52			
18109	-	-	-	-	06:48	06:58	07:08	07:18	07:28	07:38	07:49	08:10			
20815	-	-	-	-	-	-	-	-	-	08:00	-	-			
13288	-	-	-	08:05	-	-	-	08:30	-	08:46	-	09:10			
12222/12262	-	-	-	08:58	-	-	-	-	-	-	-	-			
20871				09:15								10:00			
22844	-	-	-	09:55	-	-	-	-	-	-	-	10:50			
12021	-	-	-	10:00	-	-	-	10:25	-	-	-	-			
12871/ 22861	-	-	-	10:18	-	-	-	10:42	-	11:00	-	11:22			
12860	-	-	-	17:10	-	-	-	-	-	-	-	18:05			
22894/12870/ 12768	-	-	-	17:28	-	-	-	-	-	-	-	18:25			
22512				18:00								18:47			
68005	18:41	18:48	18:52	-	-	-	-	-	-	-	-	-			
18111/12889	-	-	-	17:45	-	-	-	-	-	-	-	18:40			
18113	-	-	-	-	19:09	19:17	-	19:31	19:40	19:49	19:59	20:25			
18030	-	-	-	19:58	-	-	-	20:23	-	-	-	21:05			
20822	-	-	-	21:35	-	-	-	-	-	-	-	22:27			
68015	22:44	-	22:53	23:20											
12810	-	-	-	23:07	-	-	-	-	-	-	-	00:02			
CKP-ROU															
	CKP	LPH	SWR	TUX	GOL	MXW	DRWN	PST	GHAA	MOU	JRA	BUL	BZR	BNDM/H	ROU
Train No	TIME														
12810	00:02	-	-	-	-	-	-	-	-	-	-	-	-	-	01:35
20828/20972/22830/22170	00:47	-	-	-	-	-	-	-	-	-	-	-	-	-	02:10
12102/12906 / 22906	01:05	-	-	-	-	-	-	-	-	-	-	-	-	-	02:35
12130	02:27	-	-	-	-	-	-	-	-	-	-	-	-	-	03:55
12152/12950	02:57	-	-	-	-	-	-	-	-	-	-	-	-	-	04:28
18005	03:27	-	-	-	-	-	-	-	-	04:16	-	-	-	-	05:15
12834	03:52	-	-	-	-	-	-	-	-	-	-	-	-	-	05:25
22806	05:40	-	-	-	-	-	-	-	-	-	-	-	-	-	07:08
18189	06:05	-	-	-	06:30	-	-	-	-	-	07:05	-	-	-	07:43
18477	06:52	-	-	-	07:20	-	-	-	-	07:48	-	-	-	-	08:38
18109	08:10	-	08:25	08:35	08:45	08:55	09:05	-	09:20	09:30	-	-	-	-	10:20
13288	09:10	-	09:25	-	09:40	-	-	-	-	10:05	-	-	-	-	10:55
18051	09:40				10:03					10:33					12:10
20871	10:00														11:50
20818	10:40	-	-	-	-	-	-	-	-	-	-	-	-	-	12:10
22844	10:50	-	-	-	-	-	-	-	-	-	-	-	-	-	12:15
12871	11:22	-	11:38	-	11:52	-	-	-	-	12:17	-	-	-	12:42	13:05
22861	11:22	-	11:38	-	-	-	-	-	-	12:17	-	-	-	12:42	13:05
12860	18:05	-	-	-	-	-	-	-	-	-	-	-	-	-	19:40
22894/12870/ 12768	18:18 18:25	-	-	-	-	-	-	-	-	-	-	-	-	-	19:52 20:00
22512	18:47														20:15
18111/12889	18:35 18:40	-	-	-	-	-	-	-	-	-	-	-	-	-	20:10 20:15
12376	19:20	-	-	-	-	-	-	-	-	-	-	-	-	-	20:50
18113	20:25	-	20:40	20:48	20:55	21:05	21:15	-	21:27	21:35	-	-	-	-	22:40
18030	21:05	-	-	-	21:30	-	-	-	-	21:57	-	-	-	-	22:48
20822	22:27	-	-	-	-	-	-	-	-	-	-	-	-	-	23:58

EARLY DEPARTURE TIME (PUBLIC DEPARTURE TIME)															
ROU-JSG															
	ROU	PPO	KLG	KXN	GP	SXN	SOGR	GPH	TGM	BMB	DIH	BEH	PNPL	DTV	JSG
Train No	TIME														
17006/17008/17322	00:07	-	-	-	-	-	-	-	-	-	-	-	-	-	01:45
20822	23:58	-	-	-	-	-	-	-	-	-	-	-	-	-	01:45
12810	01:35	-	-	-	-	-	-	-	-	-	-	-	-	-	03:25
0828/20972/22830/2217	02:10	-	-	-	-	-	-	-	-	-	-	-	-	-	03:50
12102/12906 / 22906	02:35	-	-	-	-	-	-	-	-	-	-	-	-	-	04:30
13425 / 22358	03:15	-	-	-	-	-	-	-	-	-	-	-	-	-	04:50
12130	03:55	-	-	-	-	-	-	-	-	-	-	-	-	-	05:47
12152/12950	04:28	-	-	-	-	-	-	-	-	-	-	-	-	-	06:15
22839	05:00	-	-	-	05:25	-	-	-	-	05:50	-	06:02	-	-	06:40
18005	05:15	-	-	-	05:43	-	-	06:00	-	06:15	-	06:30	-	-	08:00
12834	05:25	-	-	-	05:52	-	-	-	-	06:20	-	-	-	-	07:32
22806	07:08	-	-	-	-	-	-	-	-	-	-	-	-	-	08:50
18312	07:30	-	-	-	07:55	-	-	-	-	-	-	-	-	-	09:20
18189	07:43	-	-	-	08:10	-	-	-	-	08:37	-	-	-	-	09:45
18125	08:00	08:10	08:19	08:27	08:36	08:44	08:52	08:59	09:08	09:17	09:28	09:37	09:46	09:54	10:25
18477	08:38	-	-	-	09:07	-	-	-	-	09:37	-	-	-	-	10:40
13288	10:55	-	-	-	11:22	-	-	-	-	11:50	-	12:07	-	-	13:10
15028	11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	13:25
20818	12:10	-	-	-	-	-	-	-	-	-	-	-	-	-	14:05
12812	12:00	-	-	-	-	-	-	-	-	-	-	-	-	-	13:52
68029	12:10	12:19	12:26	12:33	12:42	12:50	12:58	13:05	13:12	13:20	13:28	13:35	13:42	13:50	-
22844	12:15	-	-	-	12:42	-	-	-	-	-	-	-	-	-	14:05
18109	10:20	10:30	-	10:44	10:54	-	-	11:12	-	11:26	-	11:40	11:48	-	14:45
18310	13:00	-	-	-	13:25	-	-	-	-	13:55	-	-	-	-	15:05
12871	13:05	-	-	-	13:32	-	-	13:57	-	14:02	-	-	-	-	14:50
22861	13:05	-	-	-	13:32	-	-	-	-	-	-	-	-	-	14:50
20835	14:10	-	-	-	-	-	-	-	-	-	-	-	-	-	15:20
18175	18:10	18:19	18:28	18:37	18:48	18:58	19:07	19:15	19:24	19:32	19:40	19:48	19:55	20:05	-
18107	-	-	-	-	18:18	-	-	-	-	18:47	-	-	-	-	19:45
18451	18:20	-	18:40	-	18:57	-	-	19:17	-	19:33	-	19:48	-	-	21:10
13351	19:25	-	-	-	19:53	-	-	-	-	20:22	-	-	-	-	21:30
12860	19:40	-	-	-	-	-	-	-	-	-	-	-	-	-	21:50
22894/12870/ 12768	19:52	-	-	-	-	-	-	-	-	-	-	-	-	-	22:03
	20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	22:05
22512	20:15	-	-	-	-	-	-	-	-	-	-	-	-	-	22:05
18111/12889/ 12835/18637/22837	20:10	-	-	-	-	-	-	-	-	-	-	-	-	-	22:25
	20:15	-	-	-	-	-	-	-	-	-	-	-	-	-	22:30
12376	20:50	-	-	-	-	-	-	-	-	-	-	-	-	-	22:30
18117	21:25	-	-	-	21:50	-	-	22:07	-	22:23	-	-	-	-	23:20
22846	22:37	-	-	-	-	-	-	-	-	-	-	-	-	-	00:12
18030	22:48	-	-	-	23:13	-	-	-	-	23:40	-	-	-	-	00:45
12831	23:20	-	-	-	-	-	-	-	-	-	-	-	-	-	01:05
18113	22:40	22:50	-	-	23:10	-	-	-	-	-	-	-	23:50	-	02:10

JSG - ROU															
	JSG	DTV	PNPL	BEH	DIH	BMB	TGM	SOGR	SXN	GP	KXN	KLK	PPO	ROU	
Train No	Time														
13352	00:20	-	-	-	-	00:50	-	-	-	-	01:17	-	-	-	01:55
20971 / 22829	01:10	-	-	-	-	-	-	-	-	-	-	-	-	-	02:40
18029	01:50	-	-	-	-	02:20	-	-	-	-	02:48	-	-	-	03:30
12832	02:25	-	-	-	-	-	-	-	-	-	-	-	-	-	03:40
12859	04:30	-	-	-	-	-	-	-	-	-	-	-	-	-	05:55
18108	04:40	-	-	-	-	05:10	-	-	-	-	05:37	-	-	-	-
12833	05:20	-	-	-	-	05:50	-	-	-	-	06:15	-	-	-	07:00
18452	05:30	-	-	05:47	-	06:00	-	06:15	-	-	06:30	-	06:50	-	07:25
18118	05:45	-	-	-	-	06:13	-	06:28	-	-	06:43	-	-	-	-
18112 / 18638	06:25	-	-	-	-	-	-	-	-	-	-	-	-	-	07:50
20827 / 22169	07:37	-	-	-	-	-	-	-	-	-	-	-	-	-	09:00
18176	-	-	-	-	-	-	-	-	-	-	-	-	-	-	09:50
68030	-	-	-	-	-	-	-	-	-	-	-	-	10:40	10:47	-
12872	09:35	-	-	-	-	10:00	-	10:13	-	-	10:28	-	-	-	11:05
22862	09:35	-	-	-	-	-	-	-	-	-	10:28	-	-	-	11:05
22838	10:15	-	-	-	-	-	-	-	-	-	-	-	-	-	11:40
15027	10:25	-	-	-	-	-	-	-	-	-	-	-	-	-	11:50
20821/22511/22357	10:40	-	-	-	-	-	-	-	-	-	-	-	-	-	12:00
12869/12767/22893	11:05	-	-	-	-	-	-	-	-	-	-	-	-	-	12:25
20836	11:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22845	11:47	-	-	-	-	-	-	-	-	-	-	-	-	-	13:10
18309	11:55	-	-	-	-	12:20	-	-	-	-	12:45	-	-	-	13:28
13426	12:40	-	-	-	-	-	-	-	-	-	-	-	-	-	14:08
20817	12:35	-	-	-	-	-	-	-	-	-	-	-	-	-	14:08
12375/12890/12836	13:05	-	-	-	-	-	-	-	-	-	-	-	-	-	14:30
18478	13:20	-	-	-	-	13:45	-	-	-	-	14:10	-	-	-	14:50
13287	13:35	-	-	13:57	-	14:10	-	-	-	-	14:35	-	-	-	15:20
18311	14:00	-	-	-	-	-	-	-	-	-	14:50	-	-	-	15:35
18110	14:15	-	14:30	14:38	-	14:52	-	15:07	-	-	15:23	15:33	-	15:48	16:10
18126	17:45	17:55	18:03	18:10	18:18	18:26	18:32	18:42	18:50	18:58	19:05	19:15	19:25	19:35	-
17005/17007/17321	18:07	-	-	-	-	-	-	-	-	-	-	-	-	-	19:33
22805	18:35	-	-	-	-	-	-	-	-	-	-	-	-	-	20:10
12101/22905/12905	19:17	-	-	-	-	-	-	-	-	-	-	-	-	-	20:50
22840	19:20	-	-	19:40	-	19:53	-	-	-	-	20:18	-	-	-	-
18006	19:45	-	-	20:05	-	20:20	-	20:35	-	-	20:50	-	-	-	21:40
12129	19:52	-	-	-	-	-	-	-	-	-	-	-	-	-	21:18
12151 / 12949	20:05	-	-	-	-	-	-	-	-	-	-	-	-	-	21:30
12809	21:55	-	-	-	-	-	-	-	-	-	-	-	-	-	23:18
18114	23:05	-	23:20	23:25	-	-	-	-	-	-	00:05	-	-	-	00:50
12811	23:27	-	-	-	-	-	-	-	-	-	-	-	-	-	00:55
22843	23:27	-	-	-	-	-	-	-	-	-	00:18	-	-	-	00:55
18190	23:35	-	-	-	-	00:05	-	-	-	-	00:35	-	-	-	01:15

EARLY DEPARTURE TIME (PUBLIC DEPARTURE TIME)

ROU - CKP															
Train No	ROU	BNDM/H	BZR	BUL	JRA	MOU	GHAA	PST	DRWN	MXW	GOL	TUX	SWR	LPH	CKP
	Time														
18114	00:50	-	-	-	-	01:30	01:38	-	01:54	02:02	02:10	02:20	02:30	-	03:10
22843	00:55	-	-	-	-	-	-	-	-	-	-	-	-	-	02:25
18190	01:15	-	-	-	01:45	-	-	-	-	-	02:30	-	-	-	03:05
20971/ 22829	02:40	-	-	-	-	-	-	-	-	-	-	-	-	-	04:12
18029	03:30	-	-	-	-	04:07	-	-	-	-	04:37	-	-	-	05:15
12859	05:55	-	-	-	-	-	-	-	-	-	-	-	-	-	07:20
12833	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	08:30
18112	07:50	-	-	-	-	-	-	-	-	-	-	-	-	-	09:17
20827/ 22169	09:00	-	-	-	-	-	-	-	-	-	-	-	-	-	10:32
12872	11:05	-	-	-	-	11:40	-	-	-	-	12:07	-	12:20	-	12:42
22862	11:05	-	-	-	-	11:40	-	-	-	-	-	-	12:20	-	12:42
20821 / 22511	12:00	-	-	-	-	-	-	-	-	-	-	-	-	-	13:30
12767/12869/22893	12:25	-	-	-	-	-	-	-	-	-	-	-	-	-	14:00
20817	14:08	-	-	-	-	-	-	-	-	-	-	-	-	-	15:35
12890 / 12375	14:30	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00
18478	14:50	-	-	-	-	15:25	-	-	-	-	15:55	-	-	-	16:35
13287	15:20	-	-	-	-	15:55	-	-	-	-	16:30	-	16:42	-	17:05
18110	16:10	-	-	-	-	16:45	16:52	-	17:03	17:12	17:20	17:28	17:35	-	18:15
22805	20:10	-	-	-	-	-	-	-	-	-	-	-	-	-	21:40
12101/22905/12905	20:50	-	-	-	-	-	-	-	-	-	-	-	-	-	22:20
12129	21:18	-	-	-	-	-	-	-	-	-	-	-	-	-	22:47
12151/ 12949	21:30	-	-	-	-	-	-	-	-	-	-	-	-	-	23:02
18006	21:40	-	-	-	-	22:15	-	-	-	-	-	-	-	-	23:17
12809	23:18	-	-	-	-	-	-	-	-	-	-	-	-	-	00:55

CKP - TATA - ASB													
Train No	CKP	BRM	RKSN	MMV	SNY	BRBS	GMH	ADTP	TATA	SLJR W/c	GDVP	ASB	
	Time												
12809	00:55	-	-	-	-	-	-	-	01:50	-	-	-	
22843	02:25	-	-	-	-	-	-	-	03:50	-	-	-	
18190	03:05	-	03:25	-	03:42	-	-	-	-	-	-	-	
18114	03:10	03:20	03:30	03:40	03:50	04:00	04:10	04:20	-	-	-	-	
68016	-	-	-	-	-	-	-	-	-	-	-	-	05:00
20971/ 22829	04:12	-	-	-	-	-	-	-	05:10	-	-	-	
18029	05:15	-	-	-	05:45	-	-	-	06:25	-	-	-	
20816	-	-	05:20	-	-	-	-	-	-	-	-	-	
68010	-	-	-	-	-	-	-	07:08	-	-	-	-	
12859	07:20	-	-	-	-	-	-	-	08:13 08:20	-	-	-	
68006	-	-	-	-	-	-	-	-	-	-	-	-	09:05
68044	-	-	-	07:44	07:55	08:05	08:15	08:25	-	-	-	-	
12833	08:30	-	-	-	-	-	-	-	09:30	-	-	-	
58104	-	-	-	-	-	-	-	09:40	-	-	-	-	
18112	09:17	-	-	-	-	-	-	-	-	-	-	-	
20827/ 22169	10:32	-	-	-	-	-	-	-	11:27	-	-	-	
12872/ 22862	12:42	-	13:00	-	13:16	-	-	-	13:50	-	-	-	
68014	-	-	-	-	-	-	-	-	-	-	-	-	14:38
20821/ 22511	13:30	-	-	-	-	-	-	-	14:25	-	-	-	
12767/12869/22893	14:00	-	-	-	-	-	-	-	15:10	-	-	-	
20872	14:53	-	-	-	-	-	-	-	15:50	-	-	-	
12261/ 12221	-	-	-	-	-	-	-	-	16:20	-	-	-	
12022	-	-	-	-	16:10	-	-	-	16:48	-	-	-	
12890	16:00	-	-	-	-	-	-	-	-	-	-	-	
58022	-	-	-	-	-	-	-	-	-	-	-	-	18:15
18478	16:35	-	16:52	-	17:08	-	-	-	17:55	-	-	-	
13287	17:05	-	17:22	-	17:40	-	-	-	18:45	-	-	-	
58110	-	-	17:58	18:08	18:18	18:29	18:39	18:48	-	-	-	-	
18110	18:15	18:24	18:33	18:42	18:52	19:01	19:16	19:26	-	-	-	-	
68004	-	-	21:44	21:53	22:00	22:10	22:20	22:28	-	-	-	-	
12101/12905/22905	22:20	-	-	-	-	-	-	-	23:20	-	-	-	
12129	22:47	-	-	-	-	-	-	-	23:45	-	-	-	
18006	23:17	-	-	-	-	-	-	-	00:30	-	-	-	

EARLY DEPARTURE TIME (PUBLIC DEPARTURE TIME)											
ASB - TATA - CNI											
Train No	ASB	GDVP	SLJR	TATA	ADTP	GMH	BIRP	KND	KZU	MIK	CNI
18615	-	-	-	01:12	-	-	-	-	-	-	02:20
22843	-	-	-	03:50	-	-	-	-	-	-	-
68035	-	-	-	-	-	-	-	-	-	05:18	05:38
20893/21893/21895	-	-	-	-	-	-	-	-	-	-	06:10
12801	-	-	-	06:22	-	-	-	-	-	-	07:32
68023	06:38	06:46	06:51	07:03	07:10	07:19	07:28	07:35	07:42	07:48	08:05
18019	07:14	07:22	07:27	07:45	07:51	07:57	08:05	08:13	08:20	08:25	08:48
18183	-	-	-	-	-	08:11	-	-	-	-	08:55
68056	-	-	-	-	08:32	08:41	08:51	08:59	09:04	09:10	09:38
18601	-	-	-	-	-	12:05	12:13	12:22	12:28	12:35	13:18
22857/ 12443	-	-	-	13:20	-	-	-	-	-	-	-
13511	-	-	-	-	-	-	-	13:52	-	-	14:20
18185	-	-	-	-	-	-	-	-	-	-	15:02
58023	-	-	-	-	-	-	-	-	15:53	16:00	16:22
13302	-	-	-	-	-	-	-	-	-	-	16:30
22823	-	-	-	15:52	-	-	-	-	-	-	-
18009	-	-	-	16:22	-	-	-	-	-	-	-
22891	-	-	-	16:45	-	-	-	-	-	-	17:41
18101	-	-	-	-	-	-	-	-	-	-	18:00
20897	-	-	-	17:50	-	-	-	-	-	-	18:35
18119	-	-	-	-	-	-	-	-	-	-	19:47
13287	-	-	-	18:45	-	-	-	-	-	-	20:15
12875	-	-	-	19:30	-	-	-	-	-	-	-
18181/28181	-	-	-	-	-	-	-	-	-	-	22:00
12819/15629/ 15929	-	-	-	23:27	-	-	-	-	-	-	-
15021	-	-	-	23:50	-	-	-	-	-	-	-

CNI - TATA - ASB											
Train No	CNI	MIK	KZU	KND	BIRP	GMH	ADTP	TATA	SLJR	GDVP	ASB
18616	01:05	-	-	-	-	-	-	02:10	-	-	-
12820	-	-	-	-	-	-	-	04:10	-	-	-
15022	-	-	-	-	-	-	-	05:10	-	-	-
18182	05:02	-	-	-	-	-	-	-	-	-	-
18186	05:30	-	-	-	-	-	-	-	-	-	-
13288	06:31	-	-	-	-	07:00	-	08:05	-	-	-
12876	-	-	-	-	-	-	-	09:05	-	-	-
20898	08:40	-	-	-	-	-	-	09:28	-	-	-
58024	08:50	08:57	09:07	09:17	09:28	09:38	09:58	-	-	-	-
22844	-	-	-	-	-	-	-	09:55	-	-	-
18102	08:45	-	-	-	-	-	-	-	-	-	-
18602	08:55	09:03	09:10	09:16	09:25	09:35	09:44	-	-	-	-
18120	09:45	-	-	-	-	-	-	-	-	-	-
18010	-	-	-	-	-	-	-	10:35	-	-	-
22824	-	-	-	-	-	-	-	10:40	-	-	-
22892	10:10	-	-	-	-	-	-	11:05	-	-	-
13301	10:30	-	-	-	-	-	-	-	-	-	-
68024	11:05	11:13	11:20	11:25	11:33	11:42	11:52	12:07	12:15	12:21	12:35
22858	-	-	-	-	-	-	-	12:15	-	-	-
13512	11:35	-	-	11:52	-	-	-	-	-	-	-
68055	12:20	12:27	12:35	12:40	12:50	12:59	13:08	-	-	-	-
15630/ 15930	-	-	-	-	-	-	-	14:35	-	-	-
12444	-	-	-	-	-	-	-	15:10	-	-	-
18184	16:10	-	-	-	-	-	-	-	-	-	-
18020	18:20	18:27	18:34	18:39	18:47	18:55	19:03	19:23	19:31	19:36	19:50
12802	18:55	-	-	-	-	-	-	20:05	-	-	-
20894	20:25	-	-	-	-	-	-	-	-	-	-
68036	21:45	21:55	22:02	22:08	22:17	22:25	22:33	-	-	-	-
21894/21896	22:55	-	-	-	-	-	-	-	-	-	-

CKP - CNI									
Train No	CKP	BRM	RKSN	MMV	SNY	KND	KZU	MIK	CNI
18116	05:30	05:38	05:48	05:57	06:05	06:17	06:22	06:30	07:05
18427	-	-	-	-	-	-	-	-	14:12
20817	15:35	-	-	-	-	-	-	-	-
12375	16:00	-	-	-	-	-	-	-	-
18012	-	17:45	17:54	18:03	18:13	18:28	18:35	18:45	19:20
22805	21:40	-	-	-	-	-	-	-	-
12151/ 12949	23:02	-	-	-	-	-	-	-	-
CNI - CKP									
Train No	CNI	MIK	KZU	KND	SNY	MMV	RKSN	BRM	CKP
12152/ 12950	-	-	-	-	-	-	-	-	02:57
22806	-	-	-	-	-	-	-	-	05:40
18011	08:00	08:08	08:17	08:24	08:37	08:47	08:56	09:06	-
20818	-	-	-	-	-	-	-	-	10:40
18428	12:17	-	-	-	-	-	-	-	-
12376	-	-	-	-	-	-	-	-	19:20
18115	21:05	21:12	21:19	21:24	21:36	21:43	21:51	22:00	-

TATA - BMPR										
Train No	TATA	HLD	SDHS	BDO	OND	GUMI	OND	RRP	KIJ	CHHU
Time										
18049	03:10 03:35	-	-	04:20	04:30	-	-	04:42	-	-
BMPR - TATA										
Train No	CHHU	KIJ	RRP	OND	GUMI	OND	BDO	SDHS	HLD	TATA
Time										
18050	-	-	22:27	22:39	-	-	22:54	-	-	23:45 00:10

ROU - NXN				
Train No	ROU	BNDM	BGKA	NXN
12811	00:55	-	-	-
13352	01:55	-	-	-
12832	03:40	-	-	-
18452	07:25	-	-	08:01
18638	07:50	-	-	-
18176	09:50	10:05	-	10:50
58660	-	-	10:17	-
22838	11:40	-	-	-
15027	11:50	-	-	-
22357	12:00	-	-	-
22845	13:10	-	-	-
18309	13:28	-	-	-
13426	14:08	-	-	-
12836	14:30	-	-	-
18311	15:35	-	-	16:15
17005/ 17007/17321	19:33	-	-	-

NXN - ROU				
Train No	NXN	BGKA	BNDM	ROU
17006/ 17008/17322	-	-	-	00:07
13425/ 22358	-	-	-	03:15
18312	06:40	-	-	07:30
15028	-	-	-	11:00
12812	-	-	-	12:00
18310	-	-	-	13:00
18175	16:40	16:52	17:05	18:10
18451	17:40	-	-	18:20
13351	18:41	-	19:02	19:25
18637/ 22837/ 12835	-	-	-	20:15
58659	21:27	21:40	22:20	-
22846	-	-	-	22:37
12831	-	-	-	23:20

RКСN - DPS - BBN/GX														
Train No	RКСN	PRSL	CBSA	SIPA	JNK	TABU	KNPS	MLKA	DPS	PDPH	NOMD	BJMD	GX	BBN
20815	08:00	-	08:22	-	-	-	-	-	09:15	-	-	-	-	-
58109	08:30	08:43	08:57	09:04	09:15	09:25	09:36	09:48	10:05	10:14	10:24	10:50	-	-
12021	-	-	10:55	-	-	-	-	-	11:45	-	12:00	12:18	-	-
18428	-	-	13:20	-	-	-	-	-	14:13	-	-	-	-	-
20891	-	-	15:14	-	-	-	-	-	-	-	-	-	-	-
58103	18:08	18:20	18:35	18:42	18:57	19:06	19:16	19:28	19:50	20:02	20:10	20:33	-	-
BBN/GX - DPS -RКСN														
Train No	BBN	GX	BJMD	NOMD	PDPH	DPS	MLKA	KNPS	TABU	JNK	SIPA	CBSA	PRSL	RКСN
20816	-	-	-	-	-	03:58	-	-	-	-	-	04:52	-	05:20
58104	-	-	-	-	-	07:25	-	-	-	-	-	-	-	-
18427	-	-	-	-	-	11:55	-	-	-	-	-	12:47	-	-
20892	-	-	-	-	-	-	-	-	-	-	-	12:54	-	-
12022	-	-	14:00	14:20	-	14:40	-	-	-	-	-	15:32	-	-
58110	-	-	13:55	14:20	14:30	15:05	15:18	15:31	15:43	16:00	16:12	17:30	17:37	17:58
68004	-	-	-	-	-	20:16	-	-	-	-	-	21:20	-	21:44
BBN - DPS - NYG														
Train No	BBN	BJMD	NOMD	PDPH	DPS	PDPH	JKDA	DJHR	MMVR	BSPX	JRLI	NYG		
20815	-	-	-	-	09:15	-	-	-	-	10:10	-	-		
18415	-	09:48	10:12	-	11:00	-	-	11:35	11:46	12:02	12:20	12:52		
18428	-	-	-	-	14:13	-	-	-	-	15:40	-	-		
20891	-	-	-	-	-	-	-	-	-	16:46	-	-		
NYG - DPS - BBN														
Train No	NYG	JRLI	BSPX	MMVR	DJHR	JKDA	PDPH	DPS	PDPH	NOMD	BJMD	BBN		
20816	-	-	03:07	-	-	-	-	03:58	-	-	-	-		
18427	-	-	11:05	-	-	-	-	11:55	-	-	-	-		
20892	-	-	11:25	-	-	-	-	-	-	-	-	-		
18416	12:35	12:53	13:12	13:27	13:39	-	-	15:00	-	15:19	15:38	-		

HATIA-NUAGOAN (PDT)														
Train	BLRG	LOM	KRRA	GBX	BKPR	PKF	PKC	KRKR	MCZ	BANO	KNRN	TATI	PBB	ORGA
13425										01:16				
18312						05:20				05:50				
18310				09:45						10:30				11:00
18175	13:02	13:15	13:29	13:42	13:52	14:01	14:10	14:20	14:27	14:36	14:42	14:55	15:02	15:16
18451				15:01		15:20				16:00				16:35
13351				16:55						17:31				
58659	17:17	17:30	17:42	17:55	18:10	18:25	18:35	18:48	19:05	19:25	19:45	20:01	20:16	20:31
12835										18:35				

NUAGOAN - HATIA (PDT)														
Train	ORGA	PBB	TATI	KNRN	BANO	MCZ	KRKR	PKC	PKF	BKPR	GBX	KRRRA	LOM	BLRG
13352					03:27						04:05			
58660	05:16	05:26	05:40	05:55	06:06	06:20	06:35	06:45	06:55	07:05	07:20	07:35	07:50	08:15
18452	08:16				08:55				09:30		09:50			
18176	11:10	11:25	11:40	11:50	12:10	12:25	12:40	13:00	13:15	13:30	13:50	14:10	14:30	14:55
13426					15:30									
18309	14:28				15:05						15:45			
12836					16:22									
18311					17:01				17:35					

CNI - MURI															
Station	22805	18615	68035	21895	21893	20893	18427	18185	58023	22823	18009	18101	18119	12875	
MURI	a	00:20	04:00	07:25	07.13	07:13	07.13	15.25	16:05	18:20	17:55	18:28	18:50	20:50	21:50
	d	00:22	04:20	07:35	07.15	07:15	07.15	15.27	16:10	18:25	17:57	18:30	18:55	20:52	21:52
ILO	a			06:49						18:04					
	d			06:50						18:05					
TRAN	a		03:15	06:40						17:54					
	d		03:16	06:41						17:55					
SSIA	a		03:05	06:30						17:40					
	d		03:06	06:31						17:41					
TUL	a		02:59	06:21						17:29					
	d		03:00	06:22						17:30					
BKKI	a			06:15						17:19					
	d			06:16						17:20					
LTMD	a			06:11						17:09					
	d			06:12						17:10					
HNSL	a			06:06						16:59					
	d			06:07						17:00					
JHMR	a			05:59						16:51					
	d			06:00						16:52					
GDBR	a			05:49						16:41					
	d			05:50						16:42					

MURI - CNI															
Station	22806	18186	58024	12876	18102	18010	22824	18120	18428	20894	68036	21896	21894	18616	
MURI	a	03:20	04.10	06:05	06:45	07:15	08:00	08:25	08.35	11.10	19.25	19:45	22.00	21:52	23:30
	d	03:18	04.05	06:00	06:43	07:10	07:58	08:23	08.30	11.08	19.23	19:35	21.58	21:50	23:10
ILO	a			06:25								20:01			
	d			06:24								20:00			
TRAN	a			06:35								20:10			23:53
	d			06:34								20:09			23:52
SSIA	a			06:46								20:20			00:02
	d			06:45								20:19			00:01
TUL	a			07:00								20:30			00:27
	d			06:59								20:29			00:26
BKKI	a			07:12								20:40			
	d			07:11								20:39			
LTMD	a			07:22								20:50			
	d			07:21								20:49			
HNSL	a			07:30								21:00			
	d			07:29								20:59			
JHMR	a			07:43								21:10			
	d			07:42								21:09			
GDBR	a			08:01								21:20			
	d			08:00								21:19			

ADRA - CNI (UP)																											
Stn		15022		18182		28182		13288		18011	22844	18602	22892	13301	13512	68024	68055	13512	12444	18184	18020	12802	18115	18104	20898	22858	12376
ADRA	a																						18.00				
	d																						18.35				
GRB	d																						18.47				
ANR	d				03.05		03.05	04.48															19.00				
BGA	d																						19.10				
KSU	d																						19.18				
CHRA	d																						19.25				
PRR	a	03.13	03.15	03.40	03.45	03.40	03.45	05.20	05.25		07.30	07.13	09.03	09.20					13.13	15.03		17.48	19.35	18.58	07.53	10.18	17.20
	d										07.32	07.15	09.05	09.25					13.15	15.05		17.50	19.40	19.00	07.55	10.20	17.22
TAO	d											07.26											19.50				
KTD	d											07.36											20.00				
URMA	d											07.44									17.43		20.10				
BBM	d					04.16		05.57				08.00	09.40	10.00						15.40		18.20	20.20				
BRMD	d											08.12										18.01	20.30				
NIM	d											08.25										18.10	20.42				
CNI	a			05.00		06.30	07.58					08.53	10.09	10.28	11.34	11.04	12.18	11.34		16.08	18.18	18.53	21.03		08.39		
	d			05.02		06.31	08.00					08.55	10.10	10.30	11.35	11.05	12.20	11.35		16.10	18.20	18.55	21.05		08.40	...	...

Station		CNI - ADA (DN)														
		15629 15929	18116	12801	68023	18183	18601	22857 12443	13511	13302	20817	22891	20897	18012	13287	18181 28181
CNI	a	-	07.03	07.30	08.04	08.53	-	-	14.19	16.28	-	17.40	18.34	19.15	20.13	21.58
	d	-	07.05	07.32	08.05	08.55	-	-	14.20	16.30	-	17.41	18.35	19.20	20.15	22.00
NIM	d	-	07.15	-	08.16	-	-	-	-	-	-	-	-	19.35	-	-
BRMD	d	-	07.25	-	08.25	-	-	-	-	-	-	-	-	19.45	-	-
BBM	d	-	07.35	07.52	08.34	09.20	13.45	-	14.38	16.55	-	18.02	-	20.10	20.40	22.22
URMA	d	-	07.45	-	08.44	-	13.55	-	-	-	-	-	-	20.20	-	-
KTD	d	-	07.55	-	08.54	-	14.05	-	-	-	-	-	-	20.35	-	-
TAO	d	-	08.05	-	09.04	-	14.15	-	-	-	-	-	-	20.45	-	-
PRR	a	01.08	08.15	08.23	-	09.50	-	14.58	15.08	17.28	-	18.30	19.23	21.00	21.15	22.50
	d	01.10	08.20	08.25	-	09.52	-	15.00	15.10	17.30	-	18.32	19.25	21.05	21.20	22.55
CHRA	d	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
KSU	d	-	-	-	-	-	-	-	-	-	-	-	-	21.20	-	-
BGA	d	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ANR	d	-	-	-	-	-	-	-	15.35	18.00	17.55	-	-	21.40	-	-
GRB	d	-	09.10	-	-	-	-	-	-	-	-	-	-	21.50	-	-

Particulars of Bell Code Between Driver And Guard Of MEMU /EMU/DEMU

Sl. No.	Code of Bell Signals	INDICATION	Acknowledgement
1.	o	— Stop.	— o
2.	oo	— Start Train.	— oo
3.	ooo Pause o	— To push back Train.	— ooo Pause o
4.	oo	— During run through Station.	— oo
5.	ooo	— Guard required by Driver.	— ooo
6.	ooooo	— Brakes tested and found all right.	— ooooo
7.	ooooo Pause o	— Brakes tested and not found all right.	— oooooPause o
8.	oooo Pause oooo	— Information to Motorman regarding guard leaving the cab.	— oooo Pause oooo
9.	oo Pause oo	— Passing automatic signal at ON.	— oo Pause oo
10.	oooo	— Protection in rear.	— oooo
11.	oo Pause o	— Proceed with caution, while working under GR 4.21 (2) (a).	— oo Pause o
12.	ooo Pause ooo	— Guard's warning to motorman, if EMU train exceeds the prescribed speed, after passing an automatic stop signal at ON.	— ooo Pause ooo
13.	o Pause o	— Zone of speed restriction is over, resume prescribed speed.	— o Pause o

Always keep the train under your control.

LIST OF IBHs IN CKP DIVISION

IBS Signals have been provided in between the following stations of CKP Divn.

SL. No.	Between Station	UP/DN Line	Kilo meter	Remarks
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MAIN LINE (TATA-JSG SECTION):				
1.	RKSN W/O-BRM	UP	296/23-25	
	BRM-RKSN W/O	DN	296/28-26	
2	BRM-CKP	UP	307/31	
	CKP-BRM	DN	306/06-04	
3	CKP-LPH	UP	316/13-15	
	LPH-CKP	DN	316/20-18	
4	LPH-SWR	UP	327/05-07	
	SWR-LPH	DN	327/06-04	
5	MOU-JRA	UP	378/23-25	
	JRA-MOU	DN	377/26-24	
6	KXN-GP	UP	438/23-25	
	GP-KXN	DN	437/28-26	
7	BMB-DIH	UP	482-09-11	
	DIH-BMB	DN	482/26-24	
8	BEH-DTV	UP	498/35-499/1	
	DTV-BEH	DN	499/24-22	
BRANCH LINE (RKSN-DPS SECTION):				
1	PRSL-CBSA	UP	307/05-07	
	CBSA-PRSL	DN	307/20-18	
2	CBSA-SIPA	UP	316/23-25	
	SIPA-CBSA	DN	315/26-24	
3	JNK-SIPA	DN	322/36-32	
	SIPA-JNK	UP	323/15-17	
4	JNK-TABU	UP	332/27-29	
	TABU-JNK	DN	332/16-14	
5	TABU-KNPS	UP	342/01-03	
	KNPS-TABU	DN	342/06-02	
6	KNPS - MLKA	UP	352/21 - 23	
	MLKA - KNPS	DN	351/38 - 36	
7	MLKA-DPS	UP	360/01-03	
	DPS - MLKA	DN	359/24 - 22	
8	NOMD-BJMD	UP	381/01-03	

Nomination for watering at PF at TATA,ROU & JSG :-

Stn.	Nomination for watering at PF at Tata				
	Passing Mail/Express Train		PF Return	Passenger Train	Total Train
	UP	DN			
TATA	12801,22891,22857,18477,12819,15629,15929,22844,18009,22894,15021,12222,12262,12021,18030,13288,18615,20897 = 18 Trains	12876,22829,18478, 12820,15630,15930, 22843,18010,22893,15022,12221,12261,12022,18029, 13287, 12859,20898 = 17 Trains	13301,13512,20815 = 3 Trains	68006,68009,68016,68014,68012,18019,18020,68023,68024 = 9 Trains.	45
Stn.	Nomination for watering at PF at ROU				
	Passing Mail/Express Train		PF Return	Passenger Train	Total Train
	UP	DN			
ROU	22846,17006,17008,20822,12810,20972,22170,20828,12102,22906,12906,13425,12130,12152,12950,18005,12834,22806,18312,18189,18477,13288,12812,22844,20818,18310,12871,13351,12860,22512,12768,22894,12870,18637,18175,02831,22357= 37 Trains	12809,12811,22843,18190,13352,20971,12859,12833,18452,18638,20827,22169,12872,22838,22511,22893,12767,12869,22845,18309,20817,13426,58151,12375,18478,13287,18311,17005,17007,22805,12101,2905,22905,12129,12151,12949,18006,22358,02832, = 39 Trains	58659/60,68025/26,68030/29,20836/35,20872/71 = 05 Train	58659, 68025=2 train	81
N.B. Underlined marked are denoting " Watering as well as CTS Cleaning ".					
Stn.	Nomination for watering at PF at JSG				
	Passing Mail/Express Train		PF Return	Passenger Train	Total Train
	UP	DN			
JSG	18477, 18109, 18637, 18111, 18113, = 05 Trains	18478, 18110, 18638, 18112, 18114, = 05 Trains	NIL	68662, 68033, 68034, 18176 = 04 Trains	14
DPS	18416,18428 = 2 TRAINS	18415,18427 = 2 TRAINS	NIL	58103/104	6
NB: Enroute watering of any other special passenger carrying trains not included in the above list should be attended in above stations.					
OBHS:-	Tata : - 12814/12813, 12889/12890, 18101/18102, 18103/18104, 18111/18112, 18181/18182, 28181/28182, 18183/18184, 18189/18190,18109/18110,18185/18186,18119/18120= 12 Pairs of Train.				
	Rou : - 22839/22840, 18117/18118,18107/18108, 18105/18106=4 pairs of train				
Always keep a good look out during the run.					

List of Trains for Enroute Rolling-in -Examination at TATA,ROU & JSG :-

Ref:- CRSE(Chg)/GRC's Letter No. M2/C-15/Pt-IX/394 dated 10.04.2014.

Stn.	Rolling - in Examn. & Axle Box Feeling at Tata					
	Passing Mail/Express Train		PM Return Train	PF Return	Passenger Train	Total Train
	Up Trains	Dn Trains				
TATA	12021,12102,12130,12222,12262,12810,12819,12834,12860,12870,12871,12906,13288,15021,15629,15929,18005,18009,18030,18477,18615,22512,22844,22857,22894,20871,20897 = 27 Trains.	12022,12101, 12129,12221,12261,12809,12820,12833,12859,12869,12872,12905,13287,15022,15630,15930,18006,18010,18029,18478,18616,22511,22858,22892,22893,20872,20898 = 27 Trains.	18181,28181,18109,58109,58103,18113,18101,12889,18103,18189,12814,18111,18183,18185,18120,20892,20894 = 17 Trains.	13301,13512,20816,18602 = 4 Trains	58021, 58024, = 2 Trains	77
Stn.	Rolling - in Examn. & Axle Box Feeling at ROU					
	Passing Mail/Express Train		PM Return Train	PF Return	Passenger Train	Total Train
	Up Trains	Dn Trains				
ROU	22846,17006, 17008,12810,22170,12102,22906,12906,13425,12130,12152,12950,18005,12834,22806,18312,18189,18477,12262,22844,18310,13351,12860,22512,12768,22894,12870,12376,02831 = 29 Trains	12809, 22843, 20971,12859,18108,12833,18118,12872,22511,22893,12767,12869,22845,18309,20817,13426,18478,17007,22805,18126,12101,22905,12151,12949,18006,02832,18029,12905 = 28 Trains	22839/40,18105/06, 18107/08,18117/18, 18125/26,58151/52, KRBV/STL = 07 Trains	58659 = 01 Train	68030=1 train	66
Stn.	Rolling - in Examn. & Axle Box Feeling at JSG					
	Passing Mail/Express Train		PM Return Train	PF Return	Passenger Train	Total Train
	Up Trains	Dn Trains				
JSG	18113,17005,18451,18111,13351,12889,18477,18311,13287,12871,12375,22846,13425,12835,12811,22861,18107,18109,18189= 19 Trains	18114,17006,18452,18112,13352,12890,18478,18312,13288,18118,12376,13426,12836,12812,22862,18108,18110,68030,18190,18176,22840 = 21 Trains	Nil	NIL	68661, 18175,68032,68029,= 04 Trains	44
DPS	NIL	NIL	NIL	NIL	NIL	3

**"SAFETY AND SECURITY OF PASSENGERS
ARE IN YOUR HANDS - BE VIGILANT
AND KEEP THE SIGNALS BRIGHT"**

NOTICE STATIONS OF CKP DIVISION

All train originating stations shall issue Divisional Caution Orders up to the next notice station, for trains starting thereon. The notice stations for passenger and goods trains are enlisted below:

Notice Station	Section	Direction	Type & Traction of trains for which issued
JSG	JSG-RIG	UP	For all coaching & originating goods trains from JSG.
	JSG-ROU/BNDM	DN	For all coaching & originating goods trains from JSG.
	JSG-SBP	UP	For all coaching and goods trains to SBP/TLHR.
	JSG-BLGR	UP	For all coaching & goods trains beyond SBP.
ROU	ROU-BRMP/KRMD	UP	For all coaching & goods trains.
	ROU-BXF	UP	For coaching & goods trains.
	ROU-JSG	UP	For coaching & goods trains.
	ROU- KLG/GP/SXN/DTV	UP	For goods trains.
	ROU-CKP	DN	For coaching and goods trains.
	ROU-HTE	DN	For coaching trains.
	ROU-TATA-NMP	DN	For goods trains up to CKP.
	ROU-BNDM	DN	For all goods trains.
DPS	DPS-TATA	DN	For all coaching & goods trains.
	DPS-ADTP	DN	For all goods trains.
	DPS-CKP	--	For all coaching & goods trains.
	DPS-ANR-MURI	DN	For all goods trains.
	DPS-BBN	UP	For all coaching & goods trains.
	DPS-GX	UP	-do-
	DPS-DJHR-BSPX/JRLI/KDJR	UP	For all coaching & goods trains.
	DPS-NOMD-BJMD	UP	For all goods trains.
	DPS-BYX	UP	-do-
BMPR	BMPR-TATA	DN	For originating coaching and goods trains.
GUMI	GUMI-TATA	DN	For originating goods trains.
GX	GX-DPS	DN	For all originating coaching & goods trains.
BJMD	BJMD-DPS	DN	For originating goods trains.
BSPX	BSPX-DPS	DN	-do-
BYX	BYX-DPS	DN	-do-
BBN	BBN-DPS	DN	For all originating coaching & goods trains.
NOMD	NOMD-DPS	DN	For originating goods trains.
	NOMD-ADTP	DN	For originating goods trains, passing through over DPS.
JNK	JNK-TATA	DN	For all originating goods trains.
	JNK-CNI	DN	For all originating goods trains
BXF	BXF-ROU	DN	For coaching & goods trains.
	BXF-BNDM	DN	For all originating goods trains.
KMPD	KMPD-KRBU	UP	For goods trains
	KMPD-BNDM	DN	For all originating trains.
	KMPD-DMF	DN	For goods trains to HTE via DMF.
RGZ/ROXY	RGZ/ROXY-BNDM	DN	For goods trains.
DMF	DMF-HTE	DN	For all goods trains to HTE.
	DMF-KMPD	UP	For goods trains from HTE to KMPD via DMF.
	DMF-BXF	UP	For goods trains from HTE to BXF via DMF.
BRMP	BRMP-ROU	DN	For all originating coaching & goods trains.

NOTICE STATIONS OF CKP DIVISION

Notice Station	Section	Direction	Type & Traction of trains for which issued
GP	GP-ROU	DN	For originating goods trains.
MOU	MOU-CKP	DN	-do-
	MOU-BNDM	UP	-do-
SXN	SXN-ROU	DN	-do-
DTV	DTV-ROU	DN	-do-
BNDM D/C	BNDM-RIG	UP	For all goods trains yard pooled at BNDM 'D' & exchange yard originating trains.
	BNDM-CKP	DN	For all goods trains originating from Ex. Yard.
	BNDM-BXF/KMPD	UP	For all goods trains originating from Ex. Yard.
	BNDM-HTE	DN	For all goods trains originating from Ex. Yard.
BNDM 'M'	BNDM-CKP	DN	For all goods trains originating from Dep. Yard.
BNDM 'N'	BNDM-RIG	UP	For all goods trains originating from Dep. Yard.
CKP	CKP-ROU	UP	For coaching and goods trains.
	CKP-BNDM	UP	For all goods trains.
	CKP-TATA	DN	For coaching and goods trains.
	CKP-NMP	DN	For all goods trains beyond TATA.
	CKP-ANR	DN	For all goods trains.
	CKP-ADA	DN	For all coaching trains.
	CKP-DPS	DN	For goods & coaching trains.
ADTP	ADTP-TATA	DN	For Light engine and originating goods trains.
	ADTP-DPS	UP	For all originating goods trains.
	ADTP-CKP	UP	For all originating goods trains.
	ADTP-BNDM/ROU	UP	For all originating goods trains.
	ADTP-CNI	UP	For all originating goods trains.
TATA	TATA-CKP	UP	For all coaching and goods trains.
	TATA-BNDM/ROU	UP	For all goods trains.
	TATA-ANR	UP	For all goods trains.
	TATA-ADA	UP	For all coaching trains.
	TATA-MURI	UP	For coaching and goods trains.
	TATA-NMP	DN	For goods trains.
	TATA-KGP	DN	For coaching trains.
	TATA-BMPR	UP	For coaching and goods trains.
	TATA-GUMI	UP	For goods trains.
	TATA-DPS-KDJR	UP	For coaching and goods trains.
	TATA-BSP	UP	For 12262 & 12222 Duranto Express.
SINI	SINI-ANR	DN	For goods trains.
	SINI-MURI	DN	For goods trains.
	SINI-DPS	UP	For goods trains.
SARDEGA	SARDEGA-MCLB	DN	For goods trains.
MCLB	MCLB-SARDEGA	UP	For goods trains.
JRLI	JRLI-KDJR	UP	For goods trains.
	JRLI-DPS	DN	For goods trains.

Awareness & alertness alone can avert all accidents.

PERIOD AVAILABLE FOR TRAFFIC BLOCK FOR INTEGRATED MAINTENANCE BY ALL DEPARTMENTS.							
ASB - JSG UP LINE							
SECTION	Line	BETWEEN				Duration	remarks
		TIME		TRAINS			
		FROM	TO	FROM	TO	H. M.	
ASB - GBVP	UP Line	10:20	13:00	12871	22857	2:40	
GBVP-SLJR	UP Line	10:20	13:00	12871	22857	2:40	
SLJR-TATA	UP Line	10:20	13:00	12871	22857	2:40	
TATA - ADTP	UP Line	10:30	13:30	12871	22857	3:00	18601 to be rescheduled
ADTP - GMH	UP Line	10:40	13:40	12871	22857	3:00	18601 on 3rd line
GMH - SNY	UP Line	10:50	13:50	12871	20891	3:00	
SNY - MMV	UP Line	11:00	14:00	12871	20891	3:00	
MMV - RKSN	UP Line	11:10	14:10	12871	20891	3:00	
RKSN - BRM	UP Line	11:20	14:20	12871	68043	3:00	
BRM - CKP	UP Line	11:30	14:30	12871	68043	3:00	
CKP - LPH	UP Line	11:40	14:40	12871	68043	3:00	
LPH - SWR	UP Line	11:50	14:50	12871	68043	3:00	
SWR - TUX	UP Line	11:55	14:55	12871	68043	3:00	
TUX - GOL	UP Line	12:00	15:00	12871	68043	3:00	
GOL - PST	UP Line	12:20	15:20	12871	68043	3:00	
PST - MOU	UP Line	12:30	15:30	12871	68043	3:00	
MOU - JRA	UP Line	12:40	15:40	12871	68043	3:00	
JRA - BUL	UP Line	12:45	15:45	12871	68043	3:00	
BUL - BZR	UP Line	12:50	15:50	12871	68043	3:00	
BZR-BNDE	UP Line	12:55	15:55	12871	68043	3:00	
BNDE-ROU	UP Line	13:25	16:25	12871	68043	3:00	
ROU - PPO	UP Line	14:20	17:20	20835	18107	3:00	
PPO - KLG	UP Line	14:25	17:25	20835	18107	3:00	
KLG - KXN	UP Line	14:30	17:30	20835	18107	3:00	
KXN - GP	UP Line	14:35	17:35	20835	18107	3:00	
GP-SXN	UP Line	14:40	17:40	20835	18107	3:00	
SXN-SOGR	UP Line	14:45	17:45	20835	18107	3:00	
SOGR-GPH	UP Line	14:50	17:50	20835	18107	3:00	
GPH-TGM	UP Line	14:55	17:55	20835	18107	3:00	
TGM-BMB	UP Line	15:00	18:00	20835	18107	3:00	
BMB-DIH	UP Line	15:05	18:05	20835	18107	3:00	
DIH-BEH	UP Line	15:10	18:10	20835	18107	3:00	
BEH-DTV	UP Line	15:15	18:15	20835	18107	3:00	
DTV-JSG	UP Line	15:35	18:35	20835	18107	3:00	
ADTP - ROU 3 rd LINE							
ASB-TATA	JT Line	08:00	11:00	...	...	03:00	
ADTP - GMH	JT Line	7:30	10:30	...	...	3:00	
GMH - SNY	JT Line	7:40	10:40	...	...	3:00	
SNY - MMV	JT Line	7:50	10:50	...	...	3:00	
MMV - RKSN	JT Line	8:00	11:00	...	...	3:00	
RKSN - BRM	JT Line	8:10	11:10	...	...	3:00	
BRM - CKP	JT Line	8:20	11:20	...	...	3:00	
CKP - LPH	JT Line	8:30	11:30	...	...	3:00	
LPH - SWR	JT Line	8:40	11:40	...	...	3:00	
SWR - TUX	JT Line	8:45	11:45	...	...	3:00	
TUX - GOL	JT Line	8:50	11:50	...	...	3:00	
GOL - PST	JT Line	9:00	12:00	...	...	3:00	
PST - MOU	JT Line	9:10	12:10	...	...	3:00	
MOU - JRA	JT Line	9:20	12:20	...	...	3:00	
JRA - BUL	JT Line	9:30	12:30	...	...	3:00	
BUL - BZR	JT Line	9:40	12:40	...	...	3:00	
BZR-BNDE	JT Line	9:45	12:45	...	...	3:00	
BNDE-ROU	JT Line	10:15	13:15	...	...	3:00	

PERIOD AVAILABLE FOR TRAFFIC BLOCK FOR INTEGRATED MAINTENANCE BY ALL DEPARTMENTS.							
JSG - ASB DN LINE							
SECTION	Line	BETWEEN				Duration	Remarks
		TIME		TRAINS			
		FROM	TO	FROM	TO	H. M.	
JSG-DTV	DN Line	14:35	17:35	18110	18126	3:00	
DTV-BEH	DN Line	14:50	17:50	18110	18126	3:00	
BEH-DIH	DN Line	14:55	17:55	18110	18126	3:00	
DIH-BMB	DN Line	15:05	18:05	18110	18126	3:00	
BMB-TGM	DN Line	15:20	18:20	18110	17005 / 17007	3:00	
TGM-GPH	DN Line	15:25	18:25	18110	17005 / 17007	3:00	
GPH-SOGR	DN Line	15:30	18:30	18110	17005 / 17007	3:00	
SOGR-SXN	DN Line	15:35	18:35	18110	17005 / 17007	3:00	
SXN-GP	DN Line	15:40	18:40	18110	17005 / 17007	3:00	
GP-KXN	DN Line	15:55	18:55	18110	17005 / 17007	3:00	
KXN-KLG	DN Line	16:00	19:00	18110	17005 / 17007	3:00	
KLK-PPO	DN Line	16:05	19:05	18110	17005 / 17007	3:00	
PPO-ROU	DN Line	16:20	19:20	18110	17005 / 17007	3:00	
ROU - BNDE	DN Line	16:30	19:30	18110	17005 / 17007	3:00	
BNDE-BZR	DN Line	16:50	19:50	68026	22805	3:00	
BZR-BUL	DN Line	16:55	19:55	68026	22805	3:00	
BUL-JRA	DN Line	17:05	20:05	68026	22805	3:00	
JRA-MOU	DN Line	17:15	20:15	68026	22805	3:00	
MOU-PST	DN Line	17:30	20:30	68026	22805	3:00	
PST-GOL	DN Line	17:50	20:50	68026	22805	3:00	
GOL-TUX	DN Line	18:05	21:05	68026	22805	3:00	
TUX-SWR	DN Line	18:10	21:10	68026	22805	3:00	
SWR-LPH	DN Line	18:25	21:25	68026	22805	3:00	
LPH-CKP	DN Line	18:40	21:40	68026	22805	3:00	
CKP-BRM	DN Line	18:45	21:45	18110	22805	3:00	
BRM-RKSN	DN Line	18:55	21:55	18110	22805	3:00	
RKSN-MMV	DN Line	19:05	22:05	18110	22805	3:00	68004 On 3rd Line
MMV-SINI	DN Line	19:10	22:10	18110	22805	3:00	68004 On 3rd Line
SINI-GMH	DN Line	19:50	22:50	18110	12101	3:00	68004 On 3rd Line
GMH-ADTP	DN Line	20:00	23:00	18110	12101/ 22905 / 12905	3:00	18104,68004,68036,20894 On 3rd Line
ADTP-TATA	DN Line	21:30	23:00	20894	12101/ 22905 / 12905	1:30	Ex Thus & Sat,68004 reschedule
TATA-SLJR	DN Line	20:40	23:40	12802	12101/ 22905 / 12905	3:00	
SLJR -ASB	DN Line	20:40	23:40	12802	12101/ 22905 / 12905	3:00	
JSG - ROU 3 rd LINE							
JSG-DTV	JT Line	8:00	11:00	...	...	3:00	
DTV-BEH	JT Line	8:10	11:10	...	...	3:00	
BEH-DIH	JT Line	8:20	11:20	...	...	3:00	
DIH-BMB	JT Line	8:30	11:30	...	...	3:00	
BMB-TGM	JT Line	8:40	11:40	...	...	3:00	
TGM-GPH	JT Line	8:50	11:50	...	...	3:00	
GPH-SOGR	JT Line	9:00	12:00	...	...	3:00	
SOGR-SXN	JT Line	9:10	12:10	...	...	3:00	
SXN-GP	JT Line	9:20	12:20	...	...	3:00	
GP-KXN	JT Line	9:30	12:30	...	...	3:00	
KXN-KLG	JT Line	9:40	12:40	...	...	3:00	
KLK-PPO	JT Line	9:50	12:50	...	...	3:00	
PPO-ROU	JT Line	10:00	13:00	...	...	3:00	

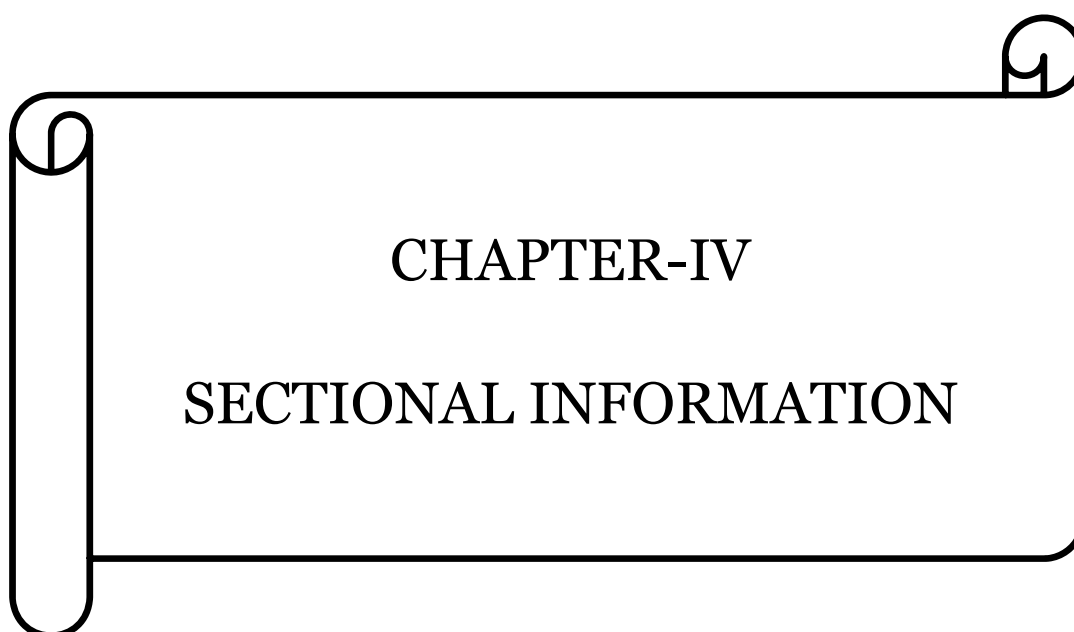
PERIOD AVAILABLE FOR TRAFFIC BLOCK FOR INTEGRATED MAINTENANCE BY ALL DEPARTMENTS.							
RKSN - BJMD SECTION (UP LINE)							
SECTION	LINE	TIME		BETWEEN TRAINS		Duration	Remarks
		FROM	TO			H. M.	
RKSN-PRSL	UP Line	11:00	14:00	12021	20891	3:00	18428 on 3rd line
PRSL-CBSA	UP Line	11:05	14:05	12021	20891	3:00	18428 on 3rd line
CBSA-SIPA	UP Line	11:15	14:15	12021	20891	3:00	18428 on 3rd line
SIPA-JNK	UP Line	11:20	14:20	12021	20891	3:00	18428 on 3rd line
JNK-TABU	UP Line	11:30	14:30	12021	20891	3:00	18428 on 3rd line
TABU-KNPS	UP Line	11:35	14:35	12021	20891	3:00	18428 on 3rd line
KNPS-MLKA	UP Line	11:40	14:40	12021	20891	3:00	18428 on 3rd line
MLKA-DPS	UP Line	11:55	14:55	12021	20891	3:00	18428 on 3rd line
DPS-PDPH	UP Line	12:00	15:00	....	....	3:00	18428 on new line
PDPH-NOMD	UP Line	6:10	9:10	....	....	3:00	
NOMD-BJMD	UP Line	6:30	9:30	....	....	3:00	
BJMD - RKSN SECTION (DN LINE)							
BJMD-NOMD	DN Line	10:15	13:15	18415	18427	3:00	
NOMD-PDPH	DN Line	10:25	13:25	18415	18427	3:00	
PDPH-DPS	DN Line	10:40	13:40	18415	18427	3:00	
DPS-MLKA	DN Line	08:00	11:00	58104	18427	3:00	
MLKA-KNPS	DN Line	08:10	11:10	58104	18427	3:00	
KNPS-TABU	DN Line	08:20	11:20	58104	18427	3:00	
TABU-JNK	DN Line	08:30	11:30	58104	18427	3:00	
JNK-SIPA	DN Line	08:40	11:40	58104	18427	3:00	
SIPA-CBSA	DN Line	08:50	11:50	58104	18427	3:00	
CBSA-PRSL	DN Line	09:00	12:00	58104	18427	3:00	
PRSL-RKSN	DN Line	9:10	12:10	58104	18427	3:00	
RKSN - DPS SECTION (3 rd LINE)							
RKSN-PRSL	JT Line	14:10	17:10	...	...	3:00	
PRSL-CBSA	JT Line	14:20	17:20	...	...	3:00	
CBSA-SIPA	JT Line	14:30	17:30	...	...	3:00	
SIPA-JNK	JT Line	14:40	17:40	...	...	3:00	
JNK-TABU	JT Line	14:50	17:50	...	...	3:00	
TABU-KNPS	JT Line	15:00	18:00	...	...	3:00	
KNPS-MLKA	JT Line	15:10	18:10	...	...	3:00	
MLKA-DPS	JT Line	15:20	18:20	...	...	3:00	
BJMD - BBN TWIN SINGLE LINE SECTION							
BJMD-BBN	UP Line	6:40	9:40	...	...	3:00	
BBN-BJMD	DN Line	09:55	12:55	18415	12022	3:00	
BJMD - GUA Single Line							
BJMD-GUA	Jt Line	14:00	17:00	58110	68004	3:00	

PERIOD AVAILABLE FOR TRAFFIC BLOCK FOR INTEGRATED MAINTENANCE BY ALL DEPARTMENTS.							
DPS - NYG UP LINE							
SECTION		BETWEEN				Duration	Remarks
	Line	TIME		TRAINS			
		FROM	TO	FROM	TO	H. M.	
DPS-PDPH	UP Line	12:00	15:00	18415	20891	3:00	18428 on 3rd line
PDPH-DJHR	UP Line	06:10	09:10	....	....	3:00	
DJHR-MMVR	UP Line	06:30	09:30	....	....	3:00	
MMVR-BSPX	UP Line	06:40	09:40	....	....	3:00	
BSPX-JRLI	UP Line	07:00	10:00	....	....	3:00	
JRLI-NYG	Jt Line	08:00	11:00	....	....	3:00	
NYG - DPS DN LINE							
NYG-JRLI	Jt Line	13:35	16:35	18416	....	3:00	
JRLI-BSPX	DN Line	13:55	16:55	18416	....	3:00	
BSPX-MMVR	DN Line	14:05	17:05	18416	....	3:00	
MMVR-DJHR	DN Line	14:30	17:30	18416	....	3:00	
DJHR-PDPH	DN Line	14:55	17:55	18416	....	3:00	
PDPH-DPS	DN Line	15:10	18:10	18416	....	3:00	
GMH - CNI DN Line							
GMH-BIRP	DN Line	09:00	12:00	68055	18601	3:00	
BIRP-KND	DN Line	09:10	12:10	68055	18601	3:00	
KND-KZU	DN Line	09:30	12:30	68055	18601	3:00	
KZU-MIK	DN Line	09:40	12:40	68055	18601	3:00	
MIK-CNI	DN Line	10:05	13:05	68055	18601	3:00	
CNI - GMH UP Line							
CNI-MIK	UP Line	13:35	16:35	15630 / 15930	18184	3:00	except wed
MIK-KZU	UP Line	13:45	16:45	15630 / 15930	18184	3:00	except wed
KZU-KND	UP Line	13:50	16:50	15630 / 15930	18184	3:00	except wed
KND-BIRP	UP Line	13:55	16:55	15630 / 15930	18184	3:00	except wed
BIRP-GMH	UP Line	14:05	17:05	15630 / 15930	18184	3:00	except wed
SNY - KND SECTION							
KND-SNY	UP LINE	13:30	16:30	18428	12376	3:00	
SNY-KND	DN LINE	10:00	13:00	18116	18427	3:00	
TATA - BMPR SECTION (Single Line)							
TATA-HLD	Single Line	18:30	21:30	68135	68136	3:00	
HLD-BDO	Single Line	14:20	17:20	68134	18052	3:00	
BDO-OND	Single Line	14:00	17:00	68134	18052	3:00	
OND-RRP	Single Line	13:50	16:50	68134	18052	3:00	
RRP-KIJ	Single Line	13:35	16:35	68134	18052	3:00	
KIJ-BMPR	Single Line	13:20	16:20	68134	18052	3:00	
OND-GUMI	Single Line	13:00	16:00	68132	68134	3:00	
BNDM 'A' CABIN - BXF SECTION							
BNDM 'A'-DMF	Single Line	16:30	19:30	58152	...	3:00	
DMF-LTK	UP Line	09:00	12:00	58151	...	3:00	
LTK-DMF	DN Line	16:20	19:20	58152	...	3:00	
LTK-CJQ	UP Line	09:20	12:20	58151	...	3:00	
CJQ-LTK	DN Line	16:05	16:05	58152	...	0:00	
CJQ-CPE	UP Line	09:30	12:30	58151	...	3:00	
CPE-CJQ	DN Line	15:50	18:50	58152	...	3:00	
CPE-PSJ	UP Line	09:40	12:40	58151	...	3:00	
PSJ-CPE	DN Line	15:40	18:40	58152	...	3:00	
PSJ-BUF	UP Line	09:50	12:50	58151	...	3:00	
BUF-PSJ	DN Line	15:30	18:30	58152	...	3:00	
BUF-BXF	Single Line	15:20	18:20	58152	...	3:00	
BNDM 'A' CABIN - NXN SECTION							
BNDE-LNKB	JT	07:25	10:25	18312	18176	3:00	18176 TO BE REGULATED 20 MNTS
LNKB-BGKA	JT2	08:50	11:50	18638	22838	3:00	18176 ON JT LINE 1
BGKA-NXN	JT2	09:15	12:15	18638	22838	3:00	18176 ON JT LINE 1
NXN - BNDM A CAB SECTION							
NXN-BGKA	JTI	14:00	17:00	18106	18175	3:00	
BKKA-LNKB	JTI	14:05	17:05	18106	18175	3:00	
LNKB-BNDE	JT	07:25	10:25	18312	18176	3:00	



Awareness and Alertness
alone can avert all
Accidents.

Remember – A Little
more care means a lot
more **Safety.**



PARTICULARS OF NEUTRAL SECTION 500 M, 250 M, DJ OFF & ON LOCATIONS IN CKP DIVISION

SL. No	Section	Location of Neutral Section	Name of SP/FP	Type of Neutral Section	500 M Loc	250 M Loc	DJ open location	DJ close location	DJ close for MEMU
1	UP ASB-GVDP	236/21	ASB/SP	PTFE	236/7	236/13	236/19	236/23	237/3
2	DN GVDP-ASB	236/22	ASB/SP	PTFE	237/8	237/2	236/24	236/20	236/12
3	3rd Line ASB-GVDP UP	236/26A/1	ASB/SP	PTFE	236/12A	236/20A	236/26A	237/2A/1	--
4	3rd Line ASB-GVDP DN	236/26A/1	ASB/SP	PTFE	237/14A	237/6A	237/2A	236/24A	--
5	DN GVDP-ASB (For UP trains)	236/22	ASB/SP	PTFE	233/8	236/14	236/20	236/24	--
6	UP GVDP-SLJR	245/21/1	SLJR/TSS	PTFE	245/5	245/13	245/21	245/23	246/1
7	DN SLJR-GVDP	245/22/1	SLJR/TSS	PTFE	246/8/1	246/2	245/24	245/22	245/16
8	JCP-SLJR(Link line)	TCY/16	SLJR/TSS	S/Ins.	TCY/24	TCY/21	TCY/17	TCY/15	--
9	SLJR-JCP(Link-line)	TCY/16	SLJR/TSS	S/Ins.	TCY/8	TCY-12	TCY/15	TCY/17	--
10	UP GMH-BIRP	262 /G6/1	BIRP-SP	PTFE	261/G22	262/G2	262/G6	262/G8	262/G12
11	DN BIRP-GMH	262/D7	BIRP-SP	PTFE	262/D16	262/D12	262/D8	262/D6	262/D4
12	UP BRBS-SNY	274/9	SNY-SP	PTFE	273/23	274/1	274/7	274/11	274/19
13	DN SNY-BRBS	274/4	SNY-SP	PTFE	274/18	274/10	274/4/1	274/2	273/26
14	UP BRBS-SNY 3rd line	274/21A	SNY-SP	PTFE	274/1A	274/11A	274/19A	274/25A	--
15	DN GMH-BRBS 3rd line	274/21A	SNY-SP	PTFE	275/1A	274/35A	274/25A	274/19A	--
16	UP KND-SNY	274/31A	SNY/SP	PTFE	402/S21	274/21A	274/29A	274/33A	275/S9
17	DN SNY-KND	401/30	SNY/SP	PTFE	275/6	402/S2	401/S32	401/S28	401/S22
18	UP MIK-KZU	384/S1	MIK/TSS	PTFE	383/S19	383/S27	383/S33	384/S3	384/S9
19	DN KZU-MIK	384/S22	MIK/TSS	PTFE	385/S10	385/S2	384/S22A	384/S20	384/S12
20	UP RKS-PRSL	295/5	RKS/TSS	PTFE	294/15	294/23	295/3	295/7	295/15
21	DN PRSL-RKS	292/32/1	RKS/TSS	S/Ins.	293/14	293/4	292/34	292/30/1	292/26A
22	RKS-PRSL 3rd line	295/3A	RKS/TSS	PTFE	294/19A	294/27A	295/1A	295/5A	--
23	PRSL-RKS 3rd line	295/3A	RKS/TSS	PTFE	295/21A	295/13A	295/5A	295/1A	--
24	UP RKS-W/O-BRM	292/31	RKS/TSS	PTFE	292/13	292/23	292/29/1	292/33	293/5
25	DN BRM-W/O-RKS	292/34	RKS/TSS	PTFE	293/20	293/8	293/2	292/30/1	293/26
26	UP JT LINE RKS-RKS W/O	293/7A	RKS/TSS	PTFE	292/23A	292/31A	293/5A	293/9A	--
27	DN JT LINE RKS W/O -RKS	293/7A	RKS/TSS	PTFE	293/27A	293/17A	293/9A	293/5A	--
28	BRM-PRSL	BYP/00/21	RKS/TSS	S/Ins.	BYP/00/07	BYP/00/13	BYP/00/20	BYP/00/23	BYP/00/27
29	PRSL-BRM	BYP/00/21	RKS/TSS	S/Ins.	BYP/01/06	BYP/01/01	BYP/00/22	BYP/00/19	--
30	UP BRM-CKP	309/27	CKP-TSS	PTFE	309/9	309/17	309/25	309/29	310/5
31	DN CKP-BRM	309/28	CKP-TSS	PTFE	310/16	310/8	309/30	309/26	309/20
32	UP BRM-CKP 3rd	309/33A	CKP/TSS	PTFE	309/9A	309/21A	309/31A	309/35A	310/11A
33	DN CKP-BRM 3rd	309/33A	CKP/TSS	PTFE	310/19A	310/9A	309/35A	309/31A	309/19A
34	UP SWR-TUX	334/11	SWR-SP	PTFE	333/25	334/3	334/9	334/13	334/19
35	DN TUX-SWR	334/12	SWR-SP	PTFE	334/26	334/20	334/14	334/10	334/4
36	UP SWR-TUX 3rd Line	335/9A	SWR-SP	PTFE	334/31A	334/41A	335/7A	335/13A	--
37	DN TUX-SWR 3rd Line	335/9A	SWR-SP	PTFE	335/31A	335/21A	335/11A	335/5A	--
38	UP GOL-MXW UP line	349/17	GOL/TSS	PTFE	348/33	349/7	349/15	349/19	349/25
39	DN MXW-GOL UP line	349/17	GOL/TSS	PTFE	350/1	349/25	349/19	349/15	349/7
40	UP GOL-MXW DN line	349/18	GOL/TSS	PTFE	348/34	349/8	349/16	349/20	349/26
41	DN MXW-GOL DN line	349/18	GOL/TSS	PTFE	350/2	349/26	349/20	349/16	349/8
42	UP GOL-MXW 3rd line	349/19A	GOL/TSS	PTFE	348/37A	349/9A	349/17A	349/21A	349/25A
43	DN MXW-GOL 3rd line	349/19A	GOL/TSS	PTFE	350/1A	349/27A	349/21A	349/17A	349/13A
44	DN JRA-MOU	375/4	MOU/SP	PTFE	375/20	375/12	375/6	375/2	374/30
45	UP MOU-JRA	375/3	MOU/SP	PTFE	374/21	374/29	375/1	375/5	375/11
46	3rd Line MOU-JRA	375/7A	MOU/SP	PTFE	374/29A	374/39A	375/5A	375/9A	375/19A
47	3rd Line MOU-JRA	375/7A	MOU/SP	PTFE	375/29A	375/17A	375/9A	375/5A	374/39A
48	UP BUL-BZR	393/9	BUL-TSS	PTFE	392/25	393/1	393/7	393/11	393/17
49	DN BZR-BUL	393/10	BUL-TSS	PTFE	393/26	393/20	393/12	393/8	393/2
50	DN BUL-BZR 3rd line	393/13A	BUL-TSS	PTFE	393/33A	393/25A	393/15A	393/11A	393/5A
51	UP BUL-BZR 3rd line	393/13A	BUL-TSS	PTFE	392/33A	393/3A	393/11A	393/15A	393/23A
52	UP BZR-BNDM 'A'	401/7	BNDM SP	PTFE	400/23	400/29	401/5	401/9	401/15
53	DN BNDM 'A' -BZR	401/26	BNDM SP	PTFE	402/16	402/8	401/28	401/24	401/18
54	UP Jt line BZR-BNDM 'A'	401/11A	BNDM SP	PTFE	400/29A	401/3A	401/9A	401/13A	401/5A
55	Dn Jt BNDM 'A'-BZR	401/11A	BNDM SP	PTFE	401/29A	401/21A	401/13A	401/9A	401/19A
56	UP PPO-KLG	424/3	KLG-SP	PTFE	423/19	423/25	424/1	424/5	424/11
57	DN KLG-PPO	424/4	KLG-SP	PTFE	424/20	424/12	424/6	424/2	423/24
58	KLG-PPO 3rd (UP)	424/2A/1	KLG-SP	PTFE	423/18A	423/24A	424/2A	424/4A	424/12A
59	KLG-PPO 3rd (DN)	424/24/1	KLG-SP	PTFE	424/20A	424/10A	424/4A	424/2A	423/24A

SL. No	Section	Location of Neutral Section	Name of SP/FP	Type of Neutral Section	500 M Loc	250 M Loc	DJ open location	DJ close location	DJ close for MEMU
60	UP KXN-GP	441/15	GP/TSS	PTFE	440/27	441/7	441/13	441/17	441/27
61	DN GP-KXN	441/20	GP/TSS	PTFE	442/6	441/28	441/22	441/18	441/12
62	GP-KXN 3rd (UP)	441/18A	GP/TSS	PTFE	441/4A	441/10A	441/16A	441/20A	
63	GP-KXN 3rd (DN)	441/18A	GP/TSS	PTFE	442/26A	441/30A	441/20A	441/16A	
64	UP SOGR-GPH	459/33	GPH-SP	PTFE	459/19	459/27	459/31	459/35	458/5
65	DN GPH-SOGR	459/34	GPH-SP	PTFE	460/16	460/8	459/36	459/32	459/22
66	GPH-SOGR 3rd (UP)	459/34A	GPH/SP	PTFE	459/16A	459/24A/1	459/32A	459/34A/1	--
67	GPH-SOGR 3rd (DN)	459/34A	GPH/SP	PTFE	460/14A	460/6A	459/34A/1	459/32A	--
68	UP TGM-BMB	475/23	BMB/TSS	PTFE	475/9	475/15	475/21	475/25	476/5
69	DN BMB-TGM	475/24	BMB/TSS	PTFE	476/12	476/4	475/26	475/22	475/14
70	BMB-TGM 3rd (DN)	476/2A	BMB/TSS	PTFE	476/16A	476/8A	476/2A/1	475/26A	--
71	BMB-TGM 3rd (UP)	476/2A	BMB/TSS	PTFE	475/14A	475/20A/1	475/26A	476/2A/1	--
72	UP DTV-JSG 'A'	508/27	DTV/TSS	PTFE	508/9	508/17	508/25	509/1	509/7
73	DN JSG 'A' to DTV	508/28	DTV/TSS	PTFE	509/18	509/10	509/2	508/26	508/20
74	DTV-MLD UP	508/42A	DTV/TSS	PTFE	508/16A	508/28A	508/40A	508/44A	--
75	MLD-DTV DN	508/42A	DTV/TSS	PTFE	509/4Y	509/10A/1	508/44A	508/40A	--
76	UP PRSL-CBSA	309/11	CBSA/TSS	PTFE	308/27	309/1	309/9	309/13	309/21
77	DN CBSA-PRSL	309/12	CBSA/TSS	PTFE	309/30	309/22	309/14	309/10	309/2
78	UP PRSL-CBSA 3RD	309/11A	CBSA/TSS	PTFE	309/23A	309/19A	309/13A	309/9A	--
79	DN CBSA-PRSL 3RD	309/9A	CBSA/TSS	PTFE	308/23A	309/1A	309/9A	309/13A	--
80	UP JNK-TABU	331/29	JNK/SP	PTFE	331/13	331/21	331/27	331/31	332/3
81	DN TABU-JNK	331/30	JNK/SP	PTFE	332/16	332/2	331/32	331/28	331/16
82	3rd line TABU-JNK	331/35A	JNK/SP	PTFE	331/7A	331/23A	331/33A	331/37A	--
83	3rd line TABU-JNK	331/35A	JNK/SP	PTFE	332/17A	332/3A	331/37A	331/33A	--
84	UP KNPS-MLKA	347/17	KNPS/TSS	PTFE	347/1	347/9	347/15	347/19	347/27
85	DN MLKA-KNPS	347/18	KNPS/TSS	PTFE	348/8	347/26	347/20	347/16	347/6
86	UP KNPS-MLKA 3rd	347/19A	KNPS/TSS	PTFE	347/3A	347/9A	347/17A	347/21A	347/33A
87	DN MLKA-KNPS 3rd	347/19A	KNPS/TSS	PTFE	348/7A	347/31A	347/21A	347/17A	347/5A
88	UP DPS-PDPH	368/29	PDPH/SP	S/Ins.	368/9	368/17	368/27	368/31	369/7
89	DN PDPH-DPS	368/30	PDPH/SP	S/Ins.	369/16	369/10	368/30	368/26	368/20
90	UP PDPH-NOMD	372/3	PDPH-SSP	S/Ins.	371/25	371/35	372/1	372/5	372/17
91	DN NOMD-PDPH	372/2	PDPH-SSP	S/Ins.	372/28	372/12	372/4	371/40	371/32
92	New UP DPS-PDPH	370/1A	PDPH/SSP	S/Ins.	369/19A	369/29A	369/35A	370/3A	370/11A
93	New DN PDPH-DPS	370/2A	PDPH/SSP	S/Ins.	370/20A	370/10A	370/4A	369/34A/1	369/28A
94	BJMD-GX	389/17G	BJMD-TSS	S/Ins.	389/5G	389/12G	389/15G	389/19G	389/23G
95	GX-BJMD	389/17G	BJMD-TSS	S/Ins.	390/2G	389/22G	389/19G	389/15G	389/8G
96	BJMD-BBN	389/35	BJMD-TSS	S/Ins.	389/15	389/21	389/33	390/1	--
97	BBN-BJMD	389/34	BJMD-TSS	S/Ins.	390/16	389/22	389/30	389/36	--
98	NXN-ORGA Jt/Line-2	559/8	NXN/TSS	PTFE	559/24	559/16	559/10	559/4	558/32
99	ORGA-NXN Jt/Line-2	559/8	NXN/TSS	PTFE	558/26	558/34	559/6	559/12	559/18
100	ORGA-NXN Jt/Line-1	559/11	NXN/TSS	PTFE	558/25	559/3	559/9	559/13	559/21
101	NXN-ORGA Jt/Line-1	559/11	NXN/TSS	PTFE	559/27	559/19	559/13	559/9	559/1
102	BGKA-Link/B Jt L/1	575/17	BGKA/SP	PTFE	575/1	575/9	575/15	575/19	575/29
103	Link/B-BGKA Jt L/1.	575/17	BGKA/SP	PTFE	576/3	575/27	575/19	575/15	575/7
104	S/L link 'B'-BGKA Jt L/2	575/22	BGKA/SP	PTFE	576/4	575/34	575/24	575/20	575/10
105	BNDM A/Cabin-BGKA DN Through Line	575/22	BGKA/SP	PTFE	576/3	575/L23	575/24	575/20	
106	S/L BGKA-Link 'B' Jt L/2	575/22	BGKA/SP	PTFE	575/2/1	575/12	575/20	575/24	575/36
107	S/L BNDM 'A'-DMF	409/26	BNDM SP	PTFE	409/6	409/18	409/24	409/28	--
108	S/L DMF-BNDM 'A'	409/26	BNDM SP	PTFE	410/6	409/34	409/28	409/24	--
109	S/L DMF-Link 'C'	409/25	BNDM SP	PTFE	410/5	409/33	409/27	409/23	--
110	S/L Link 'C'- DMF	409/25	BNDM SP	PTFE	409/5	409/17	409/23	409/27	--
111	CJQ-CPE UP line	436/1	CPE-TSS	PTFE	435/41	435/27	435/51	436/5	--
112	CPE-CJQ DN line	436/2/1	CPE-TSS	PTFE	436/20	436/12	436/4	435/36	--
113	UP PSJ-BUF	450/31	BUF-SP	PTFE	450/15	450/23	450/29	450/33	--
114	DN BUF-PSJ	451/4	BUF-SP	PTFE	451/34	451/16	451/6	451/2	--
115	UP MCL/B-MLD	518/7	MLD/SP	PTFE	517/29	517/37	518/5	518/9	--
116	DN MLD-MCL/B	518/8	MLD/SP	PTFE	518/26	518/16	518/10	518/6	--
117	UP MLD-KOBL	530/5	KOBL/TSS	PTFE	529/37	529/47	530/3	530/7	--
118	DN KOBL-MLD	529/42	KOBL/TSS	PTFE	530/10	530/2	529/14	529/40	--
119	UP TATA-HLD	251/18	TATA/SP	PTFE	251/10	251/14	251/17	252/1	252/8
120	DN HLD-TATA	251/18	TATA/SP	PTFE	252/12	252/5	252/1	251/17	251/12

Permanent restriction of OHE department

SI No.	Section or Station	Kilometer		Restricted Speed KM	Brief Reason.
		From	To		
1	UP ASB-GVDP	236/19	236/23	Open DJ and close DJ	PTFE type N/Section.
2	DN GVDP-ASB	236/24	236/20	do	do
3	ASB-GVDP 3rd	236/26A	237/2A	do	do
4	GVDP-SLJR UP	245/21	245/23	do	do
5	SLJR-GVDP DN	245/24	245/20	do	do
6	JCP-ASB(Link line)	TCY/17	TCY/15	do	Section insulator type N/Section
7	BRBS-SNY UP	274/7	274/11	do	PTEF type N/Section
8	SNY-BRBS DN	274/4/1	274/2	do	do
9	GMH-SNY 3rd Line	274/19A	274/25A	do	do
10	KND-SNY UP	274/29A	274/33A	do	do
11	SNY-KND DN	401/S30/1	401/S28	do	do
12	RKSN-BRM UP	292/29/1	292/33	do	do
13	BRM-RKSN DN	293/2	292/30/1	do	do
14	3rd ilne RKSN-BRM	293/5A	293/9A	do	do
15	BRM-CKP UP	309/25	309/29	do	do
16	CKP-BRM DN	309/30	309/26	do	do
17	BRM-CKP 3rd Line	309/31A	309/35A	do	do
18	SWR-TUX UP	334/9	334/13	do	do
19	TUX-SWR DN	334/14	334/10	do	do
20	SWR-TUX 3rd Line	335/7A	335/13A	do	do
21	GOL-MXW UP line	349/15	349/19	do	do
22	GOL-MXW DN line	349/16	349/20	do	do
23	GOL-MXW 3rd line	349/21A	349/17A	do	do
24	MOU-JRA UP	375/1	375/5	do	do
25	JRA-MOU-DN	375/6	375/2	do	do
26	MOU-JRA 3rd line	375/5A	375/9A	do	do
27	BUL-BZR UP	393/7	393/11	do	do
28	BZR-BUL DN	393/12	393/8	do	do
29	BUL-BZR 3rd Line	393/11A	339/15A	do	do
30	BZR-BNDM UP	401/5	401/9	do	do
31	BNDM-BZR DN	401/28	401/24	do	do
32	BNDM-BZR 3rd line	400/9A	400/13A	do	do
33	PPO-KLG UP	424/1	424/5	do	do
34	KLG-PPO DN	424/6	424/2	do	do
35	KLG-PPO 3RD	424/4A	424/12A	do	do
36	KXN-GP UP	441/13	441/17	do	do
37	GP-KXN DN	441/22	441/18	do	do
38	KXN-GP 3rd line	441/24A	441/26A	do	do
39	SOGR-GPH UP	459/31	459/35	do	do
40	GPH-SOGR DN	459/36	459/32	do	do
41	GPH-SOGR 3RD	459/32A	459/34A/1	do	do
42	TGM-BMB UP	475/21	475/25	do	do
43	BMB-TGM DN	475/26	475/22	do	do
44	TGM-BMB 3rd Line	476/2A/1	475/26A	do	do
45	DTV-JSG UP	508/25	509/1	do	do
46	JSG-DTV-DN	509/2	508/26	do	do
47	MLD-DTV S/L	508/40A	508/44A	do	do
48	GMH-BIRP UP	262/G6	262/G8	do	do
49	BRIP-GMH DN	262/D6	262/D4	do	do
50	MIK-KZU UP	383/S33	384/S3	do	do

SI No.	Section or Station	Kilometer		Restricted Speed KM	Brief Reason.
		From	To		
51	KZU-MIK DN	384/S22A	384/S20	do	do
52	RKSN-PRSL UP	295/3	295/7	do	do
53	PRSL-PKSN DN	293/2	292/30/1	do	do
54	BRM-PRSL S/L	BYP/00/20	BYP/00/23	do	Section insulator type N/Section
55	RKSN-PRSL 3rd LINE	295/1A	295/5A	do	PTEF type N/Section
56	UP PRSL-CBSA	309/9	309/13	do	do
57	DN CBSA-PRSL	309/10	309/14	do	do
58	3rd line CBSA-PRSL	309/9A	309/13A	do	do
59	UP JNK-TABU	331/27	331/31	Open DJ and Close DJ	PTEF type N/Section
60	DN TABU-JNK	331/32	331/28	do	do
61	3rd TABU-JNK	331/33A	331/37A	do	do
62	KNPS-MLKA UP	347/15	347/19	do	do
63	MLKA-KNPS DN	374/20	374/16	do	do
64	KNPS-MLKA 3rd	347/17A	347/21A	do	do
65	DPS-PDPH-UP	368/27	368/31	do	Section insulator type N/Section
66	PDPH-DPS DN	368/30	368/26	do	do
67	New DPS-PDPH UP	369/35A	370/3A	do	do
68	New PDPH-DPS DN	370/4A	369/36A	do	do
69	BJMD-GX UP	389/15G	389/19G	do	do
70	BJMD-BBN UP	389/33	390/1	do	do
71	BBN-BJMD DN	389/36	389/30	do	do
72	PDPH-NOMD UP	372/1	372/5	do	do
73	NOMD-PDPH DN	372/4	371/40	do	do
74	NXN-ORGA	559/10	559/4	do	PTEF type N/Section
75	ORGA-NXN	559/9	559/13	do	do
76	BNDM-A/C-DMF	409/24	409/28	do	do
77	DMF- LINK/C	409/27	409/23	do	do
78	Link/B-BGKA	575/15	575/19	do	do
79	BGKA-Link/B	575/20	575/24	do	do
80	LINKL/C-BGKA	575/20	575/24	do	do
81	CPE-CJQ DN line	436/4	436/2	do	do
82	CJQ-CPE UP line	435/51	436/5	do	do
83	PSJ-BUF UP	450/29	450/33	do	do
84	BUF-PSJ DN	451/6	451/2	do	do
85	BUF-ROXY S/L	462/13	462/16	Electric Engine stop and lower the pantograph when signal is in danger.	To avoid bridging of IOL in front of ROXY/SSP
86	MLC/B-MLD	7/18	7/22	Open DJ and Close DJ	PTEF type N/Section
87	MLD-KOBL	19/19	19/23	do	do
88	TATA-HLD S/L	251/17	252/1	do	do

LIST OF SECTIONWISE SP, SSP & TSS

Sr. No	Station	Type of post	Location
1	Asanboni	SP	235.02
2	Bangurkela	SP	574/861
3	Bimalgarh	SP	452.349
4	Birajpur	SP	265.30
5	Bondamunda	SP	402.671
6	Dhutra	SP	508.900
7	Garposh	SP	457.800
8	Jhinkpani	SP	328.50
9	Kalunga	SP	425.670
10	Malidihi	SP	518.845
11	Manoharpur	SP	373.710
12	Padapahar	SP	368.849
13	Sini	SP	275.265
14	Sonua	SP	333.609
15	Tatanagar	SP	251.91
16	AAPL/KND	SSP	390/S3
17	Adityapur	SSP	254.76
18	Aunlajhari	SSP	304.44
19	Bagdehi	SSP	492.362
20	Bahalda Road	SSP	292.79
21	Barajamda	SSP	387.309
22	Baramaboo	SSP	300.458
23	Barbil	SSP	398.68
24	Barpali	SSP	551.704
25	Birbans	SSP	269.44
26	Bolani Khadan	SSP	403.599
27	Chhanua	SSP	330.1
28	Dangoaposi	SSP	365.971
29	Deojhar	SSP	387.8
30	Dharuadihi	SSP	486.467
31	Dumetra	SSP	412.243
32	Gamharia	SSP	261.177
33	Garposh	SSP	462.050
34	Govindaour	SSP	242.93
35	Haludpukur	SSP	271.973
36	J/Cabin/BNDM	SSP	407.32
37	Jamkundia	SSP	379.8
38	Jaraikela	SSP	382.478
39	Jaruli	SSP	408.575
40	Jharsuguda	SSP	511.400
41	Joda	SSP	TS1/02-03
42	Kandra	SSP	391.511
43	Kansbahal	SSP	434.161
44	Karampada	SSP	487.710
45	Kuarmunda	SSP	427.90
46	Kuldiha	SSP	323.9
47	Kunki	SSP	388.05

Sr. No	Station	Type of post	Location
48	Laikera	SSP	543.35
49	Lathikata	SSP	422/43
50	Lotapahar	SSP	323.201
51	M/YARD	SSP	1.61
52	Mahalimarup	SSP	282.601
53	Maluka	SSP	354.655
54	Manoharpur	SSP	373.710
55	Murgamahadev	SSP	390.541
56	NCCY	SSP	5.61
57	Noamundi	SSP	375.020
58	Padapahar	SSP	371.75
59	Pandrasali	SSP	304.198
60	Panposh	SSP	417/22A
61	Patasahi	SSP	444/23-25
62	Posoita	SSP	361.084
63	Rangra	SSP	473.6
64	Rashmi Siding	SSP	391/5-7
65	DSPL	SSP	388.769
66	Rourkela	SSP	413.980
67	Sonakhan	SSP	450.859
68	Roxy	SSP	462.99
69	Rungta siding	SSP	411/5-6
70	Singhopokharia	SSP	320.18
71	Tatanagar	SSP	250.156
72	Talaburu	SSP	339.054
73	Tunia	SSP	339.77
74	TWS	SSP	252.28
75	UTCL/Dhutra	SSP	505.445
76	Bamra	TSS	476.000
77	Banspani	TSS	399.3
78	Barajamda	TSS	387.309
79	Bhalulata	TSS	392.00
80	Bimlagarh	TSS	453.50
81	Chaibasa	TSS	311.46
82	Chakradharpur	TSS	310.030
83	Chandiposh	TSS	437.80
84	Goikera	TSS	346.947
85	Kechobahal	TSS	530.285
86	Kendposi	TSS	346.350
87	Manikui	TSS	384.221
88	Nuagaon	TSS	560.895
89	Rairangpur	TSS	312.135
90	Rajgangpur	TSS	442.182
91	Rajkharwan	TSS	292.300
92	RSP (in RSP premises)	TSS	7.86
93	Salagajhari	TSS	246.744

JURISDICTION OF Sr.DEN/DEN/ADEN/PWI WITH HQ STATION					
SI No.	Designation	KM		Section	HQ/Station
		From	To		
1	Sr.DEN/East	233.88	295/94	ASB-SLJR-TATA-BRM-SNY-CNI	CKP
		377.932	391.66	CNI-SNY	
		260.66	270.33	GHM-LND	
		250.886	340.347	TATA-BMPR	
2	Sr.DEN/South	294/4	402/0	RKSN-GX	CKP
		371/619	422/133	PDPH-JRLI	
		388/66	404/66	BJMD-BYX	
3	DEN/West	403/45	515/20	A/Cab-JSG	CKP
		413.5	440	ROU-BRMP	
		556.8	580.33	BNDM-NXN	
		510.696	559.764	JSG-Sardega	
4	DEN/Central	333/34	403/150	SWR-BNDM-A/Cab	CKP
		407/18	475/0	BNDM-BXF	
		433/20	494/0	BUF-KRBU	
		CKP Settlement and All		Full Section	CKP
		GR/BR			
		295/94	333/33		
5	AEN-I-TATA	233.88	251/03	ASB-SLJR-ADTP	TATA
		250/886	314/347	TATA-BMPR	
6	AEN-II-TATA	251/080	295/940	TATA-BRM	TATA
		260.66	270.33	GMH-KND	
		377.932	391.66	SNY-CNI	
7	AEN/West/CKP	333.33	403.45	SWR-BNDM-A/Cab	CKP
8	AEN/ROU	403.45	417.75	BNDM Yd	ROU
		413.5	440	ROU-BRMP	
9	AEN/JSG	417.75	515.28	PPO-JSG-IB	JSG
		510.696	559.764	JSG-Sardega	
10	AEN/CBSA	292.4	372.78	RKSN-PDPH	CBSA
11	AEN/DPS	372.78	415.431	PDPH-NYG	DPS
		372.78	404.795	PDPH-BJMD-BYX	
		388.234	397.37	BJMD-GX	
12	AEN/BNDM	407.8	475	BNDM-BXF	BNDM
		453.2	494	BUF-KRBU	
13	AEN/Sett/CKP	Settlement		CKP(Settlement)	CKP
		295.94	333.33	RKSN-SWR	
14	PWI/TATA	233.88	251.08(M/L)	RHE-SLJR-ADTP	TATA
15	PWI/ADTP	251.08	267.250(M/L)	TATA-SNY	ADTP
		260.66	270.33	GMH-KND	
		377.932	391.66	CNI-SNY	

JURISDICTION OF Sr.DEN/DEN/ADEN/PWI WITH HQ STATION					
SI No.	Designation	KM		Section	HQ/Station
		From	To		
16	PWI/SNY	267.25	295.940(M/L)	GMH-BRM	SNY
		391.66	403	SNY-KND	
17	PWI/CKP	295.94	333.335(M/L)	RKSN-SWR	CKP
18	PWI/MOU	333.335	370.000(M/L)	SWR-MOU	MOU
19	PWI/-II-BNDM	373	403.150(M/L)	MOU-A Cabin	BNDM
20	PWI/ROU	403.15	417.750(M/L)	A Cabin-PPO	ROU
		413.55	440.000(S/L)	ROU-BRMP	
21	PWI/GP	417.75	473.070(M/L)	PPO-BMB	GP
22	PWI/JSG	473.07	515.200(M/L)	BMB-JSG	JSG
		510.696	559.764(S/L)	JSG-Sardega	
23	PWI/BDO	250.88	314.347	TATA-GUMI	BDO
		304.649	339.209	OND-BMPR	
24	PWI/CBSA	292.4	339.632	RKSN-KNPS	CBSA
25	PWI/DPS	339.632	372.87	KNPS-PDPH	DPS
26	PWI/BSPX	372.87	415.431	PDPH-NYG	
27	PWI/BJMD	372.87	388.566	PDPH-BJMD	BJMD
		388.66	397	BJMD-GX	
		388.66	404.65	BJMD-BYX	
28	PWI/-I-BNDM	556.48	580.33	BNDM Yd-ORGA	BNDM
29	PWI/DMF	407.8	475	BNDM-BXF	DMF
30	PWI/BUF	453.2	494	BUF-KRBU	BUF

***Do not think it is safe,
Make sure its safe.***

MODULAR MATCHING BEATS OF SUPERVISORS

Sl. No.	Section	Limits in kms	Engineering	Signal	Operating	Commercial	Personnel	Mechanical
1	ASB – ADTP	235-251.080	SSE(P-Way)/ TATA	SSE (Sig)/ TATA	CDTI / TATA	CCI / TATA	PI / TATA	CLI/ TATA
2	TATA - SNY	251.080-267.250	SSE(P-Way) /ADTP	SSE (Sig)/ SNY, TATA	DTI / ADTP	CCI / TATA	PI / TATA	CLI/ ADTP
3	GMH - KND	260.660-270.330	SSE(P-Way)/ ADTP	SSE (Sig)/ TATA, SNY	DTI / ADTP	CCI / TATA	PI / TATA	CLI/ ADTP
4	CNI - SNY	377.932-391.660	SSE(P-Way) / ADTP	SSE (Sig) / SNY	DTI / ADTP	CCI / TATA	PI / TATA	CLI/ADTP
5	GMH - BRM	267.250-295.940	SSE(P-Way) / SNY	SSE (Sig)/ SNY, TATA	DTI / ADTP	CCI / CKP,TATA	PI / TATA	CLI/ TATA
6	SNY - KND	391.660-403.00	SSE(P-Way)/ SNY	SSE (Sig)/ SNY	DTI / ADTP	CCI / TATA	PI / TATA	CLI/TATA,CKP
7	RKSN - SWR	295.940-333.305	SSE(P-Way)/ CKP	SSE (Sig) / CKP, SNY	DTI / CKP & CKP	CCI / CKP	PI / CKP	CLI/ CKP
8	SWR - MOU	333.305-373.000	SSE(P-Way) / MOU	SSE (Sig) / CKP	DTI / CKP	CCI / CKP	PI / CKP	CLI/ CKP
9	MOU- 'A' Cabin	373.000-403.150	SSE2(P-Way)/BNDM	SSE (Sig)/ CKP, BNDM	DTI / CKP & BNDM	CCI / CKP, ROU	PI / CKP	CLI/BNDM
10	'A' Cabin –PPO	403.150-417.750	SSE(P-Way) / ROU	SSE (Sig)/ BNDM	CDTI / ROU & BNDM	CCI / ROU	PI / ROU	CLI / ROU
11	ROU - BRMP (S/L)	413.500—440.00	SSE(P-Way)/ ROU	SSE (Sig)/ ROU	CDTI / ROU	CCI / BNDM, JSG	PI / ROU	CLI/ ROU, BNDM
12	PPO - TGM	417.750-473.012	SSE(P-Way)/GP	SSE (Sig)/ JSG	CDTI / ROU & JSG	CCI / JSG, ROU	PI / ROU	CLI/ ROU, BNDM
13	TGM - JSG	473.012-515.110	SSE(P-Way)/ JSG	SSE (Sig)/ JSG	DTI / JSG	CCI / JSG	PI / ROU	CLI/ JSG
14	TATA - GUMI	250.886-314.347	SSE(P-Way)/ BDO	SSE (Sig)/ TATA	CDTI / TATA	CCI /TATA	PI / TATA	CLI/ TATA
15	OND - BMPR	304.649-339.209	SSE(P-Way)/ BDO	SSE (Sig)/ TATA	CDTI / TATA	CCI /TATA	PI / TATA	CLI/ TATA
16	RKSN - KNPS	292.400-339.632	SSE(P-Way) / CBSA	SSE (Sig)/ DPS	DTI / CBSA	CCI / TATA, DPS	PI / CKP	CLI / DPS
17	KNPS - PDPH	339.632-372.870	SSE(P-Way) / DPS	SSE (Sig)/ DPS	DTI /CBSA & DPS	CCI /DPS	PI / CKP	CLI / DPS
18	PDPH - BSPX	372.870-399.103	SSE(P-Way)/ BSPX	SSE (Sig)/ DPS	DTI / BSPX	CCI /DPS	PI / DPS	CLI / DPS
19	PDPH - BJMD	372.870-388.566	SSE(P-Way)/ BJMD	SSE (Sig)/ DPS	DTI / BBN	CCI /DPS	PI / DPS	CLI / DPS
20	BJMD - GX	388.566-397.00	SSE(P-Way)/ BJMD	SSE (Sig)/ DPS	DTI / BBN	CCI /DPS	PI / DPS	CLI/ DPS
21	BJMD - BYX	388.566—404.650	SSE(P-Way)/ BJMD	SSE (Sig)/ DPS	DTI / BBN	CCI /DPS	PI / DPS	CLI/ DPS
22	BNDM - NXN	580.440-556.580	SSE(P-Way)/1/ BNDM	SSE (Sig)/ BNDM	DTI / BNDM	CCI /BNDM	PI / BNDM	CLI/ BNDM
23	BNDM - BXF	407.336-475.00	SSE(P-Way)/ DMF	SSE (Sig)/ BNDM	DTI / BNDM	CCI /BNDM	PI / BNDM	CLI/ BNDM
24	BUF - KRBU	453.200—494.00	SSE(P-Way)/ BUF	SSE (Sig)/ BNDM	DTI / BNDM	CCI /BNDM	PI / BNDM	CLI/ BNDM

LIST OF EMERGENCY SOCKETS IN CKP DIVISION

S.N.	Section	S.N.	Section	S.N.	Section	S.N.	Section	S.N.	Section
<u>ASB - SLJR (E)</u>		<u>GMH - SNY (contd.)</u>		<u>BRM - CKP</u>		<u>KND - KZU</u>		<u>SWR - TUX</u>	
1	233/13-15	8	267/17-19	1	302/3A-5A	1	390/S2	1	333/16-18
2	233/27-29	9	267/27-268/1	2	303/1A-302/39A	2	389/S2	2	334/14-16
3	235/13-15	10	268/25-27	3	303/3A-304/1A	3	388/S14-16	3	335/14-16
4	236/5-7	11	269/25-27	4	304/35A-37A	<u>KZU-MIK</u>		4	336/16-18
5	237/13-15	12	270/23-25	5	305/33A-35A	1	386/S16-S18	5	337/14-16
6	238/17-19	13	271/17-19	6	306/29A-31A	2	385/S16-S14	<u>TUX - GOL</u>	
5	240/13-15	14	272/13-15	7	307/27A-29A	3	384/S24-S26	1	338/17-19
78	241/25-27	15	273/5-7	8	308/27-29A	4	383/S2-S4	2	339/16-18
9	242/26A-28B	16	274/7-9	9	309/23A-25A	<u>MIK-CNI</u>		3	340/16-18
10	243/5-7	17	275/9A-11A	10	310/16-18	1	382/S16-18	4	341/16-18
<u>SLJR (E)-SLJR (W)</u>		18	275/25-27	<u>GMH - BIRP</u>		2	381/S26-28	5	342/20-22
1	244/19-21	<u>SINI-MMV</u>		1	260/33-261/1	3	381/S2-S4	6	343/20-22
2	245/7-9	1	277/9-11	2	261/D15-D16	4	380/S2-S4	7	344/18-20
<u>SLJR (W)-TATA</u>		2	278/7-9	3	262/D8-G8	5	379/S6-S8	<u>GOL - MXW</u>	
1	246/13-15	3	278/25-27	4	263/D6-D7	6	378/S18-S20	1	346/9A-11A
2	246/33	4	280/9-11	5	264/D6-D7	7	377/S18-S20	2	347/5A-7A
3	247/27-29	5	281/3-5	<u>BIRP-KND</u>		<u>CKP - LPH</u>		3	348/3A-5A
<u>TATA - ADTP</u>		6	282/1-3	1	266/D1-D2	1	312/15	4	349/5A
1	249/31B-29	7	282/18-20	2	266/D 16-267/D 1	2	313/17A	5	349/35A
2	250/8-10	8	282/33-283/1	3	268/D1-D2	3	314/9A	<u>MXW - PST</u>	
3	251/3-5	<u>MMV - RKSNI</u>		4	268/D24-269/D 1	4	315/9A	1	351/12-14
4	251/28-30	1	284/7-9	<u>SINI-KND</u>		5	316/7A	2	35125A
5	252/10-12	2	285/15-17	1	275/4A-6A	6	317/9A	3	351/21A
6	252/23-25	3	286/9-11	2	401/S16-S18	7	318/7A	4	352/1A
7	253/23-25	4	287/7-9	3	400/S10-S12	8	319/7A	5	352/5A
<u>ADTP-GMH</u>		5	288/5-7	4	399/S10-S12	9	320/1A	6	352/19
1	254/23-25	6	289/3-5	5	398/S14-S16	10	321/2-4	7	353/5A
2	255/23-25	7	290/1-3	6	397/S14-S16	<u>LPH - SWR</u>		8	353/37A
3	256/19-21	8	291/5-7	7	396/S18-S20	1	322/4-6	9	354/29A
4	257/17-19	<u>RKSNI- BRM</u>		8	395/S20-S22	2	323/6	10	355/25A
5	258/11-13	1	292/27-29	9	394/S22-S24	3	324/13A	11	356/21A
6	259/15-17	2	293/9	10	393/S20-S22	4	325/9A	12	357/19B
<u>GMH - SINI</u>		3	293/19-21	11	392/S22-S24	5	326/1-3A	13	358/15A
1	260/19-21	4	294/11A-13A	12	391/S26-S28	6	327/7-9A	14	359/8
2	261/4-6	5	295/9A-11A	13	391/S19-S21 (SSP)	7	328/6A	15	360/6
3	262/1-3	6	296/13A-15A			8	329/7-9A	16	361/4
4	262/27-263/1	7	297/5A-7A			9	330/7-9A	<u>PST - MOU</u>	
5	263/27-264/1	8	298/5A-7A			10	331/7A	1	36

S.N.	Section	S.N.	Section	S.N.	Section	S.N.	Section		
<u>PST - MOU contd.</u>		<u>BNDM 'A' - 'D' (contd.)</u>		<u>KXN - GP (contd.)</u>		<u>TGM - BMB contd.</u>		S.N.	Section
5	366/26-28	3	405/24-26	4	437/3-5	4	472/28A-30A	<u>DTV - JSG contd.</u>	
6	367/28-30	4	407/2-4	5	438/5-7	5	473/30A-474/2A	4	508/27-509/1
7	368/24-26	5	408/2-3	6	439/3-5	6	475/2A-475/2A/1	5	509/27-510/1
8	369/20-22	6	409/10-12	7	440/1-3	7	476/2A-476/2A/1	6	510/25-27
9	370/28-30	<u>ROU-BNDM - 'A' Cabin DN Line</u>		8	441/3-5	8	476/27-477/1	7	511/44-512/2
10	371/24-26	1	403/20-22S	9	442/1-3	9	477/11-13(TSS)	8	512/36-513/2
<u>MOU - JRA</u>		2	404/20-22S	<u>GP - SXN</u>		<u>BMB-DIH</u>		<u>BNDM(A Cab) - DMF</u>	
1	373/37A-39A	3	405/24-26S	1	443/30-32	1	477/35-478/1	1	407/12
2	375/1A-3A	4	406/14-16	2	444/14-16	2	478/29-479/1	2	408/6-8
3	376/15A-17A	5	407/14-16S	3	445/10-12	3	479/27-480/1	3	409/6-8
4	377/13A-15A	6	408/18-20S	4	446/21-23	4	480/29-481/1	4	410/2-4
5	378/19A-21A	7	409/20-22S	5	447/21-23	5	481/29-482/1	5	410/38-40
6	379/11A-13A	8	410/10-12S	6	448/11-13	6	483/1-3	6	411/23-25
7	380/9A-11A	9	411/10-12S	7	449/7-9	7	483/29-484/1	7	412/8-10
8	381/21A-23A	<u>ROU-PPO</u>		<u>SXN - SOGR</u>		8	485/1-3	<u>DMF - LTK</u>	
9	382/19A-21A	1	413/30-32	1	451/1-3	9	486/1	1	413/12-14
10	382/39A-41A	2	415/6B-6B/1	2	451/29-452/1	10	486/29-487/1	2	414/24-26
11	383/24A-26A	3	415/16B-17B	3	452/27-453/1	<u>DIH - BEH</u>		3	415/18-20
<u>JRA - BUL</u>		4	416/15B-16B	4	454/1-3	1	487/31-488/1	4	416/22-24
1	384/30-385/2	5	416/15B-16B	5	454/25-27	2	489/5-7	5	417/28-30
2	386/1A-3A	<u>PPO - KLG</u>		6	455/29-456/1	3	489/27-490/1	6	418/24-26
3	386/43A-387/1A	1	417/22A-24A	<u>SOGR - GPH</u>		4	491/1	7	419/38-40
4	387/31A-33A	2	419/20-22	1	457/2-4	5	491/29-492/1	8	420/24-26
5	388/37A-39A	3	420/33-421/1	2	457/26-28	6	492/9-11	9	421/22-26
6	389/27A-29A	4	421/27-422/1	3	458/26-28	<u>BEH - DTV</u>		<u>LTK - CJO</u>	
7	390/37A-39A	5	422/16-18	4	459/36-460/2	1	494/5-7	1	423/1-3 (SSP)
8	391/1010-1012	6	423/16-18	5	460/31-33	2	494/41-495/1	2	423/12-14
<u>BUL - BZR</u>		7	424/14-16	6	460/33-461/1	3	495/31-496/1	3	424/8-10
1	392/20-22	8	425/18-20			4	496/25-497/1	4	425/6-8
2	393/21A-23A			<u>GPH - TGM</u>		5	497/34-498/2	5	426/8-10
3	394/19A-21A	<u>KLG - KXN</u>		1	462/4-6	6	498/35-499/1	6	427/6-8
4	395/19A-21A	1	426/35-427/1	2	462/28-463/2	7	500/1-3	7	428/6-8
5	396/19A-21A	2	427/27-428/1	3	463/28-464/2	8	500/27-501/1	8	428/24-26
6	397/19A-21A	3	428/29-429/1	4	464/30-465/2	9	501/29-502/1	9	429/30-32
<u>BZR - BNDM-'A'</u>		4	429/27-430/1	5	465/28-466/2	10	502/27-503/1	10	430/27-29
1	400/4-6	5	430/27-431/1	6	466/28-467/2	11	503/29-504/1	11	431/18-24
2	401/2-4	6	431/29-432/1	<u>TGM - BMB</u>		12	504/27-505/1	<u>CJO - CPE</u>	
3	402/2-4	7	432/29-433/1	1	469/28B-469/30B	<u>DTV - JSG</u>		1	432/38-40
4	402/22-24	<u>KXN - GP</u>		2	470/27-471/1	1	505/31-506/1	2	433/13-15
<u>BNDM 'A' - 'D'</u>		1	434/5-7	3	471/14-16	2	506/31-507/1	3	434/7-9
1	403/24-26	2	434/31-435/1			3	507/27-508/1	4	435/12-14
2	404/22-24	3	435/27-436/1					5	436/11-13

S.N.	Section	S.N.	Section	S.N.	Section	S.N.	Section	S.N.	Section
<u>CPE - PSJ</u>		<u>BUF - ROXY contd.</u>		<u>BNDM(A/Cab)-BGKA</u>		<u>CBSA-SIPA</u>		<u>PDPH-NOMD</u>	
1	437/32-34	4	457/15-16	1	580/1	1	312/16-18	1	371/35-37
2	439/4-6	5	458/12-13	2	577/6	2	313/6-8	2	372/40-42
3	439/44	6	459/10-11	3	576/5-6	3	314/16-18	3	373/14A-14
4	440/46-48	7	460/11-12	4	575/5-6	4	315/18-20	<u>NOMD-BJMD</u>	
5	441/42-44	8	461/8-9	5	574/6-7	5	316/2-4 (IB)	1	374/32-34
6	442/13-14	9	462/9-10	<u>BGKA - NXN</u>		6	317/10-12	2	375/32-34
7	443/12-13	10	463/5	1	572/9-10	7	318/6-8	3	376/21-23
8	444/6-8 (SSP)	<u>ROXY- RGZ</u>		2	572/5	<u>SIPA-JNK</u>		4	377/20-22
<u>PSJ - BUF</u>		1	464/11-12	3	571/9	1	319/1-3	5	378/28-30
1	446/4-6	2	465/10	4	570/5-6	2	319/32-34	6	379/14-16
2	447/8-10	3	466/13-14	5	569/9-10	3	320/24-26	7	380/12-14
3	448/4-6	4	467/10-11	6	568/9-10	4	321/16-18	8	381/14-16 (IB)
4	449/2-4	5	468/7	7	567/9-10	5	322/16-18	9	382/9-11
5	450/2	6	469/5-6	8	566/10	6	323/8-10 (IB)	10	383/19-21
6	450/32-34	7	470/6-7	9	565/11-12	7	324/4-6	11	383/37-39
7	451/36-38	8	471/4-5	10	564/13-14	8	325/4-6	12	385/5-7
<u>BUF - BXF</u>		9	471/23-24	11	563/12-13	9	325/18-20	13	386/21-23
1	453/19	10	472/17-18	12	562/12-13	10	326/26-28	14	387/13-15
2	454/7-8	<u>RGZ- TPDH</u>		13	561/15	11	327/14-16	<u>BJMD-BBN</u>	
3	455/11-12	1	474/7-8	14	560/2	<u>JNK-TABU</u>		1	389/2-4
4	456/12-13	2	475/5-6	<u>RKSN - PRSL</u>		1	328/10-12	2	390/2-4
5	457/7-8	3	476/4-5	1	292/13-15 (J/L)	2	329/14-16	3	390/46-391/2
6	458/3-4	4	477/5-6	2	293/1A-292/45	3	330/6-8	4	391/34-392/2
7	459/3-4	5	478/4-5	3	294/1A-293/39A	4	331/4-6	5	392/36-38
8	460/2-3	6	479/23-24	4	294/17-19	5	332/20-22 (IB)	6	393/30-32
9	461/5-6	7	479/22-23	5	295/15-17	6	333/10-12	7	394/34-36
10	462/3-4	8	481/1-2	6	296/14-16	7	334/6-8	8	395/13-15
11	463/1-2	<u>TPDH - KMPD</u>		7	297/12-14	8	335/6-8	9	396/12-14
12	463/30-464/1	1	482/9	8	298/12-14	9	336/22-24	10	397/8-10
13	464/28-29	2	483/24-25	9	298/26-28	<u>TABU - KNPS</u>		<u>BBN-BYX</u>	
14	465/15-16	3	484/27-28	10	299/26-28	1	338/32-34	1	398/9-10
15	466/17-18	4	485/24-25	11	300/26-28	2	339/20-22	2	399/7-8
16	467/27-28	5	486/13-14	12	301/20-22	3	340/18-20	3	400/5-6
17	468/19-20	6	487/8-9	13	302/22-24	4	341/18-20 (IB)	4	401/1-2
18	469/11-12	<u>KMPD - KRBU</u>		<u>PRSL - CBSA</u>		5	342/10-12	5	401/22-23
19	470/3-4	1	488/2-3	1	304/4-6 (SSP)	6	343/10-12	6	402/23-24
20	471/3	2	488/10-11	2	305/4-6	7	344/16-18	<u>PDPH-JKDA</u>	
21	472/4-5	3	489/10-11	3	306/10-12	8	345/6-8	1	371/35B
22	473/1-2	4	490/8-9	4	307/5-7	<u>DPS-PDPH</u>		2	372/35B
<u>BUF - ROXY</u>		5	491/11	5	307/18-20 (IB)	1	367/13-15	3	373/21B
1	454/15-16	6	492/9-10	6	308/10-12	2	367/29A-31A	4	375/20B-18B
2	455/14-15			7	309/12-14	3	368/27A-29A	5	376/22B-20B
3	456/13-14			8	310/10-12	4	369/29A-31A	6	377/12B-10B
				9	311/2-4	5	370/25A-27A	7	378/6B-4B
								8	379/6B-4B

S.N.	Section			S.N.	Section			S.N.	Section
JKDA-DJHR		TATA-HLD		RRP-KIJ		KRMD-BRMP		BJMD-GX	
1	380/14B-16B	1	251/8-9	1	314/9-10(OFC)	6	434/1B-2B	1	389/18G-19G
2	381/20B-22B	2	254/3	2	314/15-16	7	435/1B-2B	2	391/24G-392/1G
3	382/26B-28B	3	256/16-17	3	315/6-7	8	436/3B-4B	3	393/13G-14G
4	383/24B-26B	4	258/2-3	4	315/12-13	9	436/21B-437/1B	4	395/8G-9G
5	384/19B-21B	5	260/13-14	5	316/15-16	10	437/15B-16B	JRLI-JRLI A	
6	385/13B-15B	6	263/7-8	6	317/1-2(OFC)	11	438/18B-439/1B	1	409/24-26
7	386/13B-15B	7	265/17-266/1	7	317/14-15	KNPS-MLKA		2	409/41-43
DJHR-MMVR		8	268/7-8	8	318/15-16	1	347/3A-5A	3	410/41-43
1	388/16B-18B	HLD-BDO		9	319/9-10(OFC)	2	348/1-3	JRLI A-NYG	
2	389/13B-15B	1	273/8-9	10	319/12-13	3	348/31A-349/1A	1	413/9-11
3	389/39B-41B	2	276/8-9	11	320/13-14	4	350/1A-3A	2	414/7-9
MMVR-BSPX		3	279/3	12	321/12-13	5	350/27-351/1	3	413/23-25
1	391/28B-30B	4	281/16-282/1	KIJ-BMPR		6	351/35A-37A		
2	392/16B-18B	5	284/14-15	1	323/17-18	7	352/23A-25A		
3	393/16B-18B	6	287/13-14	2	326/11-12	8	354/1A-3A		
4	393/42B-44B	7	289/16-17	3	329/4-5	9	354/25A-27A		
5	394/48B-395/2B	BDO-OND		4	331/18-332/1	10	355/27A-29A		
6	395/45B-396/1B	1	294/1-2	5	334/7-8	MLKA-DPS			
7	396/43B-397/1B	2	296/12-13	6	335/25-26	1	357/1A		
8	397/31B-33B	3	299/6-7	PPO-KRMD		2	357/19A-21A		
BSPX-JRLI		4	301/20	1	420/14B-15B	3	358/17A-19A		
1	400/45-47	OND-GUMI		2	423/13B-14B	4	359/13A-15A		
2	401/44-46	1	307/02G-03G	3	425/6B-7B	5	360/21A-23A		
3	402/20-22	2	309/19G-310/1G	KRMD-BRMP		6	361/21A-23A		
4	403/12-14	3	312/13G-14G	1	429/15B-16B	7	362/17A-19A		
5	404/8-10	OND-RRP		2	430/13B-14B	8	363/23A-25A		
6	405/72-74	1	306/17-18	3	431/11B-12B	9	364/33A-35A		
7	407/3-5	2	308/15-309/1	4	432/3B-4B	10	365/19-21		
8	JRR/1006-1008	3	311/7-8	5	433/3B-4B				

**Safety is a
State of Mind -
Accident are an Absence
of Mind**

List of unmmanned/manned LCs with class as 18.12.2024							
Sl. No.	Block section	LC No.	Location	Class	Engg/ Traffic	TVU	Date of census
Salgajhori - Tatanagar - Jharsuguda section.							
1	RHE-ASB	133	233/13-15	B2	T	144465	01/2021
2	ASB-SLJR	136	239/19-21	SPL	E	144465	11/2021
3	ASB-SLJR	137	242/23-25	SPL	E	300374	11/2021
4	ASB-SLJR	138	245/07-09	SPL	E	402249	11/2021
5	SLJR-TATA	139	246/21-23	SPL	T	69454	11/2021
6	ADTP-GMH	144	258/05-07	C	E	92064	06/2021
7	GMH-SNY	147	262/07-09	C	E	110010	10/2021
8	GMH-SNY	148	263/05-07	A	E	62358	10/2021
9	SNY-MMV	159	283/05-07	C	T	337656	02/2022
10	CKP-LPH	172	314/09-11	B1	E	33169	07/2021
11	LPH-SWR	179	325/13-15	A	E	133811	07/2021
12	LPH-SWR	180	328/05-07	SPL	E	154239	07/2021
13	SWR-TUX	182	333/05-07	A	T	86570	07/2021
14	TUX-GOL	183	339/19-21	C	E	18850	09/2021
15	TUX-GOL	184	341/33-35	A	E	111124	08/2021
16	GOL Yard	185	345/25-27	B1	T	49192	08/2021
17	PST Yard	191	362/19-21	C	T	45174	08/2021
18	MOU Yard	193 A	373/21-23	SPL	T	186599	07/2021
19	MOU-JRA	197	382/13-15	C	E	5440	07/2021
20	JRA-BUL	200	389/01-03	SPL	E	86273	07/2021
21	BUL-BZR	204	395/01-03	C	E	3170	07/2021
22	BNDM-"A" Cab. Yard	207	402/23-25	SPL	T	361571	06/2021
23	BNDM A'CABIN-P'CABIN	BY2	403/14S-16S	C	E	50966	04/2021
24	BNDM D'CABIN-K'CABIN	208	407/28-408/02	B2	E	54708	04/2021
25	ROU - PPO	209	414/09-11	SPL	E	245129	04/2021
26	PPO-KLG	213	422/20-22	SPL	E	682748	03/2021
27	PPO-KLG	214	425/01-03	SPL	E	60960	03/2021
28	KLG Yard	215	425/33-35	SPL	T	532070	03/2021
29	KLG-KXN	216	428/17-19	A	E	27823	04/2021
30	KXN Yard	217	433/31-33	B2	T	59637	04/2021
31	KXN-GP	220	439/11-13	C	E	30744	04/2021
32	KXN-GP	221	440/29-441/01	C	E	21838	05/2021
33	GP Yard	222	442/13-15	SPL	T	495408	03/2021
34	GP-SXN	224	449/09-11	C	T	63359	03/2021
35	SOGR-GPH	228	458/01-03	C	E	16179	03/2021
36	GPH Yard	229	460/29-31	B2	T	81597	04/2021
37	GPH-TGM	231	464/23-25	B1	E	104850	04/2021
38	GPH-TGM	232	467/11-13	C	E	12375	04/2021
39	TGM-BMB	235	471/13-15	C	E	26612	05/2021
40	BMB Yard	239	477/01-03	A	T	174232	07/2021
41	BMB Yard	240	477/33-35	B2	T	151496	07/2021
42	DIH-BEH	247	488/05-07	B2	E	46632	07/2021
43	BEH Yard	249	492/27-29	C	T	41180	07/2021
44	BEH-DTV	250	495/09-11	B2	E	82012	07/2021
45	BEH-DTV	252	499/11-13	C	E	49416	07/2021
46	BEH-DTV	253	501/11-13	B1	E	83404	07/2021
47	DTV Yard	254	504/27-505/01	A	T	134328	07/2021
48	DTV-JSG	256	510/11-13	SPL	E	580696	07/2021
49	JSG Yard	257	515/02-04	C	T	50564	07/2021
50	JSG IB	258	515/01-03	C	T	104513	07/2021
51	JSG - JSGR	259	515/08-09	A	E	56601	07/2021

Sl. No.	Block section	LC No.	Location	Class	Engg/Traffic	TVU	Date of census
Gamharia-Kandra section							
52	GMH-BIRP	GK-1	261/G16-G17	C	E	24334	10/2021
53	GMH-BIRP	GK-2	262/G16-G17	C	E	42024	10/2021
54	GMH-BIRP	GK-3	264/G4-G5	A	E	56745	10/2021
55	BIRP-KND	GK-4	266/G10-G11	C	E	21715	10/2021
Bondamunda-Noagaon section							
56	DN.LINK LINE	HB-62	578/15-16	C	E	8480	11/2021
57	BNDM Yard	B-11	EN/44-45	C	E	16023	12/2021
58	ORGA-NXN	HB-53	560/06-07	C	T	57276	11/2021
59	NXN-BGKA	HB-58	569/03-04	C	E	19656	11/2021
60	NXN-BGKA	HB-59	571/01-02	C	E	7380	11/2021
Bondamunda-Rourkela-Birmitrapur section							
61	ROU - KRMD	RB-1	419/13B-14B	C	E	15324	09/2021
62	KRMD - BRMP	RB-6	439/12B-13B	C	T	1182	06/2021
63	KRMD - BRMP	RB-9	442/1B-2B	C	E	4674	08/2018
Bondamunda-Barsuan section							
64	LINK'C - DMF	RB-1	409/06-08	C	E	15238	08/2021
65	BNDM A'cabin - DMF	RB-2	410/38-40	C	E	8432	08/2021
66	BNDM A'cabin - DMF	RB-3	412/10-12	C	E	9896	09/2021
67	DMF Yard	RB-4	413/11-13	C	T	4480	09/2021
68	LTK Yard	RB-7	421/16-17	C	T	18623	09/2021
69	LTK-CJQ	RB-10	427/04-05	C	E	4716	08/2021
70	LTK-CJQ	RB-11	428/10-11	C	E	9869	08/2021
71	PSJ-BUF	RB-14	445/12-13	C	T	2826	08/2021
72	PSJ-BUF	RB-15	446/17-18	C	E	3408	08/2021
73	BUF-BXF	RB -22	470/08-09	SPL	E	62987	08/2021
74	BUF-BXF	RB-23	471/13-14	B2	E	22044	08/2021
75	BUF-BXF	RB-24	473/01-02	B2	T	26023	08/2021
Bimalgarh-Kiriburu section							
76	ROXY Yard	BK-2	462/21-22	SPL	E	142306	10/2021
77	ROXY-RGZ	BK-3	472/11-12	C	T	20673	10/2021
Rajkharswan-Barajamda section							
78	RKSN-PRSL	RBK-4	294/17-19	C	E	20229.31	11/2021
79	RKSN-PRSL	RBK-6	298/14-12	SPL	E	216084.41	11/2021
80	RKSN-PRSL	RBK-7	300/24-26	C	E	28975.5	11/2021
81	PRSL-CBSA	RBK-11	306/12-14	C	E	50754.31	11/2021
82	PRSL-CBSA	RBK-12	308/20-18	C	E	20809.48	11/2021
83	CBSA-SIPA	RBK-16	313/06-08	B1	E	79419.46	11/2021
84	CBSA-SIPA	RBK-18	318/12-10	C	E	512935	01/2021
85	SIPA-JNK	RBK-19	321/18-20	C	E	21859.3	11/2021
86	SIPA-JNK	RBK-20	323/20-22	C	E	21326.46	11/2021
87	SIPA-JNK	RBK-21	325/04-06	SPL	E	484846	01/2021
88	JNK-TABU	RBK-24	330/14-12	SPL	E	544942.24	11/2021
89	JNK-TABU	RBK-25	333/10-12	C	E	20505	11/2021
90	JNK-TABU	RBK-26	335/12-14	SPL	E	551246.29	11/2021
91	TABU-KNPS	RBK-30	339/36-38	SPL	E	532093	10/2021
92	JNK-ACC Siding	RBK-34	ACC Sdg.JNK	A	E	65473	11/2021
93	KNPS-MLKA	RBK-35	347/19-21	C	E	18919	10/2021
94	KNPS-MLKA	RBK-38	351/33-35	C	E	6945	10/2021
95	MLKA-DPS	RBK-41	358/09-11	C	E	13875	10/2021
96	MLKA-DPS	RBK-42	359/13-15	A	E	154632	10/2021
97	MLKA-DPS	RBK-43	360/07-09	B2	E	39036	10/2021
98	DPS-PDPH	RBK-46	367/17-19	B2	T	30398	10/2021
99	DPS-PDPH	RBK-48	369/11-13	C	E	39108	10/2021
100	NOMD-BJMD	RBK-51	379/23-25	C	E	3854	02/2022
101	NOMD-BJMD	RBK-52	381/07-09	C	E	24684	02/2022

Sl. No.	Block section	LC No.	Location	Class	Engg/ Traffic	TVU	Date of census
Padapahar-Jaroli section							
102	PDPH-JKDA	PB-3	375/47-49	B1	E	36934	10/2021
103	PDPH-JKDA	PB-6	379/18B-19B	C	E	2779	10/2021
104	JKDA-DJHR	PB-7	386/10B-12B	A	E	188132	10/2021
105	MMVR-BSPX	PB-9	395/28B-30B	B2	T	28947	12/2021
106	BSPX-JRLI	PB-11	401/10B-11B	C	E	1824	10/2021
Barajamda-Barbil section							
107	BJMD-BBN	RBK-55	388/31-32	SPL	T	145786	02/2022
108	BJMD-BBN	RBK-57	391/01-02	SPL	T	195310	02/2022
109	BJMD-BBN	RBK-59	392/05-06	B1	E	89539	02/2022
110	BJMD-BBN	RBK-60	394/05-06	SPL	T	148395	02/2022
111	BJMD-BBN	RBK-61	395/07-08	SPL	E	229383	02/2022
112	BBN-BYX	RBK-63	399/21-22	B1	E	57122	03/2022
Tatanagar-Badampahar section							
113	TATA-HLD	TB-1	251/02-03	C	E	143383	11/2021
114	TATA-HLD	TB-2	252/06-07	C	E	81882	11/2021
115	TATA-HLD	TB-4	253/10-11	SPL	E	251281	10/2021
116	TATA-HLD	TB-5	254/07-08	C	E	69015	11/2021
117	TATA-HLD	TB-7	258/14-15	C	E	262386	10/2021
118	TATA-HLD	TB-13	268/08-09	C	E	51667	10/2021
119	HLD-BDO	TB-18	272/02-03	C	E	50772	10/2021
120	HLD-BDO	TB-23	277/03-04	C	E	1858	10/2021
121	HLD-BDO	TB-24	278/05-06	C	E	2520	10/2021
122	HLD-BDO	TB-30	289/06-07	C	E	502	11/2021
123	BDO-OND	TB-38	299/11-12	C	E	735	10/2021
124	OND-RRP	TB-43	304/11-12	C	E	690	10/2021
125	OND-RRP	TB-46	308/13-14	C	E	8766	10/2021
126	OND-RRP	TB-50	311/11-12	C	E	484	11/2021
127	RRP-KIJ	TB-53	315/02-03	C	E	81481	10/2021
128	KIJ-BMPR	TB-63	327/01-02	C	E	1407	11/2021
129	KIJ-BMPR	TB-65	328/07-08	C	E	1707	11/2021
130	KIJ-BMPR	TB-68	330/14-331/01	C	E	257	11/2021
131	KIJ-BMPR	TB-73	335/09-10	C	E	732	10/2021
Olnajhori-Gurumahisani section							
132	OND-GUMI	OG-5	308/13-14	C	E	651	11/2021
133	OND-GUMI	OG-8	313/08-09	C	T	8450	10/2021
Jharsuguda-Sardega section							
134	DWOC - MCLB	1A	509.88	C	T	14450	05/2020
135	MCLB-MIDH	3	518.75	C	E	5206.25	05/2020
136	KOBL-LIK	6	532.04	C	T	519.75	05/2020
137	KOBL-LIK	7	532.59	C	E	4457.25	05/2020
138	LIK-BRBC	9	544.475	C	E	2065	05/2020
139	LIK-BRBC	10	551.435	C	T	815.5	05/2020
140	JSJRY-MCLB	1	510.789	C	T	891.75	05/2020

As on 18.12.2024 Total LC-140
Total Manned LC- 140

LIFE IS PRECIOUS BE SAFETY CONSCIOUS

Sectionwise allowed ETA over CKP division				
SECTION	UP	UP	DN	DN
	CE(OL)	CE(OL)	CE(OL)	CE(OL)
Sectinal Speed	110/100/90/65/50	130	110/100/90/65/50	130
ASB-TATA-CKP	5	6	5	6
CKP-ROU	7	8	7	8
ROU-JSG	7	8	7	8
TATA-BMPR	7	-	7	-
ASB-TATA-CNI	4	-	4	-
CKP-CNI	4	-	4	-
ROU-BRMP (S/L)	2	-	2	-
BNDM-BXF	4	-	4	-
ROU-NXN (S/L)	2	-	2	-
TATA-RKSN-BBN-GX	10	-	10	-
PDPH-JRLI	3	-	3	-
JRLI-NYG	2	-	2	-

Sectionwise allowed ETA over CKP division	
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1	06 mins of ETA for every 100 Km for train running at 110 Kmph
2	08 mins of ETA for every 100 Km for train running at 130 Kmph

Maximum permissible speed over different sections of CKP division			
Sl. No	Section Name	Group (A/B/C /D...)	Existing Max Permissible Sectional Speed
1	ASB-TATA/UP/DN	A	130
2	TATA-JSG/UP/DN	A	130
3	ADTP-BNDM Acabin/3rd	A	110
4	BNDM Acabin-ROU/JT	A	110
5	PPO-JSG Goods/3rd	A	110
6	RKSN-DPS/UP/DN	D	100
7	RKSN-DPS/3rd	D	100
8	DPS-BJMD/UP/DN	D	65
9	BJMD-BBN/UP&DN	D	65
10	BBN-BYX/SL	D	65
11	BJMD-GX/SL	D	65
12	PDPH-NYG/UP/DN	D	65
13	BNDM-NXN/SL	D	110
14	BNDM-BUF/UP/DN	D	90
15	BUF-BXF/SL	D	65
16	BUF-KRBU/SL	D	40
17	GMH-KND/UP/DN	D	110
18	SNY-CNI/UP/DN	D	110
19	TATA-BMPR-GUMI/SL	D	75
20	ROU-BRMP/SL	D	110
21	JSG-Sardega	D	110

**IMPROVEMENT OF YOUR EFFICIENCY IS NATION's NEED. SO,
PLAY YOUR PART WELL.**

List of Permanent Speed Restriction in CKP Division								
Sl. No.	Station	Location		Chainage		Length in Km	Speed in Km/h	Brief Reasons
		From	To	From	To			
RHE-TATA-JSG (UP)								
1	RHE-ASB	234/5	234/7	234.146	234.181	0.035	75	Turn out taking off from transition of 1° Curve
2	TATA Yd	249/5	-	249.157		0.043	50	Due to Signal interlocking system
3	TATA-ADTP	251/7	253/9	251.255	253.171	1.916	110	Due to series of 2° Curve
4	ADTP Yd	254/21	255/1	254.670	254.950	0.280	90	Due to Points & Xing taking off from 3° Curve
5	GMH-SNY	274/15	275/5	274.575	275.135	0.560	100	Due to 2.5° Curve.
6	BRM-CKP	310/29	311/11	310.965	311.265	0.300	110	Due to 2° Curve.
7	SWR-TUX	335/13	336/9	335.451	336.231	0.780	110	Due to 2° Curve.
8	TUX-GOL	341/9	346/31	341.370	346.710	5.340	110	Due to 2° Curve.
9	MXW-PST	350/27	351/25	350.951	351.465	0.514	55	Due to inadequate transition length of 3.167° Curve
10	MXW-PST	351/25	352/01	351.465	352.002	0.537	30	Due to poor visibility in tunnel approach, curve transition inside tunnel and repeated rubbing on walls of tunnel due to restricted SOD.
11	MXW-PST	352/01	354/9	352.002	354.140	2.138	80	Due to poor visibility & sharp curve in deep cutting
12	MXW-PST	354/33	356/13	354.970	356.250	1.280	110	Due to series of curve.
13	PST Yd	361/27	362/29	361.890	362.680	0.790	90	Due to less super elevation on Points and Xing on 1.5° compound curve.
14	MOU Yd	370/03	371/35	370.130	371.903	1.773	110	Due to series of 2° Curve.
15	MOU Yd	371/37	372/19	371.969	372.420	0.451	70	Due to point & Xing taking off from 2° curve.
16	MOU-JRA	373/7	373/27	373.200	373.650	0.450	110	Due to 2° & 1.5° compound curve.
17	BUL-BZR	390/33	392/21	391.004	392.714	1.710	125	Due to less transition length of compound curve.
18	BNDM-ROU	410/8	410/21	410.263	410.573	0.310	120	Due to 1° reverse curve.
19	BNDM-ROU	410/25	411/13	410.750	411.394	0.644	105	Due to compound curve.
20	PPO-KLG	425/9	426/31	425.327	426.820	1.493	80	Due to reverse curve
21	GP-SXN	446/23	447/31	446.845	447.826	0.981	115	Due to 2° Curve.
22	SXN-SOGR	453/5	455/11	453.200	455.312	2.112	115	Due to series of 2° Curve
23	SOGR-GPH	459/5	459/33	459.183	459.903	0.720	115	Due to 2° Curve.
24	DIH-BEH	492/7	492/25	492.237	492.784	0.547	115	Due to 2° Curve.
25	BEH-DTV	494/1	495/25	494.000	495.778	1.778	115	Due to series of 2° Curve
26	BEH-DTV	497/5	498/33	497.171	498.881	1.710	115	Due to series of 2° Curve
27	DTV-JSG	511/1	511/29	511.037	511.676	0.639	75	Due to contrary flexure of Points and Xing
28	DTV-JSG	512/27	513/21	512.787	513.474	0.687	50	Due to point & Xing taking off from 2° & 2.5° Curve
TATA-JSG (DN)								
1	JSG-DTV	513/22	512/28	513.477	512.787	0.690	50	Point & Xing taking off from 3° Curve
2	JSG-DTV	511/28	510/26	511.632	510.924	0.708	100	Due to 2° Curve.
3	DTV-BEH	498/34	497/6	498.876	497.171	1.705	115	Due to series of 2° Curve
4	DTV-BEH	495/26	494/2	495.781	494.000	1.781	115	Due to series of 2° Curve
5	BEH-DIH	492/26	492/8	492.786	492.237	0.549	115	Due to 2° Curve.
6	GPH-SOGR	459/34	459/6	459.903	459.184	0.719	115	Due to 2° Curve.
7	SOGR-SXN	455/12	453/6	455.323	453.201	2.122	115	Due to series of 2° Curve
8	SXN-GP	447/32	446/24	447.822	446.844	0.978	115	Due to 2° Curve.
9	KLK-PPO	426/30	425/8	426.795	425.255	1.540	80	Due to point & Xing taking off from 2° Curve
10	ROU-BNDM	411/18	409/45	411.530	409.122	2.408	105	Due to series of compound curve.
11	ROU-BNDM	405/22S	405/2S	405.523	405.073	0.450	105	Due to compound curve.
12	BZR-BUL	392/22	390/34	392.710	391.004	1.706	125	Due to less transition length of curve.
13	JRA-MOU	374/8	374/2	374.138	374.028	0.110	125	Due to inadequate transition length of curve.
14	JRA-MOU	374/2	373/8	373.961	373.215	0.746	105	Due to series of curve.
15	MOU Yd	372/20	371/36	372.420	371.940	0.480	70	Due to Points & Xing on 2° Curve
16	MOU-PST	371/36	370/4	371.910	370.130	1.780	110	Due to series of 2° Curve.
17	PST-MXW	362/30	361/26	362.700	361.870	0.830	90	Due to less super elevation on Points and Xing on 1.5° compound curve.
18	PST-MXW	359/18	354/34	359.525	354.970	4.555	110	Due to series of curve.
19	PST-MXW	354/18	350/30	354.340	350.920	3.420	50	Due to poor visibility & sharp curve in deep cutting and tunnel.
20	MXW-GOL	349/12	348/10	349.264	348.354	0.910	110	Due to compound curve.
21	MXW-GOL	346/32	346/4	346.710	346.080	0.630	110	Due to 2° Curve.
22	GOL-TUX	344/24	341/10	344.610	341.370	3.240	110	Due to series of 2° Curve.
23	TUX-SWR	336/8	335/12	336.160	335.400	0.760	110	Due to 2° Curve.
24	CKP-BRM	311/12	310/28	311.262	310.962	0.300	110	Due to 2° Curve.
25	SNY-GMH	275/6	274/14	275.140	274.534	0.606	110	Due to 2° Curve.
26	GMH-ADTP	255/2	254/22	254.940	254.690	0.250	75	Due to 3° Curve.
27	ADTP-TATA	253/10	251/8	253.181	251.255	1.926	110	Due to 2° reverse curve & compound curve.
28	TATA Yd	248/18	248/14	248.589	248.434	0.155	25	Reverse Curve 4° without any straight in between
29	ASB Yd West End	235/12	235/6	235.311	235.147	0.164	75	Turn out taking off from transition of 1° Curve
TATA-JSG (3rd Line)								
1	SWR-TUX	334/7A	334/15A	334.168	334.329	0.161	45	Formation settlement on Br.Approach of Br.No. 237
2	GOL-MXW	346/15A	346/27A	346.352	346.637	0.285	80	Sharper Curve more than 2°
3	MXW-PST	350/27A	354/15A	350.885	354.354	3.469	80	Sharper Curve more than 2° high cuttings & restricted visibility
4	MOU yd-JRA	373/7	373/29A	373.229	373.646	0.417	90	Point & Xing taking off from 1.75° Curve
5	KLK Yd	425/28A	426/12A	425.651	426.242	0.591	100	2.431° Curve in main Line
KND-GMH (UP)								
1	GMH-BIRP	261/G1	261/G24	261.239	261.953	0.714	95	Due to 3° Curve.
2	GMH-BIRP	262/G8	263/G1	262.553	263.001	0.448	95	Due to 3° Curve.
3	BIRP-KND	268/G5	269/G9	268.276	269.358	1.080	100	Due to 2.5° Curve.
GMH-KND (DN)								
1	KND-BIRP	269/D9	268/D5	269.394	268.271	0.878	100	Due to 2.5° Curve.
2	BIRP-GMH	263/D1	262/D8	263.026	262.514	0.512	95	Due to 3° Curve.
3	BIRP-GMH	261/D24	261/D1	261.953	261.029	0.924	95	Due to 3° Curve.
146								

List of Permanent Speed Restriction in CKP Division								
Sl. No.	Station	Location		Chainage		Length in Km	Speed in Km/h	Brief Reasons
		From	To	From	To			
CNI-SNY(UP)								
1	CNI-MIK	377/S-29	379/S-35	377.925	379.859	1.934	105	Compound curve
2	KZU-MIK	384/S25	385/S7	384.862	385.234	0.372	45	For safety measure on over aged Bridges
3	KND-SNY	400/S-23	402/S-45	400.812	402.878	2.066	75	Inadequate super elevation on sharp curve
SNY-CNI(DN)								
1	MIK-CNI	379/S-36	377/S-30	379.859	377.925	1.934	105	Compound curve
2	MIK-KZU	385/S8	384/S26	385.234	384.884	0.350	45	For safety measure on over aged Bridges
TATA-BMPR								
1	TATA-HLD	250/15	251/7	250.455	251.230	0.775	50	Due to 6 ⁰ +3.5 ⁰ compound Curve & T.L. can not be increased due to Pt. & Xing
2	TATA-HLD	257/2	257/11	257.132	257.471	0.339	70	Due to less S.E. of 3 ⁰ curve
3	HLD-BDO	283/9	288/25	283.473	288.945	5.472	65	Due to deep cutting & sharpe curve
4	OND-GUMI	308/9G	308/19G	308.585	308.935	0.350	70	Due to less S.E. of 3 ⁰ curve
5	RRP-KIJ	320/14	320/15	320.872	320.939	0.067	45	Re-girdering work of Br. No-39
6	KIJ-BMPR	332/1	337/4	332.050	337.105	5.055	65	Due to deep cutting & sharpe curve
7	BMPR Yd.	338/03	338/08	338.329	338.788	0.459	15	Special working order
Jharsuguda Goods-Sardega								
1	JSG Goods-MCLB	510/26	511/18	510.924	511.458	0.534	65	Considering CD 75 of 4.66 ^o curve
2	MCLB Yd	511/27	512/12	511.918	512.559	0.641	100	Considering CD 75 of 2 ^o curve
3	MCLB-MIDH	512/20	513/18	512.845	513.377	0.532	80	Less transition length of 2 ^o curve
4	MCLB-MIDH	513/32	514/32	513.791	514.569	0.778	75	Considering CD 75 of 3.5 ^o curve
5	MCLB-MIDH	515/4	515/22	515.068	515.429	0.361	100	Considering CD 75 of 2 ^o curve
6	MCLB-MIDH	517/16	517/36	517.485	517.916	0.431	75	Considering CD 75 of 2 ^o curve
7	MCLB-MIDH	518/16	518/28	518.474	518.780	0.306	95	Less transition length of 1.75 ^o curve
8	MCLB-MIDH	518/32	519/22	518.906	519.374	0.468	70	Considering CD 75 of 3.9 ^o curve
9	MIDH YD	519/48	520/41	519.931	520.609	0.678	70	Considering CD 75 of 4 ^o curve
10	MIDH -KOBL	521/23	522/9	521.707	522.199	0.492	75	Considering CD 75 of 3.5 ^o curve
11	MIDH -KOBL	523/31	524/23	523.790	524.381	0.591	60	Considering CD 75 of 5 ^o curve
12	MIDH -KOBL	526/23	527/1	526.719	527.020	0.301	60	Less transition length of 4.92 ^o curve
13	MIDH -KOBL	527/1	527/9	527.020	527.174	0.154	65	Less transition length of 4.2 ^o curve
14	MIDH -KOBL	527/37	529/1	527.740	529.060	1.320	80	Considering CD 75 of 3 ^o curve
15	MIDH -KOBL	529/7	529/35	529.142	529.666	0.524	60	Considering CD 75 of 5 ^o curve
16	MIDH -KOBL	529/41	530/5	529.855	530.136	0.281	75	Considering CD 75 of 3.5 ^o curve
17	KOBL-LIK	531/37	532/37A	531.978	532.651	0.673	75	Considering CD 75 of 3.5 ^o curve
18	KOBL-LIK	532/43	533/39	532.841	533.643	0.802	75	Considering CD 75 of 3.5 ^o curve
19	KOBL-LIK	534/15	534/39	534.480	534.879	0.399	75	Less transition length of 1 ^o curve
20	KOBL-LIK	536/7	536/11	536.196	536.313	0.117	105	Less transition length of 3 ^o curve
21	KOBL-LIK	536/25	536/35	536.645	536.832	0.187	80	Less transition length of 3 ^o curve
22	KOBL-LIK	536/41	537/19	536.998	537.367	0.369	80	Less transition length of 3.5 ^o curve
23	LIKA-BRBC	543/29	544/15	543.761	544.310	0.549	100	Considering CD 75 of 1.75 ^o curve
24	LIKA-BRBC	545/25	546/9	545.628	546.207	0.579	75	Considering CD 75 of 1.88 ^o curve
25	LIKA-BRBC	546/27	547/7	546.739	547.141	0.402	75	Considering CD 75 of 3.5 ^o curve
26	LIKA-BRBC	547/23	547/37	547.571	547.904	0.333	100	Considering CD 75 of 3.5 ^o curve
27	LIKA-BRBC	548/21	548/43	548.612	548.917	0.305	60	Considering CD 75 of 2 ^o curve
28	LIKA-BRBC	548/45	549/7	548.962	549.161	0.199	70	Considering CD 75 of 3 ^o curve
29	LIKA-BRBC	549/5	549/21	549.107	549.395	0.288	60	Less transition length of 5 ^o curve
30	LIKA-BRBC	549/27	549/59	549.503	549.943	0.440	60	Less transition length of 5 ^o curve
31	LIKA-BRBC	549/61	550/17	549.398	550.255	0.857	60	Less transition length of 5 ^o curve
32	LIKA-BRBC	551/13	551/53	551.328	551.994	0.666	60	Less transition length of 5 ^o & 5.83 ^o curve
33	BRBC-MFSJ	552/25	552/35	552.644	552.833	0.189	75	Less transition length of 3 ^o curve
34	BRBC-MFSJ	553/23	553/39	553.638	553.966	0.328	90	Less transition length of 2 ^o curve
35	BRBC-MFSJ	553/39	554/11	553.966	554.213	0.247	80	Less transition length of 3 ^o curve
36	BRBC-MFSJ	555/3	555/15	555.039	555.298	0.259	100	Considering CD 75 of 1.75 ^o curve
37	BRBC-MFSJ	555/27	555/35	555.600	555.835	0.235	100	Considering CD 75 of 1.75 ^o curve
38	BRBC-MFSJ	556/5	556/29	556.153	556.620	0.467	75	Considering CD 75 of 3.5 ^o curve
39	BRBC-MFSJ	556/31	557/1	556.669	557.020	0.351	70	Considering CD 75 of 4 ^o curve
Bondamunda - Bimalgarh (UP)								
1	BNDM A/C-DMF	409/1	409/19	409.007	409.381	0.374	60	3.75° Curve with poor visibility
2	BNDM A/C-DMF	410/9	410/29	410.247	410.645	0.398	60	4° Curve with poor visibility
3	DMF-LTK	413/17	413/37	413.459	413.848	0.389	85	Point no 35B at DMF yard on transition portion of 2° Curve
4	DMF-LTK	421/11	421/37	421.319	421.884	0.565	80	Point nos 21A&22A of LTK yard on circular portion of 2.03° Curve
5	DMF-LTK	422/27	423/15	422.668	423.320	0.652	75	4.08° Curve with poor visibility
6	LTK-CJQ	425/1	425/9	425.048	425.291	0.243	60	1° reverse curve with limited transitioin and reduced SE
7	LTK-CJQ	427/23	428/5	427.706	428.060	0.354	60	1° reverse curve with limited transitioin and reduced SE
8	LTK-CJQ	429/19	429/49	429.370	429.887	0.517	70	4.48° Curve with poor visibility
9	LTK-CJQ	430/3	430/35	430.050	430.606	0.556	70	5° Curve with poor visibility
10	LTK-CJQ	431/0	431/27	431.000	431.489	0.489	75	3.75° Curve with poor visibility
11	LTK-CJQ	432/15	433/3	432.391	433.140	0.749	65	Point no 26B at CJQ yard on transition portion of reverse curve of 4° Curve and 3° reverse curve with poor visibility
12	CJQ-CPE	433/13	434/13	433.593	434.549	0.956	60	5.5° Curve with poor visibility & Br no 47 in transition portion of curve
13	CJQ-CPE	434/19	435/21	434.732	435.340	0.608	55	Reverse curves of 4.75° & 5° Curve with poor visibility and Reverse curve of 4.31°
14	CJQ-CPE	435/25	435/49	435.453	435.887	0.434	75	3.75° Curve with poor visibility
15	CJQ-CPE	436/1	436/11	436.008	436.286	0.278	60	1° reverse curve with limited transitioin and reduced SE
16	CPE-PSJ	439/9	440/37	439.305	440.561	1.256	65	5° & 5.18° curves with poor visibility and inadequate SE.
17	CPE-PSJ	440/37	441/41	440.561	441.676	1.115	75	4.01° Curve with poor visibility
18	CPE-PSJ	442/27	443/13	442.652	443.181	0.529	65	5.5° Curve with poor visibility
19	CPE-PSJ	443/13	443/31	443.181	443.472	0.291	70	4.5° Curve with poor visibility
20	CPE-PSJ	443/35	444/1	443.536	444.008	0.472	75	3.89° Curve with poor visibility
21	PSJ-BUF	444/5	444/13	444.077	444.241	0.164	30	4° Curve with poor visibility and a PSR of 30 kmph due to False curve constructed by construction Deptt. On bridge no 86
22	PSJ-BUF	446/21	447/41	446.652	447.734	1.082	75	4° Curve with poor visibility
147								

List of Permanent Speed Restriction in CKP Division								
Sl. No.	Station	Location		Chainage		Length in Km	Speed in Kmph	Brief Reasons
		From	To	From	To			
Bimalgarh - Bondamunda (DN)								
1	BUF Yard	452/47	452/45	452.989	452.925	0.064	15	EIMWB on DN main line
2	BUF-PSJ	450/18	450/6	450.459	450.162	0.297	70	3° Curve with poor visibility and inadequate SE
3	BUF-PSJ	447/42	446/22	447.753	446.714	1.039	65	4° Curve with poor visibility and inadequate SE
4	PSJ-CPE	444/13A		444.264		0.000	65	DN main Str.(S-6) signal of L-3 of PSJ, due to infringement of SOD
5	PSJ-CPE	443/52	442/28	443.989	442.961	1.028	60	5° & 3.75° curves with poor visibility and inadequate SE.
6	PSJ-CPE	441/40	439/8	441.973	439.417	2.556	65	5° & 4° curves with poor visibility and inadequate SE.
7	CPE-CJQ	436/17	436/16	436.471	436.422	0.049	65	DN Str.(S-16) signal of L-2 of CPE, due to infringement of SOD
8	CPE-CJQ	435/46	435/10	435.940	435.374	0.566	65	3°, 5° & 4° curves with poor visibility and inadequate SE.
9	CPE-CJQ	435/10	434/20	435.374	434.407	0.967	30	4.9° & 5.5° curves with poor visibility,PSR of 30 kmph at km 435/6-4 boulder falling location and inadequate SE.
10	CPE-CJQ	434/12	433/12	434.183	433.326	0.857	60	4.97° curve with poor visibility and inadequate SE.
11	CJQ-LTK	433/4	432/40	433.095	432.794	0.301	65	3° Reverse curve with poor visibility
12	CJQ-LTK	432/36	432/16	432.718	432.390	0.328	65	Point no 28A at CJQ yard on transition portion of 4° reverse curve
13	CJQ-LTK	431/28	430/48	431.486	430.944	0.542	70	3.8° curve with poor visibility and inadequate SE.
14	CJQ-LTK	430/36	429/16	430.647	429.251	1.396	65	4.75° & 5° curves with poor visibility inadequate SE.
15	CJQ-LTK	423/16	422/24	423.325	422.662	0.663	65	4° curve with poor visibility & inadequate SE.
16	LTK Yard	422/20	422/16	422.564	422.460	0.104	15	EIMWB on DN main line
17	LTK-DMF	421/38	421/12	421.880	421.317	0.563	80	Point no 21B & 23A at LTK yard on circular portion of 2° curve
18	LTK-DMF	413/38	413/18	413.852	413.489	0.363	80	Inadequate SE
19	DMF-BNDM A/C	410/28	410/10	410.593	410.246	0.347	65	4° curve with poor visibility and inadequate SE.
20	DMF-BNDM A/C	409/22	407/12	409.446	407.362	2.084	65	3.75° & 5° curves with poor visibility and inadequate SE.
21	DMF-BNDM A/C	407/6	407/01	407.005	407.184	0.179	40	8° non standard sharp curve.
KRBU-BUF : NIL								
BUF-BXF (UP & DN Directions)								
1	BUF-BXF	454/9	456/15	454.590	456.480	1.877	60	Due to sharp curve on 6.5°
2	BUF-BXF	463/21	464/13	463.700	464.440	0.734	60	Due to sharp curve on 6.5°
3	BUF-BXF	466/19	467/19	466.940	467.550	0.576	60	Due to sharp curve on 6.5°
4	BUF-BXF	470/7	471/11	470.340	471.520	1.214	60	Dun to sharp curve on 6.5°
ROU-BRMP (UP)								
1	ROU-KRMD	417/08B	418/04B	417.432	418.189	0.757	80	Due to 3.75° curve
2	ROU-KRMD	418/14B	419/05B	418.819	419.225	0.406	100	Inadequate SE on 2° curve
3	ROU-KRMD	420/11B	421/14B	420.482	421.598	1.116	100	Inadequate SE on 2° curve
4	ROU-KRMD	422/03B	422/17B	422.071	422.611	0.540	85	Due to 3.5° curve
5	ROU-KRMD	423/04B	424/02B	423.162	424.063	0.901	100	2.5° curve & Inadequate SE on 2° curve
6	ROU-KRMD	424/09B	424/18B	424.495	424.909	0.414	90	Due to 3° curve
7	ROU-KRMD	427/04B	427/10B	427.188	427.498	0.310	100	Steepest falling gradient (1 in 60) EBO is more than 1000m.
8	ROU-KRMD	427/10B	427/11B	427.498	427.525	0.027	65	Due to less electrical clearance under the ROB
9	ROU-KRMD	427/12B	427/14B	427.57	427.679	0.109	15	Mid section siding point with HPL, key lock for M/S Adhunik Metallic
10	ROU-KRMD	432/6B	433/8B	432.315	433.346	1.031	100	Inadequate SE on 2° curve
11	KRMD-BRMP	433/17B	434/04B	433.899	434.189	0.290	100	Steepest falling gradient (1 in 60) EBO is more than 1000m.
12	KRMD-BRMP	434/07B	435/03B	434.360	435.112	0.752	100	Inadequate SE on 2° curve
13	KRMD-BRMP	436/09B	436/20B	436.413	436.931	0.518	90	Due to 3° curve
14	KRMD-BRMP	438/06B	438/18B 439/01B	438.306	439.00	0.694	90	Due to 3° curve
BRMP-ROU (DN)								
1	BRMP-KRMD	438/18B	438/06B	438.828	438.306	0.522	90	Due to 3° curve
2	BRMP-KRMD	437/16B	437/03B	437.900	437.126	0.774	100	Steepest falling gradient (1 in 60) EBO is more than 1000m.
3	BRMP-KRMD	436/20B	436/09B	436.931	436.414	0.517	90	Due to 3° curve
4	BRMP-KRMD	435/03B	434/07B	435.112	434.360	0.752	100	Inadequate SE on 2° curve
5	BRMP-KRMD	433/16B	433/03B	433.836	433.098	0.738	100	Steepest falling gradient (1 in 60) EBO is more than 1000m.
6	BRMP-KRMD	433/03B	432/06B	433.098	432.315	0.783	100	Inadequate SE on 2° curve
7	BRMP-KRMD	429/16B	429/06B	429.874	429.266	0.608	100	Steepest falling gradient (1 in 60) EBO is more than 1000m.
8	KRMD-ROU	427/13B	427/10B	427.649	427.498	0.151	65	Less electrical clearance under the ROB
9	KRMD-ROU	427/10B	427/05B	427.498	427.251	0.247	100	Inadequate SE on 2° curve
10	KRMD-ROU	427/01B	426/08B	427.000	426.441	0.559	100	Steepest falling gradient (1 in 60) EBO is more than 1000m.
11	KRMD-ROU	424/18B	424/09B	424.908	424.495	0.413	90	Due to 3° curve
12	KRMD-ROU	424/02B	423/04B	424.063	423.162	0.901	100	Inadequate SE on 2° curve & 2.5° curve
13	KRMD-ROU	422/17B	422/03B	422.611	422.072	0.539	85	Due to 3.5° curve
14	KRMD-ROU	421/14B	420/11B	421.598	420.482	1.116	100	Inadequate SE on 2° curve & 2.5° curve
15	KRMD-ROU	419/05B	418/14B	419.225	418.819	0.406	100	Inadequate SE on 2° curve & 2.5° curve
16	KRMD-ROU	418/04B	417/08B	418.189	417.432	0.757	80	Due to 3.75° curve
148								

List of Permanent Speed Restriction in CKP Division								
Sl. No.	Station	Location		Chainage		Length in Km	Speed in Kmph	Brief Reasons
		From	To	From	To			
NXN-ROU								
1	BGKA-A/CABIN	578/04	580/10	578.153	580.440	2.287	65	Points & Xings taking off from 3° curve
RKSN-DPS (UP)								
1	RKSN-PRSL	292/23A	293/7	292.580	293.140	0.560	90	3° curve
2	CBSA-SIPA	312/07	312/09	312.210	312.255	0.045	90	Due to Point and crossing in transtition 1.75 ⁰ curve.
3	JNK-TABU	331/33	333/23	331.917	333.434	1.517	90	2.75° and 3°curve
4	TABU-KNPS	337/31	338/43	337.928	338.984	1.056	90	Point & X-ing in 1.75° curve & 2.75° curve
5	TABU-KNPS	341/3	341/21	341.068	341.418	0.350	75	Inadequate SE on 4° curve
6	TABU-KNPS	343/27	344/7	343.835	344.155	0.320	90	3° curve
7	KNPS-MLKA	351/13	351/33	351.450	351.880	0.530	90	3° curve
8	MLKA-DPS	358/21	363/3	358.766	363.076	4.310	90	Series of curves
DPS-RKSN (DN)								
1	DPS-MLKA	363/4	358/24	363.107	358.774	4.333	90	Deep cutting, Poor visibility, Sharp curve
2	MLKA-KNPS	351/34	351/10	351.895	351.245	0.650	50	Sharp reverse curves
3	MLKA-KNPS	348/6	347/20	348.218	347.608	0.610	50	Sharp reverse curve
4	KNPS-TABU	344/6	343/30	344.157	343.837	0.320	90	3° curve
5	KNPS-TABU	341/20	341/4	341.416	341.066	0.350	75	4° curve
6	KNPS-TABU	338/44	338/14	338.985	338.325	0.660	90	2.75° curve
7	TABU-JNK	333/22	331/36	333.435	331.918	1.517	90	2.75° and 3°curve
8	TABU-JNK	328/20	328/18	328.748	328.653	0.096	75	Due to Point and crossing in transtition 2.5 ⁰ curve.
9	PRSL-RKSN	296/24	292/14A	296.739	292.241	4.498	65	4° curve & Bad formation
10	S/O-RKSN	294/50	294/48	294.107	294.994	0.074	30	Due to bad formation.
11	S/O-RKSN	292/26	292/22	292.624	292.518	0.106	30	Due to main line on turnout.
RKSN-DPS (3rd)								
1	RKSN-PRSL	292/23A	293/3A	292.654	293.044	0.390	70	4° curve, restricted transition due to Girder Bridge.
2	JNK Yard	327/19A	327/29A	327.608	327.872	0.264	30	Defective layout of curve
3	JNK-TABU	328/17A	329/13A	328.717	329.236	0.519	90	2.76° curve
4	JNK-TABU	332/29A	333/23A	332.632	333.393	0.761	90	3° curve
5	KNPS-TABU	341/3A	341/23A	341.069	341.388	0.319	80	4° curve
6	KNPS-TABU	343/31A	344/7A	343.803	344.113	0.310	90	3.2° curve
7	TABU-MLKA	356/29A	357/5A/1	356.760	357.152	0.392	90	Less transition length of 2° & 2.5°curve with
8	MLKA-DPS	358/27A	360/5A	358.803	360.088	1.285	90	2.76° and 2.57°curve
PDPH-JRLI(UP)								
1	DJHR Yard	386/49B	387/01B	386.973	387.622	0.649	45	Points & Xings taking off from 4° & 5° curve with reverse transition
2	MMVR-BSPX	391/01B	391/27B	391.021	391.652	0.631	45	Points & Xings taking off from 5° curve
3	PDPH-JKDA	371/29B	371/35B	371.661	371.727	0.066	30	2 Nos 1 in 8 ½ turnouts take off from 3° reverse curve without straight, one turnout rakes off from outside of the curve and another from inside of the curve.
4	BSPX-JRLI	401/13	407/41B/1	401.372	407.625	6.253	60	Due to 6° curve
JRLI-PDPH(DN)								
1	BSPX-MMVR	391/28B	391/02B	391.412	391.018	0.606	45	Points & Xings taking off from 5° curve
BJMD-BBN (UP)								
1	BJMD-BBN	388/25	388/37	388.538	388.908	0.370	15	Due to Points & Crossing zone on curve
BBN-BJMD (DN)								
1	BBN-BJMD	388/38	388/26	388.902	388.452	0.450	15	Due to Points & Crossing zone on curve
BJMD-GX (SL)								
1	BJMD-GX	388/21	388/36G	388.525	388.85	0.325	60	Due to 5° curve
2	BJMD-GX	391/19G	392/09G	391.852	392.258	0.406	60	Due to 5° curve
3	BJMD-GX	395/01G	395/09G	395.039	395.309	0.270	60	Due to 5° curve
4	BJMD-GX	395/09G	395/11G	395.312	395.416	0.104	50	Due to old channel sleeper and fittings
5	BJMD-GX	395/11G	395/17G	395.410	395.638	0.228	60	Due to 5° curve
6	BJMD-GX	395/20G	396/14G	395.790	396.402	0.612	50	Due to 7° curve
	Total 237							As on 19.12.2024

30 Kmph speed over first loop lines at different station.

Sl. No.	Section	UP/DN/SL	Fit for 30 Kmph on 1st loop	Remarks
1	TATA-CKP	UP	Yes	
2	CKP-TATA	DN	Yes	
3	CKP-ROU	UP	Yes	
4	ROU-CKP	DN	Yes	
5	ROU-JSG	UP	Yes	
6	JSG-ROU	DN	Yes	
7	RKSN-DPS	UP	Yes	
8	DPS-RKSN	DN	Yes	
9	GMH-KND	UP	Yes	
10	KND-GMH	DN	Yes	
11	CNI-KND	UP	Yes	
12	KND-CNI	DN	Yes	
13	BNDM-ORGA	SL	Yes	
14	TATA-OND	SL	Yes	
15	OND-BMPR	SL	Yes	
16	OND-GUMI	SL	Yes	
17	DPS-BJMD	UP	No	
18	BJMD-DPS	DN	No	
19	BJMD-BYX	DL/SL	No	
20	PDPH-JRLI	UP	No	
21	JRLI-PDPH	DN	No	
22	BNDM-BXF	SL	Yes	
23	BUF-KRBU	SL	No	
24	ROU-BRMP	SL	Yes	
25	JSG-Sardega	SL	Yes	

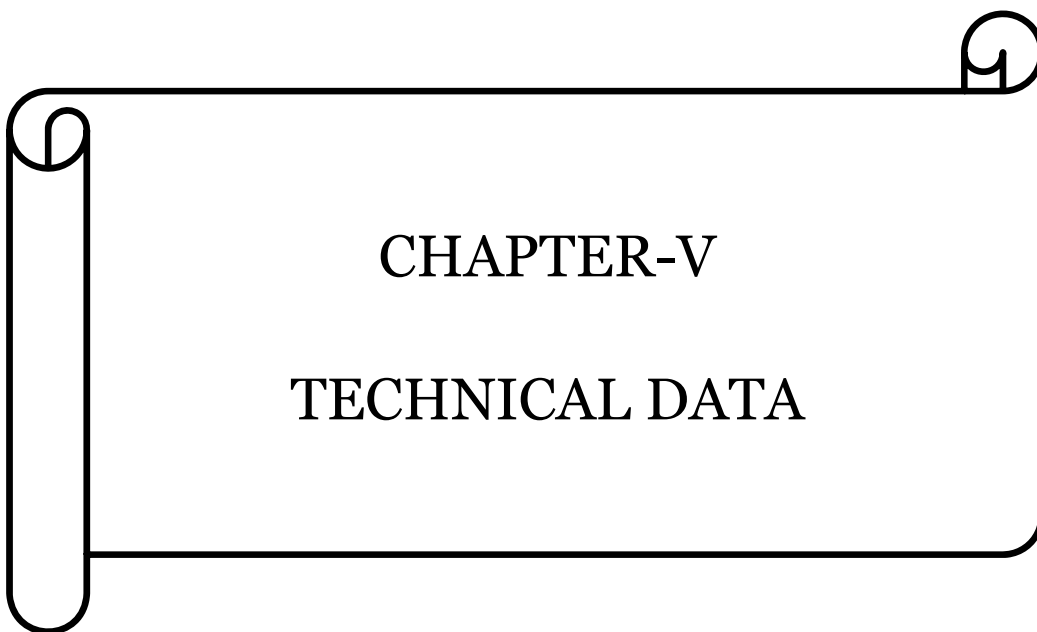
**A CAREFUL MAN IS THE BEST
SAFETY DEVICE**

List of Bridges having Span of 80' and above of CKP division of S.E.Railway BG System.

Sl. No.	Between Station	Bridge No.	Span	KM
1	Champajharan-Chandiposi	47	2x40'+2x100'	433.433
2	Rourkela-Kuarmunda	11	8x100'+2x60'G	422.565
3	Kandra-Manikui	335UP	7x100'	385.012
4	Kandra-Manikui	335DN	7x100'	385.012
5	Tata-Gamharia	25UP	10x80'G	252.539
6	Tata-Gamharia	25DN	10x80'G	252.539
7	Chakradharpur-Lotapahar	265UP	3x80'G	313.364
8	Chakradharpur-Lotapahar	265DN	3x80'G	313.364
9	Barajamda-Bolanikhadan	23	2x60'+1x80'G	400.728
10	Mahadevsal-Posoita	206UP	3x150'G	356.863
11	Mahadevsal-Posoita	206DN	1x150'+4x60'+2x40'G	356.863
12	Panposh-Kalunga	124UP	9x150'+1x60'G	419.322
13	Panposh-Kalunga	124DN	9x150'+1x60'G	419.322
14	Manoharpur-Jeraikela	166UP	1x80'	383.100
15	Manoharpur-Jeraikela	166DN	1x80'	383.100
16	Rajgangpur-Sonakhan	89UP	1x80'	444.367
17	Rajgangpur-Sonakhan	89DN	1x80'	444.367
18	Garposh-Tangarmunda	51UP	1x80'	465.356
19	Garposh-Tangarmunda	51DN	1x80'	465.356
20	Bispur-Bangurkela	694	2x60'+7x100'G	564/5-10
21	ADTP-GMH	21C	1x76.2m	256/44-50
22	SNY-GMH(3rd line)	3	1x30.5m	274.271
23	PDPH-JKDA	100Y	1x61m	372.517
24	BJMD-BBN	6A	1x30.5m	390.023
25	MMVR-BSPX	64 UP	3x30.5m	393.888
26	JSG-Sardega	5	1x45.70m	513.863
27	JSG-Sardega	21	13x45.70m	523.411
28	JSG-Sardega	52	3x30.50m	544.946
29	JSG-Sardega	58	1x45.70m	547.356
30	JSG-Sardega	62	1x30.50m	549.211

RHS SIGNALS IN CKP DIVISION (as on Dec 2024)

SN	Station/ Section	Signal No.	Desg.	Km. No.	Position of Signal
1	HL D	S-7	UP Loop starter	271/11-13	RHS
2	HL D	S-11	UP Advance Starter	271/15	RHS
3	ASB-SLJR/East	S-3	LC 137 UP Gate Home Signal on DN joint line	242/20-22	RHS
4	TATA RRI	S-9	Link Line Home Signal	248/4-6	RHS
5	TATA RRI	S-89	UP Starter for Line No.-9	249/24H-26H	RHS
6	GMH	S-1	UP Main Line Home Signal	259/10-8	RHS
7	TATA RRI	S-14	DN Starter of Line No-1	249/TB1B	RHS
8	TATA RRI	S-71	UP Starter for Line No-6	249/18D	RHS
9	TATA RRI	S-1	UP Home Signal	248/13-11	RHS
10	TATA RRI	S-99	UP Advance Starter	250/9	RHS
11	TATA RRI	S-2	DN Advance Starter Signal	248/16-18	RHS
12	KND	SA-9	DN Main Line Starter	390/S16-S14	RHS
13	KND	SA-19	UP Starter Common Loop L-6	390/S15B-17B	RHS
14	KND	SA-16	DN Starter Common Loop L-2	391/S4B-S4B/1	RHS
15	MIK-CNI	AS-103	Up line Automatic signal	380/S32-S34	RHS
16	MIK	SA-7	Up Main line Starter	384/S17-S15A	RHS
17	MIK	SA-9	Up Main line Advance Starter	385/S1-384/S25	RHS
18	MIK	2A/B	DN Home Signal	385/S8-S10	RHS
19	KZU	Guard repeater of SA-8	Guard Repeater of Dn Main line Starter	387/30-32	RHS
20	PDPH	S-9	UP Starter for Line No. 1	372/21B	RHS
21	DPS-MLKA	IB	DN IB Home	362/20-22	RHS
22	BBN	S-30	DN Advance Starter (Jt/L-1)	396/28-30	RHS
23	BBN	S-28	DN Advance Starter (Jt/L-2)	396/27-29	RHS
24	GX	S-20	DN Advance Starter	396/10G-11G	RHS
25	DPS-MLKA	Distant	DN IB Distant	363/20-22	RHS
26	GOL	Distant	DN Distant for UP JL	348/15-13	RHS
27	GOL	Distant	DN Distant JL-3 (3rd Line)	348/15A-13A	RHS
28	MXW	Distant	UP Distant of DN JL	348/16-18	RHS
29	GOL	S-19	UP Advance Starter for DN J/L	346/10-12	RHS
30	GOL	S-4	DN Home for UP JL	346/19-17	RHS
31	GOL	S-6	DN Home Signal JL-3 (3rd Line)	346/19A-17A	RHS
32	GOL	Inner Distant	DN Inner Distant for UP JL	347/11-13	RHS
33	GOL	Inner Distant	DN Inner Distant JL-3 (3rd Line)	347/17A-15A	RHS
34	MXW	Inner Distant	UP Inner Distant of DN JL	349/20-22	RHS
35	PST	Inner Distant	UP Inner Distant DN JL	359/34-360/2	RHS
36	PST	S-5	UP Home Signal DN JL	360/64-361/2	RHS
37	PST	S-32	DN Advance Starter UP JL	361/3-1	RHS
38	PST	S-34	DN Advance Starter JL-3 (3rd Line)	361/1A/1-1A	RHS
39	PST	Distant	DN Distant UP JL	365/11-9	RHS
40	PST	Distant	DN Distant JL-3 (3rd Line)	365/11A-9A	RHS
41	PST	Inner Distant	DN Inner Distant UP JL	364/7-9	RHS
42	PST	Inner Distant	DN Inner Distant JL-3 (3rd Line)	364/7A-7A/1	RHS
43	PST	S-4	DN Home Signal UP JL	363/7-9	RHS
44	PST	S-6	DN Home Signal JL-3 (3rd Line)	363/5A-7A	RHS
45	PST	S-31	UP Advance Starter DN JL	362/28-363/2	RHS
46	PST	S-15	UP Main line Starter	362/17-19	RHS
47	PST	S-17	UP Starter Signal DN JL	362/18-20	RHS
48	PST	S-19	UP Starter Signal Common Loop Line No. 1	362/18-20	RHS
49	MOU	Distant	UP Distant DN JL	369/20-22	RHS
50	MOU	Inner Distant	UP Inner Distant DN JL	370/30-32	RHS
51	MOU	S-36	DN Advance Starter UP JL	370/43-371/1	RHS
52	MOU	S-38	DN Advance Starter JL-3 (3rd Line)	370/43A-371/1A	RHS
53	MOU	S-34	DN Starter UP JL	371/11-13	RHS
54	MOU	S-32	DN Starter JL-3 (3rd Line)	371/11A-13A	RHS
55	MOU	S-30	DN Loop line Starter JL-3 (3rd Line)	371/11A-13A	RHS
56	MOU	S-9	UP Home Signal DN JL	371/32-34	RHS
57	MOU	S-24	J/L Loop line DN Starter (L-1)	370/21B-23B	RHS
58	MOU	S-23	DN J/L UP Main Starter	MOU West Yard	RHS
59	MOU	S-25	DN Loop line UP Starter	MOU West Yard	RHS
60	MOU	S-27	UP Starter of L-6	MOU West Yard	RHS
61	MOU	S-29	UP Starter of L-7	MOU West Yard	RHS
62	MOU-JRA IB	DN IB Home Signal	DN IB Signal	377/25-23	RHS
63	LC-184 (GOL-TUX)	DN Gate Home Signal	3rd Line	342/11A-9A	RHS
64	LC-184 (GOL-TUX)	DN Gate Home Signal	Main line	342/7-9	RHS
65	MXW	S-2	DN Home signal DN JL	350/3-5	RHS
66	MXW	S-4	DN Home signal UP JL	350/3-5	RHS
67	MXW	S-6	DN Home Signal JL-3 (3rd Line)	350/3A-5A	RHS
68	N/CABIN	SH-55	SHUNT SIG	407/26E-28E	RHS
69	J/CABIN	S/C/SH-16	DN Inter. Home	405/55U-53U	RHS
70	A/CABIN	S-26	3rd Line DN Advance Starter	402/9A	RHS
71	ROU	S-87	UP Advance Starter 3RD/L	414/4B-5B	RHS
72	ROU	S-62	DN Starter L-1	412/23-23C1	RHS
73	ROU	S-2	DN Home signal	414/20-22	RHS
74	BXF	S-20	DN Advance Starter (BXF-BUF)	473/1-2	RHS
75	RGZ	S-31	UP Advance Starter	473/17-474-1	RHS



Sl. No	Different types of BOARDS used in Railway (in MACL)	Dist/Mtrs
1	"Goods Warning Board":(In rear of Home,IBSS,Gate Signal) (OPM 13.07-c)	1400
2	"Passenger Warning Board":(In rear of Home,IBSS, Gate Signal) (OPM 13.07-d)	1000
3	'W' Board: Before Curves, Cuttings & approach of Tunnels etc (SR 4.50.02)	800
4	'W/L'- Whistle Board: For Manned Level Crossings (SR 4.50.02)	600
5	'R-W/L'-Repeat Whistle Board: For Unmanned Level X-ings. (SR 4.50.02-b-iii)	250
6	'BSLB': Block Section Limit Board (In advance of Home Signal).GR 3.32(2)	180
7	'SLB'-Shunting Limit Board (Opp. Home Signal in Single Line Section) GR 3.32(1)	180
8	"Caution Indicator Board": For PSR & TSR (SR 15.09.02-a, SR 15.09.01-a)	1200
9	"Speed Indicator Board": For PSR & TSR (SR 15.09.02-b)	30
10	T/P-Termination for Passenger Train: Length of longest Pass Tr. (SR 15.09.02-d)	550
11	T/G-Termination for Goods Train: Length of longest Goods Tr. (SR 15.09.02-d)	700
12	T/EMU-Termination EMU: {SR 15.09.02-d-iii & SR 4.51.01 (13) }EMU Length	EMU
13	T/LH-Termination for Long Haul Train.	1200
14	'S'-Siding Board (In rear of facing points of outlying siding . (SR 3.35.01)	30
15	'PH' Marker Board (From the Center of the Station). (SR 3.31.01)	400
16	OHE- First "Warning Board":Where neutral section begins. (SR 17.07.01-a)	500
17	OHE- Second "Warning Board":Where neutral section begins. (SR 17.07.01-b)	250
18	OHE-Third Indicator:"Cut Off Power Board"-where neutral section begins. (SR 17.07.01-c)	In Rear
19	OHE: Fourth Indicator- "Close Circuit Breaker Board"—Located in Advance of the place at which Neutral Section Terminates. (SR 17.07.01-d)	In Advance
20	"Speed Breaker Board": Before the Speed Breakers at Level Crossings.	--
21	"LC Warning Board":	200
22	Stop Indicator Board: Train is required to Stop.(SR 15.09.02-c)	--
23	Section 161 & 146 Boards: At Manned Level Crossings.	At LC
24	Danger Board: On Height Gauge(At LC & Under Pass Road)	--
25	Danger Board: No entry beyond this point for Electric Locomotives. (For Non-Electrified Zone, Provided in Dead End/ Snag Dead End & etc.)	--
26	'C' - Caution Indicator Board- Bridges, Vulnerable locations. In case of series of 'C' boards the distance shall be 800 meters. (15.09.02-e)	800
27	'T'-Termination Board-Length of longest train running in section.These 'C' & 'T' Boards provided only in monsoon season at vulnerable bridge.(15.09.02-e)	Longest train
28	Fog Signal Post: Placed 270 m. in rear of 1 st Stop Signal(Home) (SR 3.61.01)	270
29	VTO Post: 180 meters from SM's Panel. (SR 3.61.01)	180
30	Bahar Line Board: Demarcating Loco Bahr Line & Traffic Line.	--
31	"Stop Board"- Used at LC gate by Gatekeeper along with Gate Chain to prevent the movement of Road Users.	At LC
32	"Stop Board"- Used by C&W Staff: During working by C&W staff in Wagons/ Coaches, Watering of trains in Running lines., etc.	At site

NB: In case of any conflict, follow the Rule book.

Speed of Train/Track Machine/Trolley/Lorry/Tower Wagon/Crane etc in different Situations		
Sl No	Circumstances / Situations	Speed in Kmph
1	Block Ticket Working (SR 6.06.02-a-ii)	15/10
2	TSL Working-Ist Train 25,Subsequent Trains-Book Speed {SR-6.02.01(11)}	Ist train 25
3	Pass Auto Signal at 'ON'/ Danger. (SR 9.02 & 9.07)	15/10
4	Pass IB Signal at 'ON'/ Danger. {GR 3.75(3), 3.75.02}	15/08
5	Pilot-In of Train (Home Signal) (SR 3.77.01-b-ii & 3.69.3b)	15
6	Pilot-Out- Str./Adv. Str. Protecting Points. (SR 3.77.01-b-ii & 3.70.01)	15
7	Pilot-In on Non-Signalled Line. (SR 5.10.01)	15
8	Starting from Non-Signal line, not exceed 15 kmph. (SR 5.11.01 & 02)	15
9	Flickering/Bobbing of Auto Signal. As per GR 9.02/9.07. (SR 9.02.02)	15/10
10	Shunting Speed-General {GR 5.13(3)}	15
11	Shunting Speed-Wagon-Patrol, Inflammable etc (SR 5.14.07-c-i)	8
12	Shunting Speed-Single Wagon-Roller Bearing (SR 5.14.07-c-ii)	5
13	Shunting Speed-Group of Five with Transition Couplers (SR 5.14.07-c-iii)	3
14	Patrol or Search Light Spl. with one/more vehicles in front. {GR 4.12(2)}	40
15	Patrol or Search Light Spl. with Engine leading. {SR 4.12.02}	MPS
16	Passenger Carrying Train admitted in Goods Loop/Yard. (SR 3.40.03)	10
17	Total Failure of Communication on Double Line {SR 6.02.03(3-b)}	25/10
18	Total Failure of Communication on Single Line {SR 6.02.04(6-a)}	15/10
19	Engine: Head Light Defective (SR 4.14.01-c)	20
20	Engine: Horn Defective of Driving Cab.-Day/Night (SR- 4.21.01-d)	40
21	Engine: Speedo Meter Defective,10% less than Booked Speed (SR-4.08.01)	10% Less
22	Wheel Slipping (SR- 2.11.03-b-iii)	20 or Less
23	Engine: Leading Driving Cab becomes defective (SR 4.21.01-b)	40
24	Engine: Pushing {GR 4.12(1)}	25
25	Engine failed & subsequently able to move from mid section (GR 6.05)	Walking Speed
26	Backing of train from mid-section as per memo of Guard (SR 4.12.01-b)	Walking Space
27	Engine Hunting, Lurching or Swaying due to any defect (SR 2.11.02-a)	Cautious Speed
28	Speed Over Non-Interlocking Points. (GR 4.10)	30
29	When ALP Drives the train due to LP incapacitated in section {4.20(3)}	25
30	Foggy Weather: Absolute-60/75, Automatic- Green- 60/75, Double Yellow-30, Single Yellow- Restricted Speed. (SR 3.78.04)	G - 60/75, YY-30, Y-Restricted Speed
31	In Storm, Cyclone or Strong Wind. (SR 2.11.04-b)	Control & Stop
32	Abnormal Condition on track, subsequent trains may run. (USR 6.07-e)	10
33	'A' Class ODC –Sectional Speed (Day & Night) (OPM- 6.1)	Sectional Speed
34	'B' Class ODC (MPS-40 kmph, at Station -15/8 kmph) (OPM-6.1)	40, 15/8
35	'C' Class ODC (Sec-25 kmph, Station-8/Waking Speed) (OPM-6.2)	25, 25/WS
36	Crane Working-Train on adjacent Lines. (OPM- 22.30-b, 22.31-e)	15
37	Crane -140 T (Engine with Crane)	100*
38	Crane attached to Train	40/15
39	ARME / SPARMV (MPS of Section & MPS of Coach)	110
40	ART / SPART	100*
41	Tower Wagon- Eight (8) Wheeler /Four(4) Wheeler.	8W-100/4W-72
42	Patrol Man not turned up after 15 minutes (SR- 15.05.10-c)	40/15

NB:- MPS- Maximum Permissible Speed. **(Note:** In case of any contradiction follow the rule book)

LOADABILITY

TYPE	COMMODITY	UNIT	GROSS	ROUTE
BOXN	ORE/COAL/DLMT/MGNS	59	5340	CC+8+2
BOXNHL	SLAG	59	5481	CC+8+2
BOXNEL	ORE	59	5910	25 TON
BOBSNM	ORE	57	5710	25 TON
BCN	CEMT / MGNS / SPONGE /FLY ASH	42	3700	CC+8+2
SHRN	STEEL	43	3720	CC+8+2
BOY	ORE	53	4825	CC+8+2

AVERAGE PERMISSIBLE LOAD FOR DIFFERENT CLASS DIESEL LOCOMOTIVES

Rulling Section	WDM-2		WDM-3A/3D/WDG-3A		WDG-4	
	MU	CU	SU	MU	SU	MU
1 in 80	3400	5200	3000	5500	3200	6000
1 in100	4320	6000	3200	5760	3600	6000+
1 in 125	4800	6300	3400	6000+	3800	6000+
1 in 150	5400	6600	4200	6000+	4600	6000+
1 in 200	6000	6800	4500	6000+	5000	6000+

Section-wise Average Permissible Load for different class Diesel Locomotives

Section	Rulling gradient	WDM-2		WDM-3A/3D/WDG-3A		WDG-4	
		MU	CU	SU	MU	SU	MU
SHM-KGP-SHM	1:200	6000	6800	4500	6000+	5000	6000+
KGP-HLZ-KGP	1:200	6000	6800	4500	6000+	5000	6000+
KGP-BHC-KGP	1:150	5400	6600	4200	6000+	4600	6000+
KGP-TATA-KGP	1:125	4800	6300	3400	6000+	3800	6000+
TATA-ROU-TATA	1:100	4320	6000	3200	5760	3600	6000+
ROU-JSG-ROU	1:100	4320	6000	3200	5760	3600	6000+
TATA/ADTP-DPS	1:100	4320	6000	3200	5760	3600	6000+
DPS-ADTP/TATA	1:150	5400	6600	4200	6000+	4600	6000+
DPS-JRLI-DPS	1:100	4320	6000	3200	5760	3600	6000+
DPS-BYX/GX-DPS	1:80	3400	5200	3000	5500	3200	6000
BRMP-ROU-BRMP	1:100	4320	6000	3200	5760	3600	6000+
BNDM/ROU-KMPD	1:50	1800	2700	1500	2700	1737	3200
KMPD-BNDM/ROU	1:150	5400	6600	4200	6000+	4600	6000+
TATA-CNI-TATA	1:100	4320	6000	3200	5760	3600	6000+
HTE-BNDM-HTE	1:100	4320	6000	3200	5760	3600	6000+
HTE-BKSC-HTE	1:100	4320	6000	3200	5760	3600	6000+
CNI-MURI-BRKA-CNI	1:200	6000	6800	4500	6000+	5000	6000+
BKSC-BJE-BKSC	1:100	4320	6000	3200	5760	3600	6000+
BJE-GMO-BJE	1:100	4320	6000	3200	5760	3600	6000+
CNI-MOH/ASN-CNI	1:100	4320	6000	3200	5760	3600	6000+
BJE-KGP-BJE	1:100	4320	6000	3200	5760	3600	6000+

AVERAGE PERMISSIBLE LOAD FOR DIFFERENT CLASS ELECTRIC LOCOMOTIVES

Rulling Section	WAG-5		WAG-7		WAG-9	
	MU	CU	SU	MU	SU	MU
1 in 80	3400	5200	3000	5500	3200	6000
1 in100	4320	6000	3200	5760	3600	6000+
1 in 125	4800	6300	3400	6000+	3800	6000+
1 in 150	5400	6600	4200	6000+	4600	6000+
1 in 200	6000	6800	4500	6000+	5000	6000+

Section-wise Average Permissible Load for different class Electric Locomotives

Section	Rulling gradient	WAG-5		WAG-7		WAG-9	
		MU	CU	SU	MU	SU	MU
SHM-KGP-SHM	1:200	6000	6800	4500	6000+	5000	6000+
KGP-HLZ-KGP	1:200	6000	6800	4500	6000+	5000	6000+
KGP-BHC-KGP	1:150	5400	6600	4200	6000+	4600	6000+
KGP-TATA-KGP	1:125	4800	6300	3400	6000+	3800	6000+
TATA-ROU-TATA	1:100	4320	6000	3200	5760	3600	6000+
ROU-JSG-ROU	1:100	4320	6000	3200	5760	3600	6000+
TATA/ADTP-DPS	1:100	4320	6000	3200	5760	3600	6000+
DPS-ADTP/TATA	1:150	5400	6600	4200	6000+	4600	6000+
DPS-JRLI-DPS	1:100	4320	6000	3200	5760	3600	6000+
DPS-BYX/GX-DPS	1:80	3400	5200	3000	5500	3200	6000
BRMP-ROU-BRMP	1:100	4320	6000	3200	5760	3600	6000+
BNDM/ROU-KMPD	1:50	1800	2700	1500	2700	1737	3200
KMPD-BNDM/ROU	1:150	5400	6600	4200	6000+	4600	6000+
TATA-CNI-TATA	1:100	4320	6000	3200	5760	3600	6000+
HTE-BNDM-HTE	1:100	4320	6000	3200	5760	3600	6000+
HTE-BKSC-HTE	1:100	4320	6000	3200	5760	3600	6000+
CNI-MURI-BRKA-CNI	1:200	6000	6800	4500	6000+	5000	6000+
BKSC-BJE-BKSC	1:100	4320	6000	3200	5760	3600	6000+
BJE-GMO-BJE	1:100	4320	6000	3200	5760	3600	6000+
CNI-MOH/ASN-CNI	1:100	4320	6000	3200	5760	3600	6000+
BJE-KGP-BJE	1:100	4320	6000	3200	5760	3600	6000+

NOTE:-

- (1) The above load table is prepared on the basis of working system adopted in SER.
- (2) Divisional JPO for running of goods train should be followed.
- (3) On the basis of this load table banking sections should be identified.

TECHNICAL DATA OF ELECTRIC LOCOMOTIVES					
Sl. No	Description	WAP/4	WAP/7	WAG/7	WAG/9
1	Type of Traction	25KV AC	25KV AC	25KV AC	25KV AC
2	Gauge(mm)	1676	1676	1676	1676
3	Driving wheel dia (New) (mm)	1092	1092	1092	1092
4	Bogie wheel base (mm)	3895	3700	3800	3700
5	Tatal wheel base(mm)	14390	15700	11078	15700
6	Length ove couplers(mm)	18794	20562	20394	20562
7	Max. Width (mm)	3179	3100	3055	3152
8	Height with Panto lock down(mm)	4232.5	4255	4255	4255
9	Axle load max. (T)	18.8	20.5	20.5	20.5
10	Weight total (T)	112.8	123.0	123.0	123.0
11	Bogie arrangment	Co-Co	Co-Co	Co-Co	Co-Co
12	Traction Motor Suspension	NS	NS	NS	NS
13	Transmission	DD	DD	DD	DD
14	Brake System	Air RHEO	Air REG & Parking	Air RHEO	Air REG
15	Adhesion in dry condition (T)	---	32.9	34.8	---
16	Max. Tractive efforts (T)	30.8	23.2	42	46.89
17	Cont. T E (T)	18.8	22.4	27	33.13
18	Cont. Speed (Kmph)	72	58	50	50
19	Max. Speed(Kmph)	169.5	160	100	100
20	Hosre Power (HP)	5060	5440	5000	6120
21	Voltage Controll Arrangement	TC	TC	TC	TC
22	Cost. Transformer Rating (KVA)	540	7500	5400	6531
23	Traction Motor Voltage (V)	750	2180	750	2180
	Current (A)	900	396	900	971
	Output (KW)	650	---	630	---
24	Axillaries	50 Hz 3 Phase	50 Hz 3 Phase	50 Hz 3 Phase	50 Hz 3 Phase
25	Gear Ratio	2.52	3.6	3.61	5.1
26	(a) Max. Breaking effort in tons (Static)	22.73	24.92	23.59	24.92
	(b) Max. Breaking effort in tons (Running)	9.09	14.12	14.85	9.97

Obey Signal to ensure Safety.

TECHNICAL DATA OF WAG12 LOCOMOTIVE

Description	Specification
Type of Vehicle	Freight Locomotive
Horsepower 9Two sections)	12000HP (6000+6000)
No. of Sections	2 (Section-1, Section-2)
Axial Arrangement	Bo-Bo
Number of Axles	8
Rail Gauge	1,676mm
Mass of locomotive	180T for 22.5 Tonne/Axle 200 T for 25 Tonne/Axle
Length	38,400 mm
Width	3,058 mm
Height	4150 mm
Wheelbase	2,600 mm
Diameter of Wheel	1,250 mm (New Wheel) 1,207 mm (Half Worn) 1,164 mm (Fully Worn)
Maximum speed	100 Km/h (upgradable to 120 km/h)
Continuous speed	60 km/h
Gearbox Ratio	110/23
Minimum Curve Radius	175 m
OHE Voltage	Nominal: 22.5 KV, 50 HZ, Single Phase AC Maximum: 31KV Minimum: 17KV
Traction power in continuous rating mode	9,000 KW approx.
Maximum starting tractive effort at 25 t/axle load	785 KN
Maximum starting tractive effort at 22.5 t/axle load	706 KN
Tractive effort at maximum operating speed 120 Km/h	270 KN
Maximum Tractive Effort	88.25 KN/Motor for 22.5 Ton configuration.
Maximum Braking Effort	64.25 KN/Motor for 22.5 Ton configuration.
Low voltage supply	110 V DC
Auxiliaries voltage supply	415 V, 3-Phase AC
4QC Converter	DC Link Voltage: 1800 VDC± 3% Permanent Output current DC side: 1535A Permanent Input current AC side: 2000 Arms
Inverter	DC Link Voltage: 1800 VDC± 3% Permanent Output current AC side: 850 Arms Permanent Input current DC side: 1200 A
Multiple unit operation	2 Locomotives
Suitability for remote multiple unit operation	With 2 Locomotives
Cattle Guard	196 mm above Rail Level
Stone Deflector	40 mm above Rail Level
Side Buffer	968 mm above Rail Level

TECHNICAL DATA OF DIESEL LOCOMOTIVES

Main features	WDM2	WDM3A	WDM3D	WDG3-A	WDG-4	WDP-4
Length including buffer	17.12m	17.132m	18.626m	19.126m	21.244m	19.964m
Breadth	3.010m	3.016m	2.95m	3.016m	2.95m	2.95m
Height	4.185m	4.162m	4.077m	4.162m	4.077m	4.077m
Weight of loco	112.8T	112.8T	117T	123.0T	126.0T	117T
Max speed of loco	120kmph	120kmph	120kmph	100kmph	100kmph	160kmph
Max Axle load	18.8.T	18.8T	19.5T	20.5T	21.0T	19.5T
Gross horse power	2600	3100	3300	3100	4132	4132
Brake horse power	2400	2750	3050	2750	4012	4012
Engine RPM (Max/idle)	1000/400	1050/350	1050/350	1050/350	904/269	904/269
Fuel tank capacity	5000	5000	6000	6000	6000	4000
Gear ratio	18:65	18:65	18:74	18:74	18:74	18:74
Wheel diameter	1092mm	1092mm	1092mm	1092mm	1092mm	1092mm
Brake type	28LAV/IRAB	IRAB	IRAB	IRAB /CCB	CCB	CCB
Service	Mixed	Mixed	Mixed	Goods	Goods	Pass.
Electrical transmission	DC/DC	AC/DC	AC/DC	AC/DC	AC/DC	AC/DC

Remember- “A little more care means a lot more safety.”

TECHNICAL DATA OF COVERED & FLAT BOGIE WAGONS

Sl No	Main Features	BOGIE COVERED WAGONS				BOGIE FLAT WAGONS			
		BCN	BCNA	BCNAHS	BCXN	BRN	BRNA	BRNAHS	BFNS
1	Length over Head Stock (mm)	14500	13521	13521	14500	13716	13716	13716	13716
2	Length Over Buffer (mm)	---	---	---	---	14645	---	---	---
3	LengthOver Couplers (mm)	15429	14450	14450	15782	---	14645	14645	14645
4	Lenght inside/Lenght of Well(mm)	14494	13515	13515	14494	13716	13716	13716	13716
5	Width/Dia Inside (mm)	2944	2944	2944	2944	2845	2845	2845	2845
6	Height inside/Height of Well R L (mm)	2446	2677	2677	2446	2544	2544	2544	2785
7	Wheel Base (mm)	2000	2000	2000	2000	2000	2000	2000	2000
8	Bogie Centres (mm)	10000	9500	9500	10000	9144	9144	9144	9144
9	Journal Size (mm)	CTR. B 144.50	CTR. B 144.50	CTR. B 144.50	R.B. 130.50	CTR. B 144.50	CTR. B 144.50	CTR. B 144.50	CTR. B 144.50
10	Journal Centres (mm)	2260	2260	2260	2240	2260	2260	2260	2260
11	Wheel Dia on Tread (mm)	1000	1000	1000	1000	1000	1000	1000	1000
12	Nominal Max. Axle Load (Ton)	20.32 21.82 22.32	20.32 21.82	20.32 21.32 21.82					
13	Tare Tonnes	27.2 27.2 27.2	24.55 24.55	24.6 24.6 24.6	28.5	23.37	23.34	23.34	23.62
14	Pay Load Tonnes	54.08 60.08 62.08	56.73 62.73	56.68 60.68 62.68	52.78	57.91	57.94	57.94	57.65
15	Gross Load(Pay+Tare) Tonnes	81.28 87.28 89.28	81.28 87.28	81.28 85.28 87.28	81.28	81.28	81.28	81.28	81.28
16	Ratio Gross Load/Tare Tonnes	3.18	3.31	3.31	2.85	2.48	3.48	3.48	2.43
17	Loading Density/M Run Gross	5.268	5.625	5.625	5.15	5.59	5.55	5.55	5.55
18	Floor Area Sq mtr	42.67	39.76	---	42.67	---	---	---	---
19	Cubic Capacity Cu.M./ Litres	104	103.4	103.4	104	---	---	---	---
20	C. Rly. Diag. No.	22	22A	22B	22C	39A	---	---	---
21	Total Brake Power (*Empty)(**Loaded)	*19.34 **33.64	---	---	---	---	---	---	---

TECHNICAL DATA OF OPENED & HOPPER BOGIE/ WAGONS

Sl No	Main Features	BOGIE OPENED WAGONS		BOGIE HOPPER WAGONS		
		BOXN/BOXHS	BOXNHA	BOBYN	BOBRN	BOBSN
1	Length over Head Stock (mm)	9784	9784	10718	9671	10668
2	Length Over Buffer (mm)	---	---	---	---	---
3	Length Over Couplers (mm)	10713	10713	12000	10600	11597
4	Lenght inside/Lenght of Well(mm)	9784	9784	9000	9327	9296
5	Width/Dia Inside (mm)	2950/3200	2950/3200	2863	3340	2743
6	Heith inside/Height of Well from R L (mm)	1950/3225	2175/3450	1781	2466	1941
7	Wheel Base (mm)	2000	2000	2000	2000	2000
8	Bogie Centres (mm)	6524	6524	7470	---	71.12
9	Journal Size (mm)	GTR. B 144.50	CTR. B 144.50	CTR. B 144.50	CTR. B 144.50	CTR. B 144.50
10	Journal Centres (mm)	2260	2260	2260	2260	2260
11	Wheel Dia on Tread (mm)	1000	1000	1000	1000	1000
12	Nominal Max. Axle Load (Ton)	20.32/21.82/ 22.32/22.82	22.1 22.82 25.00	20.32	20.32	25
13	Tare Tonnes	23.20/23.20/ 23.20/23.20	23.17/23.17/23.17	27.04	25.6	30
14	Pay Load Tonnes	58.08/64.08/ 66.08/68.08	65.23/68.11/76.83	54.24	55.68	70
15	Gross Load(Pay+Tare) Tonnes	81.28/87.28/ 89.28/91.28	88.40/91.28/100	81.28	81.28	100
16	Ratio Gross Load/Tare Tonnes	3.6	2.82	3.01	---	3.33
17	Loading Density/M Run Gross	7.59/8.15/8.33	8.25	6.77	7.67	9.33
18	Floor Area Sq mtr	28.87	28.87	---	---	---
19	Cubic Capacity Cu.M/Litres	56.29	62.08	---	56.78	34.63
20	C. Rly. Diag. No.	21/21B	21A	58A	58B	---
21	Total Brake Power (*Empty)(**Loaded)	*18.9 **33.64	*18.9 **33.64	---	---	---

TECHNICAL DATA OF BOGIE TANK WAGONS

Sl No	Main Features	BOGIE TANK WAGONS		
		BTPN	BTPGLN	BTAP
1	Length over Head Stock (mm)	11491	18000	11400
2	Length Over Buffer (mm)	---	---	---
3	Length Over Couplers (mm)	12420	19282	12329
4	Lenght inside/Lenght of Well(mm)	11430	17994	11125
5	Width/Dia Inside (mm)	2850	2400	2200
6	Heith inside/Height of Well R L (mm)	4265	---	4350
7	Wheel Base (mm)	2000	2000	2000
8	Bogie Centres (mm)	8391	12970	8300
9	Journal Size (mm)	CTR. B 144.50	CTR. B 144.50	CTR. B 144.50
10	Journal Centres (mm)	2260	2260	2260
11	Wheel Dia on Tread (mm)	1000	1000	1000
12	Nominal Max. Axle Load (Ton)	20.32	20.32	20.32
13	Tare Tonnes	27	41.6	27.31
14	Pay Load Tonnes	54.28	37.6	53.96
15	Gross Load(Pay+Tare) Tonnes	81.28	79.2	81.28
16	Ratio Gross Load/Tare	3.01	1.9	2.97
17	Loading Density/M Run Gross	6.54	4.1	4.23
18	Floor Area Sq mt	---	---	---
19	Cubic Capacity Cu.M/ Litres	---	---	362
20	C. Rly. Diag. No.	112A	112C	
21	Total Brake Power	---	---	---

TECHNICAL DATA OF AIR BRAKE WAGONS

Sl No	Main Features	TYPE OF WAGONS			
		BOST	BOXNAL/ BOSTHS	BOXNHA	BOXNEL
1	Type of Wagon	CASNUB 22HS	CASNUB 22HS	IRF108 MS	CASNUB 22HS
2	Length Over Headstock (mm)	12800	9784	9784	9784
3	Length Over Couplers (mm)	13729	10713	10713	10713
4	Lenght inside/Lenght of Well(mm)	12800	9784	9784	9784
5	Width/Diameter Inside (mm)	2850	3022	2950	2950/3200
6	Width Overall (mm)	3100	3250	3200	1950/3232
7	Heigth inside/Height of well from R L (mm)	1805	2066	2175	2000
8	Wheel Base (mm)	2000	2000	2000	6524
9	Bogie Centres (mm)	8800	6524	6524	2260
10	Journal diameter Size (mm)	144.54 CTRB	144.54 CTRB	144.54 CTRB	144x278CTRB
11	Wheel Dia on Tread (mm)	1000	1000	1000	1000/906
12	Nominal Max. Axle Load (Tonnes)	20.32	20.32	22.10/22.82	25
13	Tare weight in Tonnes	25.5	18.26	23.17	23.1
14	Pay Load Tonnes	55.78	63.02	65.23/68.11	76.9
15	Gross Load(Pay+Tare) Tonnes	81.28	81.28	88.40/91.28	100
16	Ratio Gross Load to Tare (Tonnes)	3.187	4.451	3.81/3.939	4.33
17	Gross weight/metr run over coupling faces	5.92	5.92	8.52	9.33
18	Floor Area Sq mt	36.45	29.33	28.87	28.87
19	Cubic Capacity(m ² /Litres)	65.79	60.6	62.8	56.29

Sl No	Main Features	TYPE OF WAGONS			
		BOXNHL	BOYEL	BCNAHS	BCNHL
1	Type of Bogie/wagon	CASNUB 22NLB	CASNUB 22NLB	CASNUB 22HS	CASNUB 22HS
2	Length Over Headstock (mm)	10034	11000	13521	10034
3	Length Over Couplers (mm)	10963	11929	14450	10963
4	Lenght inside/Lenght of Well(mm)	10034	10990	13521	10034
5	Width/Diameter Inside (mm)	3022	2924/3134	294	3345
6	Width Overall (mm)	3250	1175/2450	3200	3450
7	Heigth inside/Height of well from R L (mm)	2028	2000	2677	2980/4305
8	Wheel Base (mm)	2000	7330	2000	2000
9	Bogie Centres (mm)	6690	2260	9500	7153
10	Journal diameter Size (mm)	144.54 CTRB	144x278RB	144.54 CTRB	144.54 CTRB
11	Wheel Dia on Tread (mm)	1000	1000/906	1000	1000
12	Nominal Max. Axle Load (Tonnes)	22.9	25	20.32/21.32/21.82	22.9
13	Tare weight in Tonnes	20.6	20.7	24.6	20.8
14	Pay Load Tonnes	71	79.3	56.68/60.68/62.68	70.8
15	Gross Load(Pay+Tare) Tonnes	91.6	100	81.28/85.28/87.28	91.6
16	Ratio Gross Load to Tare (Tonnes)	4.446	4.83	3.304/3.446/3.547	4.403
17	Gross weight/metr run over coupling faces	8.35	8.38	5.625/5.902/6.040	8.35
18	Floor Area Sq mt	30.32	32.13	39.79	NA
19	Cubic Capacity(m ² /Litres)	61.05	37.8	103.4	98.3

TECHNICAL DATA OF AIR BRAKE BOGIE FLAT CONTAINER WAGONS

Sl No	Main Features	TYPE OF WAGONS	
		BLCA	BFGN
1	Type of wagon	CASNUB 22	---
2	Length Over Headstock (mm)	13625	13716
3	Length Over Couplers (mm)	Not Applicable	14682
4	Length inside/Length of Well(mm)	Not Applicable	---
5	Width/Diameter Inside (mm)	2100	2100/2250
6	Width Overall (mm)	Not Available	---
7	Height inside/Height of well from R L (mm)	Not Applicable	1269
8	Wheel Base (mm)	2000	2000
9	Bogie Centres (mm)	9675	9000
10	Journal diameter Size (mm)	144.54 CTRB	144x278CTR
11	Wheel Dia on Tread (mm)	840	1000/906
12	Nominal Max. Axle Load (Tonnes)	22.9	20.32
13	Tare weight in Tonnes	19.1	20.5
14	Pay Load Tonnes	61	60.78
15	Gross Load(Pay+Tare) Tonnes	81.2	81.28
16	Ratio Gross Load to Tare (Tonnes)	4.255	3.965
17	Gross weight/metre run over coupling faces	Not Applicable	---
18	Floor Area Sq mt	Not Applicable	---
19	Cubic Capacity(m ³ /Litres)	Not Applicable	---

TECHNICAL DATA OF AIR BRAKE VAN/MT

Sl No	Main Features	TYPE OF WAGONS	
		BVZC	BVZI
1	Type of MT	Four Wheeled	ICF Bogie(Mod)
2	Length Over Roof end Cover Plate (mm)	6683.2	6683.2
3	Length Over Couplers (mm)	9469	14469
4	Length over Headstock(mm)	8540	13540
5	Height inside (mm)	2447.8	2447.8
6	Width Over foot board (mm)	3049	3049
7	Width Overall mm)	3200	3200
8	Wheel Base (mm)	5400	2896
9	Bogie Centres (mm)	Not Available	9026
10	Journal diameter Size (mm)	217x130 dia.	130 dia.
11	Wheel Dia on Tread (mm)	1000	915
12	Nominal Max. Axle Load (Tonnes)	20.3	13
13	Tare weight in Tonnes	13.967	23.5
14	Pay Load Tonnes	Not Available	Not Available
15	Gross Load(Pay+Tare) Tonnes	Not Available	Not Available
16	Ratio Gross Load/Tare (Tonnes)	Not Available	Not Available
17	Gross weight/meter run over coupling faces	Not Available	Not Available
18	Floor Area (m ²)	Not Available	Not Available
19	Cubic Capacity(m ³ /Litres)	Not Available	Not Available

Technical Data (ICF Stock)

Sr. no	TYPE OF COACH	CODE	No. of seat /berth	Weight in tons	
				Tare	Gross
1	AC FIRST CLASS SLEEPER	WGFAC	18	50.1	60.6
2	AC SECOND TIER SLEEPER	WGACCW	46	51.1	60.6
3	AC THREE TIER CLASS SLEEPER	WGACCN	64	53.1	60.6
4	AC CHAIR CAR	WGSCZAC	73	50.1	60.6
5	2 nd CLASS WITH BK. & LUGGAGE	SLR	40	37.4	50.1
6	2 nd CLASS COACH	WGS	100	38.6	50.1
7	2 nd CLASS 3 TIER	WGSCN	72	40.4	50.1
8	2 nd CLASS CHAIR CAR	WGSCZ	90/108	37.8	50.1
9	INSPECTION CARRIAGE	RA	01.56	49.0	50.1
10	PANTRY CAR	WCB	21	43.8	50.1
11	HIGH CAPACITY PARCEL VAN	VPH		33.1	50.1
12	MOTOR CUM PARCEL VAN	VPU		33.1	50.1

OVERALL DIMENSIONS OF ICF COACH

Gauge	1676 mm
Length over body	21340 mm
Length over CBC	22280 mm
Wheel Base	2896 mm
Maximum width over body	3250 mm
Window opening	1180 mm x760 mm
Distance between centre pivots	14783 mm
Height of compartment floor from rail level under tare condition	1303 mm
Maximum CBC drop under gross load and worn conditions	75 mm
Maximum height of centre line of CBC above rail level for empty vehicle	1105 mm
Minimum height of centre line of CBC above rail level for loaded vehicle	1030 mm
Wheels diameter (New)	915 mm
Wheels diameter (Last shop issue)	834 mm
Wheels diameter (Condemn)	825 mm
Maximum axle load permissible	16.25 T
Number of toilets	Normally 4
Higher speed potential	110 KMPH
Ride index of coach*	3.5

PERIODICITY OF ICF MAINTENANCE SCHEDULES

TABLE-1

Schedule	Periodicity
"A" SCHEDULE	1 month $\pm$ 3 days
"B" SCHEDULE	3 months $\pm$ 7 days
"IOH" SCHEDULE	9 months + 30 days 12 months + 30 days (24 months for newly built)
"POH" SCHEDULE	18 months (24 months for newly built)

Technical Data (LHB)

Sr. no	TYPE OF COACH	CODE	DRAWING NO.	No. of seat /berth	Weight in tons	
					Tare	Gross
1	AC FIRST CLASS SLEEPER- (EOG)	LWFAC	LA90003ALT "a"	24	40.87	43.34
2	AC FIRST CLASS SLEEPER- (SG)	LWGFAC	LA90006ALT "NIL"	24	45.90	50.70
3	AC SECOND CLASS SLEEPER- (EOG)	LWACCW	LW90006ALT "NIL"	54	41.60	46.72
4	AC SECOND CLASS SLEEPER- (SG)	LWGACCW	LW90011ALT "NIL"	54	48.00	55.04
5	AC THREE TIER CLASS SLEEPER- (EOG)	LWACCN	LE90009 ALT "NIL"	72	43.00	48.80
6	AC THREE TIER CLASS SLEEPER- LACCN (SG)	LWGACCN	LE90008 ALT "a"	72	50.50	58.50
7	AC DOUBLE DECKER AC CHAIR CAR (EOG)	ACCC DOUBLE DECKER	LD90009 ALT "NIL"	120	48.5	65
8	AC HOT BUFFET CAR	LWCBAC	LH90001 ALT "NIL"	15	42.20	48.20
9	NON AC SECOND CLASS GS (EOG)	LS5/LWS	LG90001 ALT "NIL"	100	35.29	50.49
10	NON AC SECOND CLASS THREE TIER- (SG)	LWGSCN	LS90002 ALT "NIL"	78	36.28	42.91
11	NON AC- LUGGAGE CUM GUARD VAN (SG)	LGSLR	LR90001 ALT "a"	36	35.40	44.50
12	AC CHAIR CAR EXECUTIVE CLASS	LWFCZAC		56	42.27	48.51
13	AC CHAIR CAR	LWSCZ AC		78	42.27	50.27
14	GENERATOR CUM LUGGAGE & BRAKE VAN	LWLRRM		5(4CRE W S+1GU A RD)	52.12	56.78
15	AC THREE TIER CLASS SLEEPER- ECONOMY	LWACCNE		83	48.5	58.29

OVERALL DIMENSIONS OF LHB COACH

Gauge	1676 mm
Length over body	23540 mm
Length over CBC	24000 mm
Wheel Base	2560 mm
Maximum width over body	3240 mm
Maximum distance between inner wheels	12345 mm
Window opening	1180 mm x760 mm
Distance between centre pivots	14900 mm
Height of compartment floor from rail level under tare condition	1303 mm
Maximum CBC drop under gross load and worn conditions	75 mm
Minimum height from rail level	102 mm
Maximum height of centre line of CBC above rail level for empty vehicle	1105 mm
Minimum height of centre line of CBC above rail level for loaded vehicle	1030 mm
Wheels diameter (New)	915 mm
Wheels diameter (Last shop issue)	862 mm
Wheels diameter (Condemn)	855 mm
Maximum axle load permissible	16.25 T
Number of toilets	Normally 4 (3 for Shatabdi coaches), there is difference in the no. of toilets for different types of coaches.
Higher speed potential	160 Kmph upgradable to 200
Ride index of coach*	2.5 at 160 Kmph but not >2.75

PERIODICITY OF LHB MAINTENANCE SCHEDULES

TABLE-1

Schedule	Periodicity
Trip Schedule D1	Every Trip/Weekly
Monthly Schedule/D2	30 days $\pm$ 3 days
Six Monthly Schedule/D3	180 days $\pm$ 15 days
(Shop Schedule I) /SS-I	18 Month $\pm$ 30 days/6 Lakh Kms earned whichever is earlier
Shop Schedule II / SS-II	3 Years/12 Lakh Kms earned whichever is earlier.
Shop Schedule III /SS-III	6 Years/24 Lakh Kms earned whichever is earlier.

Section wise sanctioned speed of wagons								
SECTION	Sl. No.	Bit	BOXNHL-22.9		BOXNRHS-22.9		BOXNR-22.9	
			LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	60	100	60	100	60	100
	2	GRB-BURN-ASN	65	100	75	100	75	100
	3	ADRA-JOC	60	100	60	100	60	100
	4	SNKA-JOC	60	100	60	100	60	100
ANR-DPS	5	ANR-SINI	60	100	60	100	60	100
	6	SINI-RKSN	60	100	60	100	60	100
	7	RKSN-DPS	65	90	75	90	75	90
ANR-TATA	8	ANR-KND	60	100	60	100	60	100
	9	KND-GMH	60	100	60	100	60	100
	10	GMH-TATA	60	100	60	100	60	100
ROU-JSG	11	ROU-JSG	60	100	60	100	60	100
BKSC-TATA	12	BKSC-KSX	60	100	60	100	60	100
	13	KSX BYEPASS	60	100	60	100	60	100
	14	KSX-PRR	60	100	60	100	60	100
	15	PRR-KND	60	100	60	100	60	100
	16	KND-GMH	60	100	60	100	60	100
	17	GMH-TATA	60	100	60	100	60	100
BKSC-CKP	18	BKSC-KSX	60	100	60	100	60	100
	19	KSX BYEPASS	60	100	60	100	60	100
	20	KSX-PRR	60	100	60	100	60	100
	21	PRR-SINI	60	100	60	100	60	100
	22	SINI-CKP	60	100	60	100	60	100
BNDM-HTE-MURI	23	MURI-HTE	60	100	60	100	60	100
	24	HTE- BNDM	60	100	60	100	60	100
TATA/CKP-DPS	25	CKP-RKSN	60	100	60	100	60	100
	26	RKSN-DPS	65	90	75	90	75	90
	27	TATA-RKSN	60	100	60	100	60	100
	28	DPS-BJMD	55	65	65	65	65	65
	29	BJMD-GUA	55	65	65	65	65	65
	30	BJMD-BYX	65	65	65	65	65	65
CKP/TATA-KGP	31	CKP-TATA	60	100	60	100	60	100
	32	TATA-KGP	60	100	60	100	60	100
DPS-NYG	33	DPS-PDPH	55	65	65	65	65	65
	34	PDPH-JRLI-NYG	65	65	65	65	65	65
CKP/TATA-MURI	35	CKP-SINI	60	100	60	100	60	100
	36	TATA-GMH	60	100	60	100	60	100
	37	GMH-KND	60	100	60	100	60	100
	38	SINI-CNI	60	100	60	100	60	100
	39	CNI-MURI	60	100	60	100	60	100
BNDM-BUF-BXF-KRBU	40	BNDM-BUF	60	65	60	65	60	65
	41	BUF-BXF	60	65	60	65	60	65
	42	BUF-KRBU	40	40	40	40	40	40
BRANCH-SECTION	43	ROU-BRMP	60	100	60	100	60	100
	44	TATA-BMPR	50	50	50	50	50	50

Section wise sanctioned speed of wagons								
SECTION	Sl. No.	Bit	BOXNHA-22.82t		BOXNHSM2-22.82		BOXNM2-22.82t	
			LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	60	90	60	100	60	100
	2	GRB-BURN-ASN	75	90	75	100	75	100
	3	ADRA-JOC	60	90	60	100	60	100
	4	SNKA-JOC	60	90	60	100	60	100
ANR-DPS	5	ANR-SINI	60	90	60	100	60	100
	6	SINI-RKSN	60	90	60	100	60	100
	7	RKSN-DPS	75	90	75	90	75	90
ANR-TATA	8	ANR-KND	60	90	60	100	60	100
	9	KND-GMH	60	90	60	100	60	100
	10	GMH-TATA	60	90	60	100	60	100
ROU-JSG	11	ROU-JSG	60	90	60	100	60	100
BKSC-TATA	12	BKSC-KSX	60	90	60	100	60	100
	13	KSX BYEPASS	60	90	60	100	60	100
	14	KSX-PRR	60	90	60	100	60	100
	15	PRR-KND	60	90	60	100	60	100
	16	KND-GMH	60	90	60	100	60	100
	17	GMH-TATA	60	90	60	100	60	100
BKSC-CKP	18	BKSC-KSX	60	90	60	100	60	100
	19	KSX BYEPASS	60	90	60	100	60	100
	20	KSX-PRR	60	90	60	100	60	100
	21	PRR-SINI	60	90	60	100	60	100
	22	SINI-CKP	60	90	60	100	60	100
BNDM-HTE-MURI	23	MURI-HTE	60	90	60	100	60	100
	24	HTE-BNDM	60	90	60	100	60	100
TATA/CKP-DPS	25	CKP-RKSN	60	90	60	100	60	100
	26	RKSN-DPS	75	90	75	90	75	90
	27	TATA-RKSN	60	90	60	100	60	100
	28	DPS-BJMD	65	65	65	65	65	65
	29	BJMD-GUA	65	65	65	65	65	65
	30	BJMD-BYX	65	65	65	65	65	65
CKP/TATA-KGP	31	CKP-TATA	60	90	60	100	60	100
	32	TATA-KGP	60	90	60	100	60	100
DPS-NYG	33	DPS-PDPH	65	65	65	65	65	65
	34	PDPH-JRLI-NYG	65	65	65	65	65	65
CKP/TATA-MURI	35	CKP-SINI	60	90	60	100	60	100
	36	TATA-GMH	60	90	60	100	60	100
	37	GMH-KND	60	90	60	100	60	100
	38	SINI-CNI	60	90	60	100	60	100
	39	CNI-MURI	60	90	60	100	60	100
BNDM-BUF-BXF-KRBU	40	BNDM-BUF	60	65	60	65	60	65
	41	BUF-BXF	60	65	60	65	60	65
	42	BUF-KRBU	40	40	40	40	40	40
BRANCH-SECTION	43	ROU-BRMP	60	90	60	100	60	100
	44	TATA-BMPR	50	50	50	50	50	50

Section wise sanctioned speed of wagons								
SECTION	Sl. No.	Bit	BOXNHAM-22.82t		BOXNLWM2-22.82t		BCNHL-22.9t	
			LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	60	90	60	100	60	70
	2	GRB-BURN-ASN	75	90	75	100	65	70
	3	ADRA-JOC	60	90	60	100	60	70
	4	SNKA-JOC	60	90	60	100	60	70
ANR-DPS	5	ANR-SINI	60	90	60	100	60	70
	6	SINI-RKSN	60	90	60	100	60	70
	7	RKSN-DPS	75	90	75	90	65	70
ANR-TATA	8	ANR-KND	60	90	60	100	60	70
	9	KND-GMH	60	90	60	100	60	70
	10	GMH-TATA	60	90	60	100	60	70
ROU-JSG	11	ROU-JSG	60	90	60	100	60	70
BKSC-TATA	12	BKSC-KSX	60	90	60	100	60	70
	13	KSX BYEPASS	60	90	60	100	60	70
	14	KSX-PRR	60	90	60	100	60	70
	15	PRR-KND	60	90	60	100	60	70
	16	KND-GMH	60	90	60	100	60	70
	17	GMH-TATA	60	90	60	100	60	70
BKSC-CKP	18	BKSC-KSX	60	90	60	100	60	70
	19	KSX BYEPASS	60	90	60	100	60	70
	20	KSX-PRR	60	90	60	100	60	70
	21	PRR-SINI	60	90	60	100	60	70
	22	SINI-CKP	60	90	60	100	60	70
BNDM-HTE-MURI	23	MURI-HTE	60	90	60	100	60	70
	24	HTE-BNDM	60	90	60	100	60	70
TATA/CKP-DPS	25	CKP-RKSN	60	90	60	100	60	70
	26	RKSN-DPS	75	90	75	90	65	70
	27	TATA-RKSN	60	90	60	100	60	70
	28	DPS-BJMD	65	65	65	65	55	65
	29	BJMD-GUA	65	65	65	65	55	65
	30	BJMD-BYX	65	65	65	65	60	65
CKP/TATA-KGP	31	CKP-TATA	60	90	60	100	60	70
	32	TATA-KGP	60	90	60	100	60	70
DPS-NYG	33	DPS-PDPH	65	65	65	65	55	65
	34	PDPH-JRLI-NYG	65	65	65	65	65	65
CKP/TATA-MURI	35	CKP-SINI	60	90	60	100	60	70
	36	TATA-GMH	60	90	60	100	60	70
	37	GMH-KND	60	90	60	100	60	70
	38	SINI-CNI	60	90	60	100	60	70
	39	CNI-MURI	60	90	60	100	60	70
BNDM-BUF-BXF-KRBU	40	BNDM-BUF	60	65	60	65	60	65
	41	BUF-BXF	60	65	60	65	60	65
	42	BUF-KRBU	40	40	40	40	40	40
BRANCH-SECTION	43	ROU-BRMP	60	90	60	100	60	70
	44	TATA-BMPR	50	50	50	50	50	50

Section wise sanctioned speed of wagons								
SECTION	Sl. No.	Bit	BCNAHSM1-22.82t		BOBYNHSM1-22.9t		BRN22.9M1	
			LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	60	100	60	95	60	90
	2	GRB-BURN-ASN	75	100	60	95	60	90
	3	ADRA-JOC	60	100	60	95	60	90
	4	SNKA-JOC	60	100	60	95	60	90
ANR-DPS	5	ANR-SINI	60	100	60	95	60	90
	6	SINI-RKSN	60	100	60	100	60	90
	7	RKSN-DPS	75	90	60	90	60	90
ANR-TATA	8	ANR-KND	60	100	60	95	60	90
	9	KND-GMH	60	100	60	95	60	90
	10	GMH-TATA	60	100	60	100	60	90
ROU-JSG	11	ROU-JSG	60	100	60	100	60	90
BKSC-TATA	12	BKSC-KSX	60	100	60	95	60	90
	13	KSX BYEPASS	60	100	60	95	60	90
	14	KSX-PRR	60	100	60	95	60	90
	15	PRR-KND	60	100	60	95	60	90
	16	KND-GMH	60	100	60	95	60	90
	17	GMH-TATA	60	100	60	100	60	90
BKSC-CKP	18	BKSC-KSX	60	100	60	95	60	90
	19	KSX BYEPASS	60	100	60	95	60	90
	20	KSX-PRR	60	100	60	95	60	90
	21	PRR-SINI	60	100	60	95	60	90
	22	SINI-CKP	60	100	60	100	60	90
BNDM-HTE-MURI	23	MURI-HTE	60	100	60	95	60	90
	24	HTE-BNDM	60	100	60	95	60	90
TATA/CKP-DPS	25	CKP-RKSN	60	100	60	100	60	90
	26	RKSN-DPS	75	90	60	90	60	90
	27	TATA-RKSN	60	100	60	100	60	90
	28	DPS-BJMD	65	65	50	65	55	65
	29	BJMD-GUA	65	65	50	65	55	65
	30	BJMD-BYX	65	65	60	65	60	65
CKP/TATA-KGP	31	CKP-TATA	60	100	60	100	60	90
	32	TATA-KGP	60	100	60	100	60	90
DPS-NYG	33	DPS-PDPH	65	65	50	65	55	65
	34	PDPH-JRLI-NYG	65	65	60	65	60	65
CKP/TATA-MURI	35	CKP-SINI	60	100	60	100	60	90
	36	TATA-GMH	60	100	60	100	60	90
	37	GMH-KND	60	100	60	95	60	90
	38	SINI-CNI	60	100	60	95	60	90
	39	CNI-MURI	60	100	60	100	60	90
BNDM-BUF-BXF-KRBU	40	BNDM-BUF	60	65	60	65	60	65
	41	BUF-BXF	60	65	60	65	60	65
	42	BUF-KRBU	40	40	40	40	40	40
BRANCH-SECTION	43	ROU-BRMP	60	100	50	85	55	90
	44	TATA-BMPR	50	50	50	50	50	50

Section wise sanctioned speed of wagons						
SECTION	Sl. No.	Bit	BFNV-22.9t		BLCS-22.32t	
			LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	60	100	60	65
	2	GRB-BURN-ASN	60	100	60	65
	3	ADRA-JOC	60	100	60	65
	4	SNKA-JOC	60	100	60	65
ANR-DPS	5	ANR-SINI	60	100	60	65
	6	SINI-RKSN	60	100	60	65
	7	RKSN-DPS	60	90	60	65
ANR-TATA	8	ANR-KND	60	100	60	65
	9	KND-GMH	60	100	60	65
	10	GMH-TATA	60	100	60	65
ROU-JSG	11	ROU-JSG	60	100	60	65
BKSC-TATA	12	BKSC-KSX	60	100	60	65
	13	KSX BYEPASS	60	100	60	65
	14	KSX-PRR	60	100	60	65
	15	PRR-KND	60	100	60	65
	16	KND-GMH	60	100	60	65
	17	GMH-TATA	60	100	60	65
BKSC-CKP	18	BKSC-KSX	60	100	60	65
	19	KSX BYEPASS	60	100	60	65
	20	KSX-PRR	60	100	60	65
	21	PRR-SINI	60	100	60	65
	22	SINI-CKP	60	100	60	65
BNDM-HTE-MURI	23	MURI-HTE	60	100	60	65
	24	HTE-BNDM	60	100	60	65
TATA/CKP-DPS	25	CKP-RKSN	60	100	60	65
	26	RKSN-DPS	60	90	60	65
	27	TATA-RKSN	60	100	60	65
	28	DPS-BJMD	60	65	50	65
	29	BJMD-GUA	60	65	50	65
	30	BJMD-BYX	60	65	60	65
CKP/TATA-KGP	31	CKP-TATA	60	100	60	65
	32	TATA-KGP	60	100	60	65
DPS-NYG	33	DPS-PDPH	60	65	50	65
	34	PDPH-JRLI-NYG	60	65	60	65
CKP/TATA-MURI	35	CKP-SINI	60	100	60	65
	36	TATA-GMH	60	100	60	65
	37	GMH-KND	60	100	60	65
	38	SINI-CNI	60	100	60	65
	39	CNI-MURI	60	100	60	65
BNDM-BUF-BXF-KRBU	40	BNDM-BUF	60	65	60	65
	41	BUF-BXF	60	65	60	65
	42	BUF-KRBU	40	40	40	40
BRANCH-SECTION	43	ROU-BRMP	60	100	60	65
	44	TATA-BMPR	50	50	50	50

Section wise sanctioned speed of wagons								
SECTION	Sl. No.	Bit	BOSTHSM3-22.32		BOSTHSM2-22.32		BOBYNM1-22.32	
			LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	60	95	60	100	60	100
	2	GRB-BURN-ASN	65	95	75	100	60	100
	3	ADRA-JOC	60	95	60	100	60	100
	4	SNKA-JOC	60	95	60	100	60	100
ANR-DPS	5	ANR-SINI	60	95	60	100	60	100
	6	SINI-RKSN	60	100	60	100	60	100
	7	RKSN-DPS	65	90	75	90	60	90
ANR-TATA	8	ANR-KND	60	95	60	100	60	100
	9	KND-GMH	60	95	60	100	60	100
	10	GMH-TATA	60	100	60	100	60	100
ROU-JSG	11	ROU-JSG	60	100	60	100	60	100
BKSC-TATA	12	BKSC-KSX	60	95	60	100	60	100
	13	KSX BYEPASS	60	95	60	100	60	100
	14	KSX-PRR	60	95	60	100	60	100
	15	PRR-KND	60	95	60	100	60	100
	16	KND-GMH	60	95	60	100	60	100
	17	GMH-TATA	60	100	60	100	60	100
BKSC-CKP	18	BKSC-KSX	60	95	60	100	60	100
	19	KSX BYEPASS	60	95	60	100	60	100
	20	KSX-PRR	60	95	60	100	60	100
	21	PRR-SINI	60	95	60	100	60	100
	22	SINI-CKP	60	100	60	100	60	100
BNDM-HTE-MURI	23	MURI-HTE	60	95	60	100	60	100
	24	HTE-BNDM	60	95	60	100	60	100
TATA/CKP-DPS	25	CKP-RKSN	60	100	60	100	60	100
	26	RKSN-DPS	65	90	75	90	60	90
	27	TATA-RKSN	60	100	60	100	60	100
	28	DPS-BJMD	65	65	65	65	60	65
	29	BJMD-GUA	55	65	65	65	60	65
	30	BJMD-BYX	60	65	65	65	60	65
CKP/TATA-KGP	31	CKP-TATA	60	100	60	100	60	100
	32	TATA-KGP	60	100	60	100	60	100
DPS-NYG	33	DPS-PDPH	65	65	65	65	60	65
	34	PDPH-JRLI-NYG	65	65	65	65	60	65
CKP/TATA-MURI	35	CKP-SINI	60	100	60	100	60	100
	36	TATA-GMH	60	100	60	100	60	100
	37	GMH-KND	60	95	60	100	60	100
	38	SINI-CNI	60	95	60	100	60	100
	39	CNI-MURI	60	95	60	100	60	100
BNDM-BUF-BXF-KRBU	40	BNDM-BUF	60	65	60	65	60	65
	41	BUF-BXF	60	65	60	65	60	65
	42	BUF-KRBU	40	40	40	40	40	40
BRANCH-SECTION	43	ROU-BRMP	60	85	60	100	60	100
	44	TATA-BMPR	50	50	50	50	50	50

Section wise sanctioned speed of wagons								
SECTION			BTAPM1-21.92		BTFLNM1-20.32		BRNAM1-20.32	
	Sl. No.	Bit	LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	60	65	NA	NA	75	100
	2	GRB-BURN-ASN	60	65	70	100	80	100
	3	ADRA-JOC	60	65	70	100	75	100
	4	SNKA-JOC	60	65	70	100	80	100
ANR-DPS	5	ANR-SINI	60	65	NA	NA	75	100
	6	SINI-RKSN	60	65	75	100	75	100
	7	RKSN-DPS	60	65	70	90	80	90
ANR-TATA	8	ANR-KND	60	65	NA	NA	75	100
	9	KND-GMH	60	65	70	100	75	100
	10	GMH-TATA	60	65	75	100	75	100
ROU-JSG	11	ROU-JSG	60	65	75	100	75	100
BKSC-TATA	12	BKSC-KSX	60	65	70	100	75	100
	13	KSX BYEPASS	60	65	70	100	80	100
	14	KSX-PRR	60	65	70	100	75	100
	15	PRR-KND	60	65	NA	NA	75	100
	16	KND-GMH	60	65	70	100	75	100
	17	GMH-TATA	60	65	75	100	75	100
BKSC-CKP	18	BKSC-KSX	60	65	70	100	75	100
	19	KSX BYEPASS	60	65	70	100	80	100
	20	KSX-PRR	60	65	70	100	75	100
	21	PRR-SINI	60	65	NA	NA	75	100
	22	SINI-CKP	60	65	75	100	75	100
BNDM-HTE-MURI	23	MURI-HTE	60	65	70	100	75	100
	24	HTE-BNDM	60	65	70	100	75	100
TATA/CKP-DPS	25	CKP-RKSN	60	65	75	100	75	100
	26	RKSN-DPS	60	65	70	90	80	90
	27	TATA-RKSN	60	65	75	100	75	100
	28	DPS-BJMD	60	65	60	65	65	65
	29	BJMD-GUA	60	65	60	65	65	65
	30	BJMD-BYX	60	65	65	65	65	65
CKP/TATA-KGP	31	CKP-TATA	60	65	75	100	75	100
	32	TATA-KGP	60	65	75	100	75	100
DPS-NYG	33	DPS-PDPH	60	65	60	65	65	65
	34	PDPH-JRLI-NYG	60	65	65	65	65	65
CKP/TATA-MURI	35	CKP-SINI	60	65	75	100	75	100
	36	TATA-GMH	60	65	75	100	75	100
	37	GMH-KND	60	65	70	100	75	100
	38	SINI-CNI	60	65	NA	NA	75	100
	39	CNI-MURI	60	65	75	100	75	100
BNDM-BUF-BXF-KRBU	40	BNDM-BUF	60	65	65	65	65	65
	41	BUF-BXF	60	65	65	65	65	65
	42	BUF-KRBU	40	40	40	40	40	40
BRANCH-SECTION	43	ROU-BRMP	60	65	60	90	75	100
	44	TATA-BMPR	50	50	50	50	50	50

Section wise sanctioned speed of wagons								
SECTION	Sl. No.	Bit	BCACM-8.28		BCACBM-12.715		BRNM1 20.32t	
			LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	90	100	75	90	75	100
	2	GRB-BURN-ASN	90	100	75	90	80	100
	3	ADRA-JOC	90	100	75	90	75	100
	4	SNKA-JOC	90	100	75	90	80	100
ANR-DPS	5	ANR-SINI	90	100	75	90	75	100
	6	SINI-RKSN	100	100	90	90	100	100
	7	RKSN-DPS	90	90	75	90	80	90
ANR-TATA	8	ANR-KND	90	100	75	90	75	100
	9	KND-GMH	90	100	75	90	80	100
	10	GMH-TATA	100	100	90	90	100	100
ROU-JSG	11	ROU-JSG	100	100	90	90	100	100
BKSC-TATA	12	BKSC-KSX	90	100	75	90	75	100
	13	KSX BYEPASS	90	100	75	90	80	100
	14	KSX-PRR	90	100	75	90	75	100
	15	PRR-KND	90	100	75	90	75	100
	16	KND-GMH	90	100	75	90	80	100
	17	GMH-TATA	100	100	90	90	100	100
BKSC-CKP	18	BKSC-KSX	90	100	75	90	75	100
	19	KSX BYEPASS	90	100	75	90	80	100
	20	KSX-PRR	90	100	75	90	75	100
	21	PRR-SINI	90	100	75	90	75	100
	22	SINI-CKP	100	100	90	90	100	100
BNDM-HTE-MURI	23	MURI-HTE	90	100	75	90	75	100
	24	HTE-BNDM	90	100	75	90	75	100
TATA/CKP-DPS	25	CKP-RKSN	100	100	90	90	100	100
	26	RKSN-DPS	90	90	75	90	80	90
	27	TATA-RKSN	100	100	90	90	100	100
	28	DPS-BJMD	65	65	65	65	65	65
	29	BJMD-GUA	65	65	65	65	65	65
	30	BJMD-BYX	65	65	65	65	65	65
CKP/TATA-KGP	31	CKP-TATA	100	100	90	90	100	100
	32	TATA-KGP	100	100	90	90	75	100
DPS-NYG	33	DPS-PDPH	65	65	65	65	65	65
	34	PDPH-JRLI-NYG	65	65	65	65	65	65
CKP/TATA-MURI	35	CKP-SINI	100	100	90	90	100	100
	36	TATA-GMH	100	100	90	90	100	100
	37	GMH-KND	90	100	75	90	80	100
	38	SINI-CNI	90	100	75	90	75	100
	39	CNI-MURI	95	100	80	90	85	100
BNDM-BUF-BXF-KRBU	40	BNDM-BUF	65	65	65	65	65	65
	41	BUF-BXF	65	65	65	65	65	65
	42	BUF-KRBU	40	40	40	40	40	40
BRANCH-SECTION	43	ROU-BRMP	80	95	65	80	70	100
	44	TATA-BMPR	50	50	50	50	50	50

Section wise sanctioned speed of wagons							
SECTION	Sl. No.	Bit	NMGHS 16.25t	BTALNM1 20.03t		BFNSM1 22.9t	
				LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	105	85	100	55	95
	2	GRB-BURN-ASN	105	85	100	55	95
	3	ADRA-JOC	105	85	100	55	95
	4	SNKA-JOC	100	90	100	60	95
ANR-DPS	5	ANR-SINI	105	85	100	55	95
	6	SINI-RKSN	110	90	100	60	95
	7	RKSN-DPS	90	85	90	55	90
ANR-TATA	8	ANR-KND	105	85	100	55	95
	9	KND-GMH	105	85	100	55	95
	10	GMH-TATA	110	90	100	60	95
ROU-JSG	11	ROU-JSG	110	90	100	60	95
BKSC-TATA	12	BKSC-KSX	105	85	100	55	95
	13	KSX BYEPASS	100	85	100	55	95
	14	KSX-PRR	105	85	100	60	95
	15	PRR-KND	105	85	100	55	95
	16	KND-GMH	105	85	100	55	95
	17	GMH-TATA	110	90	100	60	95
BKSC-CKP	18	BKSC-KSX	105	85	100	55	95
	19	KSX BYEPASS	100	85	100	55	95
	20	KSX-PRR	105	85	100	60	95
	21	PRR-SINI	105	85	100	55	95
	22	SINI-CKP	110	90	100	60	95
BNDM-HTE-MURI	23	MURI-HTE	100	85	100	55	95
	24	HTE-BNDM	105	85	100	55	95
TATA/CKP-DPS	25	CKP-RKSN	110	90	100	60	95
	26	RKSN-DPS	90	85	90	55	90
	27	TATA-RKSN	110	90	100	60	95
	28	DPS-BJMD	65	65	65	45	65
	29	BJMD-GUA	65	65	65	45	65
	30	BJMD-BBN	65	65	65	55	65
	31	BBN-BYX	65	65	65	55	65
CKP/TATA-KGP	32	CKP-TATA	110	90	100	60	95
	33	TATA-KGP	110	90	100	60	95
DPS-NYG	34	DPS-PDPH	65	65	65	45	65
	35	PDPH-BSPX	65	65	65	55	65
	36	BSPX-JRLI-NYG	65	65	65	60	65
CKP/TATA-MURI	37	CKP-SINI	110	90	100	60	95
	38	TATA-GMH	110	90	100	60	95
	39	GMH-KND	105	85	100	55	95
	40	SINI-CNI	105	85	100	55	95
	41	CNI-MURI	110	90	100	60	95
BNDM-BUF-BXF-KRBU	42	BNDM-BUF	65	65	65	55	65
	43	BUF-BXF	65	65	65	55	65
	44	BUF-KRBU	40	40	40	40	40
BRANCH-SECTION	45	ROU-BRMP	95	80	100	45	85
	46	TATA-BMPR	50	50	50	50	50

Section wise sanctioned speed of wagons								
SECTION	Sl. No.	Bit	BTPN 20.32t		BRHNEHSM1 20.32t		BOST 22.32t	
			LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	75	80	75	95	50	80
	2	GRB-BURN-ASN	75	80	80	95	50	80
	3	ADRA-JOC	75	80	75	95	50	80
	4	SNKA-JOC	80	80	80	95	50	80
ANR-DPS	5	ANR-SINI	75	80	75	95	50	80
	6	SINI-RKSN	80	80	100	95	50	80
	7	RKSN-DPS	75	80	80	90	50	80
ANR-TATA	8	ANR-KND	75	80	75	95	50	80
	9	KND-GMH	75	80	80	95	50	80
	10	GMH-TATA	80	80	100	95	50	80
ROU-JSG	11	ROU-JSG	80	80	100	95	50	80
BKSC-TATA	12	BKSC-KSX	75	80	75	95	50	80
	13	KSX BYEPASS	75	80	80	95	50	80
	14	KSX-PRR	80	80	75	95	50	80
	15	PRR-KND	75	80	75	95	50	80
	16	KND-GMH	75	80	80	95	50	80
	17	GMH-TATA	80	80	100	95	50	80
BKSC-CKP	18	BKSC-KSX	75	80	75	95	50	80
	19	KSX BYEPASS	75	80	80	95	50	80
	20	KSX-PRR	80	80	75	95	50	80
	21	PRR-SINI	75	80	75	95	50	80
	22	SINI-CKP	80	80	100	95	50	80
BNDM-HTE-MURI	23	MURI-HTE	75	80	75	95	50	80
	24	HTE-BNDM	75	80	75	95	50	80
TATA/CKP-DPS	25	CKP-RKSN	80	80	100	95	50	80
	26	RKSN-DPS	75	80	80	90	50	80
	27	TATA-RKSN	80	80	100	95	50	80
	28	DPS-BJMD	65	65	65	65	50	65
	29	BJMD-GUA	65	65	65	65	50	65
	30	BJMD-BBN	65	65	65	65	50	65
	31	BBN-BYX	65	65	65	65	50	65
CKP/TATA-KGP	32	CKP-TATA	80	80	100	95	50	80
	33	TATA-KGP	80	80	75	95	50	80
DPS-NYG	34	DPS-PDPH	65	65	65	65	50	65
	35	PDPH-BSPX	65	65	65	65	50	65
	36	BSPX-JRLI-NYG	65	65	65	65	50	65
CKP/TATA-MURI	37	CKP-SINI	80	80	100	95	50	80
	38	TATA-GMH	80	80	100	95	50	80
	39	GMH-KND	75	80	80	95	50	80
	40	SINI-CNI	75	80	75	95	50	80
	41	CNI-MURI	80	80	85	95	50	80
BNDM-BUF-BXF-KRBU	42	BNDM-BUF	65	65	65	65	50	80
	43	BUF-BXF	65	65	65	65	50	65
	44	BUF-KRBU	40	40	40	40	40	40
BRANCH-SECTION	45	ROU-BRMP	65	80	70	95	50	80
	46	TATA-BMPR	50	50	50	50	50	50

Section wise sanctioned speed of wagons								
SECTION	Sl. No.	Bit	BCNM1 22.82t		BOXNM1 22.32t		BOXNHSM1 22.32t	
			LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	60	80	70	80	70	90
	2	GRB-BURN-ASN	60	80	70	80	70	90
	3	ADRA-JOC	60	80	70	80	70	90
	4	SNKA-JOC	60	80	70	80	75	90
ANR-DPS	5	ANR-SINI	60	80	70	80	70	90
	6	SINI-RKSN	60	80	70	80	75	90
	7	RKSN-DPS	60	80	70	80	70	90
ANR-TATA	8	ANR-KND	60	80	70	80	70	90
	9	KND-GMH	60	80	70	80	70	90
	10	GMH-TATA	60	80	70	80	75	90
ROU-JSG	11	ROU-JSG	60	80	70	80	75	90
BKSC-TATA	12	BKSC-KSX	60	80	70	80	70	90
	13	KSX BYEPASS	60	80	70	80	70	90
	14	KSX-PRR	60	80	70	80	70	90
	15	PRR-KND	60	80	70	80	70	90
	16	KND-GMH	60	80	70	80	70	90
	17	GMH-TATA	60	80	70	80	75	90
BKSC-CKP	18	BKSC-KSX	60	80	70	80	70	90
	19	KSX BYEPASS	60	80	70	80	70	90
	20	KSX-PRR	60	80	70	80	70	90
	21	PRR-SINI	60	80	70	80	70	90
	22	SINI-CKP	60	80	70	80	75	90
BNDM-HTE-MURI	23	MURI-HTE	60	80	70	80	70	90
	24	HTE-BNDM	60	80	70	80	70	90
TATA/CKP-DPS	25	CKP-RKSN	60	80	70	80	75	90
	26	RKSN-DPS	60	80	70	80	70	90
	27	TATA-RKSN	60	80	70	80	75	90
	28	DPS-BJMD	60	65	60	65	60	65
	29	BJMD-GUA	60	65	60	65	60	65
	30	BJMD-BBN	60	65	65	65	65	65
	31	BBN-BYX	60	65	65	65	65	65
CKP/TATA-KGP	32	CKP-TATA	60	80	70	80	75	90
	33	TATA-KGP	60	80	70	80	75	90
DPS-NYG	34	DPS-PDPH	60	65	60	65	60	65
	35	PDPH-BSPX	60	65	65	65	65	65
	36	BSPX-JRLI-NYG	60	65	65	65	65	65
CKP/TATA-MURI	37	CKP-SINI	60	80	70	80	75	90
	38	TATA-GMH	60	80	70	80	75	90
	39	GMH-KND	60	80	70	80	70	90
	40	SINI-CNI	60	80	70	80	70	90
	41	CNI-MURI	60	80	70	80	75	90
BNDM-BUF-BXF-KRBU	42	BNDM-BUF	60	80	65	65	65	65
	43	BUF-BXF	60	65	65	65	65	65
	44	BUF-KRBU	40	40	40	40	40	40
BRANCH-SECTION	45	ROU-BRMP	60	80	60	80	60	90
	46	TATA-BMPR	50	50	50	50	50	50

Section wise sanctioned speed of wagons								
SECTION	Sl. No.	Bit	BCNHSM1 22.32t		BLLA/BLLB 20.32t		BOBYN 20.32t	
			LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	70	90	75	100	75	75
	2	GRB-BURN-ASN	70	90	75	100	75	75
	3	ADRA-JOC	70	90	75	100	75	75
	4	SNKA-JOC	70	90	75	100	75	75
ANR-DPS	5	ANR-SINI	70	90	75	100	75	75
	6	SINI-RKSN	70	90	75	100	75	75
	7	RKSN-DPS	70	90	75	100	75	75
ANR-TATA	8	ANR-KND	70	90	75	100	75	75
	9	KND-GMH	70	90	75	100	75	75
	10	GMH-TATA	70	90	75	100	75	75
ROU-JSG	11	ROU-JSG	70	90	75	100	75	75
BKSC-TATA	12	BKSC-KSX	70	90	75	100	75	75
	13	KSX BYEPASS	70	90	75	100	75	75
	14	KSX-PRR	60	90	75	100	75	75
	15	PRR-KND	70	90	75	100	75	75
	16	KND-GMH	70	90	75	100	75	75
	17	GMH-TATA	70	90	75	100	75	75
BKSC-CKP	18	BKSC-KSX	70	90	75	100	75	75
	19	KSX BYEPASS	70	90	75	100	75	75
	20	KSX-PRR	60	90	75	100	75	75
	21	PRR-SINI	70	90	75	100	75	75
	22	SINI-CKP	70	90	75	100	75	75
BNDM-HTE-MURI	23	MURI-HTE	70	90	75	100	75	75
	24	HTE-BNDM	70	90	75	100	75	75
TATA/CKP-DPS	25	CKP-RKSN	70	90	75	100	75	75
	26	RKSN-DPS	70	90	75	100	75	75
	27	TATA-RKSN	70	90	75	100	75	75
	28	DPS-BJMD	60	65	65	65	65	65
	29	BJMD-GUA	60	65	65	65	65	65
	30	BJMD-BBN	65	65	65	65	65	65
	31	BBN-BYX	65	65	65	65	65	65
CKP/TATA-KGP	32	CKP-TATA	70	90	75	100	75	75
	33	TATA-KGP	70	90	75	100	75	75
DPS-NYG	34	DPS-PDPH	60	65	65	65	65	65
	35	PDPH-BSPX	65	65	65	65	65	65
	36	BSPX-JRLI-NYG	65	65	65	65	65	65
CKP/TATA-MURI	37	CKP-SINI	70	90	75	100	75	75
	38	TATA-GMH	70	90	75	100	75	75
	39	GMH-KND	70	90	75	100	75	75
	40	SINI-CNI	70	90	75	100	75	75
	41	CNI-MURI	70	90	75	100	75	75
BNDM-BUF-BXF-KRBU	42	BNDM-BUF	70	90	75	90	75	75
	43	BUF-BXF	65	65	65	65	65	65
	44	BUF-KRBU	40	40	40	40	40	40
BRANCH-SECTION	45	ROU-BRMP	60	90	65	100	65	75
	46	TATA-BMPR	50	50	50	50	50	50

Section wise sanctioned speed of wagons								
SECTION	Sl. No.	Bit	BOBRN 20.32t					
			LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	75	70				
	2	GRB-BURN-ASN	75	70				
	3	ADRA-JOC	75	70				
	4	SNKA-JOC	75	70				
ANR-DPS	5	ANR-SINI	75	70				
	6	SINI-RKSN	75	70				
	7	RKSN-DPS	75	70				
ANR-TATA	8	ANR-KND	75	70				
	9	KND-GMH	75	70				
	10	GMH-TATA	75	70				
ROU-JSG	11	ROU-JSG	75	70				
BKSC-TATA	12	BKSC-KSX	75	70				
	13	KSX BYEPASS	75	70				
	14	KSX-PRR	75	70				
	15	PRR-KND	75	70				
	16	KND-GMH	75	70				
	17	GMH-TATA	75	70				
BKSC-CKP	18	BKSC-KSX	75	70				
	19	KSX BYEPASS	75	70				
	20	KSX-PRR	75	70				
	21	PRR-SINI	75	70				
	22	SINI-CKP	75	70				
BNDM-HTE-MURI	23	MURI-HTE	75	70				
	24	HTE-BNDM	75	70				
TATA/CKP-DPS	25	CKP-RKSN	75	70				
	26	RKSN-DPS	75	70				
	27	TATA-RKSN	75	70				
	28	DPS-BJMD	65	65				
	29	BJMD-GUA	65	65				
	30	BJMD-BBN	65	65				
	31	BBN-BYX	65	65				
CKP/TATA-KGP	32	CKP-TATA	75	70				
	33	TATA-KGP	75	70				
DPS-NYG	34	DPS-PDPH	65	65				
	35	PDPH-BSPX	65	65				
	36	BSPX-JRLI-NYG	65	65				
CKP/TATA-MURI	37	CKP-SINI	75	70				
	38	TATA-GMH	75	70				
	39	GMH-KND	75	70				
	40	SINI-CNI	75	70				
	41	CNI-MURI	75	70				
BNDM-BUF-BXF-KRBU	42	BNDM-BUF	75	70				
	43	BUF-BXF	65	65				
	44	BUF-KRBU	40	40				
BRANCH-SECTION	45	ROU-BRMP	65	70				
	46	TATA-BMPR	50	50				

Section wise sanctioned speed of wagons						
SECTION	Sl. No.	Bit	BOXNHSM1 22.82t		BOBRNM1 22.32t	
			LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	60	80	70	80
	2	GRB-BURN-ASN	60	80	70	80
	3	ADRA-JOC	60	80	70	80
	4	SNKA-JOC	60	80	70	80
ANR-DPS	5	ANR-SINI	60	80	70	80
	6	SINI-RKSN	60	80	70	80
	7	RKSN-DPS	60	80	70	80
ANR-TATA	8	ANR-KND	60	80	70	80
	9	KND-GMH	60	80	70	80
	10	GMH-TATA	60	80	70	80
ROU-JSG	11	ROU-JSG	60	80	70	80
BKSC-TATA	12	BKSC-KSX	60	80	70	80
	13	KSX BYEPASS	60	80	70	80
	14	KSX-PRR	60	80	70	80
	15	PRR-KND	60	80	70	80
	16	KND-GMH	60	80	70	80
	17	GMH-TATA	60	80	70	80
BKSC-CKP	18	BKSC-KSX	60	80	70	80
	19	KSX BYEPASS	60	80	70	80
	20	KSX-PRR	60	80	70	80
	21	PRR-SINI	60	80	70	80
	22	SINI-CKP	60	80	70	80
BNDM-HTE-MURI	23	MURI-HTE	60	80	70	80
	24	HTE-BNDM	60	80	70	80
TATA/CKP-DPS	25	CKP-RKSN	60	80	70	80
	26	RKSN-DPS	60	80	70	80
	27	TATA-RKSN	60	80	70	80
	28	DPS-BJMD	60	65	60	65
	29	BJMD-GUA	60	65	60	65
	30	BJMD-BBN	60	65	65	65
	31	BBN-BYX	60	65	65	65
CKP/TATA-KGP	32	CKP-TATA	60	80	70	80
	33	TATA-KGP	60	80	70	80
DPS-NYG	34	DPS-PDPH	60	65	60	65
	35	PDPH-BSPX	60	65	65	65
	36	BSPX-JRLI-NYG	60	65	65	65
CKP/TATA-MURI	37	CKP-SINI	60	80	70	80
	38	TATA-GMH	60	80	70	80
	39	GMH-KND	60	80	70	80
	40	SINI-CNI	60	80	70	80
	41	CNI-MURI	60	80	70	80
BNDM-BUF-BXF-KRBU	42	BNDM-BUF	60	65	65	65
	43	BUF-BXF	60	65	65	65
	44	BUF-KRBU	40	40	40	40
BRANCH-SECTION	45	ROU-BRMP	60	80	60	80
	46	TATA-BMPR	50	50	50	50

Section wise sanctioned speed of wagons								
SECTION	Sl. No.	Bit	BOBRM1 22.32t		BOXNM1 22.82t		BCNAHSM1 22.32t	
			LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	70	75	60	80	65	100
	2	GRB-BURN-ASN	70	75	60	80	65	100
	3	ADRA-JOC	70	75	60	80	65	100
	4	SNKA-JOC	70	75	60	80	70	100
ANR-DPS	5	ANR-SINI	70	75	60	80	65	100
	6	SINI-RKSN	70	75	60	80	75	100
	7	RKSN-DPS	70	75	60	80	65	100
ANR-TATA	8	ANR-KND	70	75	60	80	65	100
	9	KND-GMH	70	75	60	80	65	100
	10	GMH-TATA	70	75	60	80	75	100
ROU-JSG	11	ROU-JSG	70	75	60	80	75	100
BKSC-TATA	12	BKSC-KSX	70	75	60	80	65	100
	13	KSX BYEPASS	70	75	60	80	65	100
	14	KSX-PRR	70	75	60	80	70	100
	15	PRR-KND	70	75	60	80	65	100
	16	KND-GMH	70	75	60	80	65	100
	17	GMH-TATA	70	75	60	80	75	100
BKSC-CKP	18	BKSC-KSX	70	75	60	80	65	100
	19	KSX BYEPASS	70	75	60	80	65	100
	20	KSX-PRR	70	75	60	80	70	100
	21	PRR-SINI	70	75	60	80	65	100
	22	SINI-CKP	70	75	60	80	75	100
BNDM-HTE-MURI	23	MURI-HTE	70	75	60	80	75	100
	24	HTE-BNDM	70	75	60	80	65	100
TATA/CKP-DPS	25	CKP-RKSN	70	75	60	80	75	100
	26	RKSN-DPS	70	75	60	80	65	100
	27	TATA-RKSN	70	75	60	80	75	100
	28	DPS-BJMD	60	65	60	65	55	65
	29	BJMD-GUA	60	65	60	65	55	65
	30	BJMD-BBN	65	65	60	65	65	65
	31	BBN-BYX	65	65	60	65	65	65
CKP/TATA-KGP	32	CKP-TATA	70	75	60	80	75	100
	33	TATA-KGP	70	75	60	80	75	100
DPS-NYG	34	DPS-PDPH	60	65	60	65	55	65
	35	PDPH-BSPX	65	65	60	65	65	65
	36	BSPX-JRLI-NYG	65	65	60	65	65	65
CKP/TATA-MURI	37	CKP-SINI	70	75	60	80	75	100
	38	TATA-GMH	70	75	60	80	75	100
	39	GMH-KND	70	75	60	80	65	100
	40	SINI-CNI	70	75	60	80	65	100
	41	CNI-MURI	70	75	60	80	75	100
BNDM-BUF-BXF-KRBU	42	BNDM-BUF	65	65	60	65	65	90
	43	BUF-BXF	65	65	60	65	65	65
	44	BUF-KRBU	40	40	40	40	40	40
BRANCH-SECTION	45	ROU-BRMP	60	75	60	80	55	100
	46	TATA-BMPR	50	50	50	50	50	50

Section wise sanctioned speed of wagons								
SECTION	Sl. No.	Bit	BOXNS 22.9t		BOBSNS 22.9t		BOST 22.9t	
			LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	60	100	60	90	50	80
	2	GRB-BURN-ASN	60	100	60	90	50	80
	3	ADRA-JOC	60	100	60	90	50	80
	4	SNKA-JOC	60	100	60	90	50	80
ANR-DPS	5	ANR-SINI	60	100	60	90	50	80
	6	SINI-RKSN	60	100	60	100	50	80
	7	RKSN-DPS	60	100	60	90	50	80
ANR-TATA	8	ANR-KND	60	100	60	90	50	80
	9	KND-GMH	60	100	60	90	50	80
	10	GMH-TATA	60	100	60	100	50	80
ROU-JSG	11	ROU-JSG	60	100	60	100	50	80
BKSC-TATA	12	BKSC-KSX	60	100	60	90	50	80
	13	KSX BYEPASS	60	100	60	90	50	80
	14	KSX-PRR	60	100	60	95	50	80
	15	PRR-KND	60	100	60	90	50	80
	16	KND-GMH	60	100	60	90	50	80
	17	GMH-TATA	60	100	60	100	50	80
BKSC-CKP	18	BKSC-KSX	60	100	60	90	50	80
	19	KSX BYEPASS	60	100	60	90	50	80
	20	KSX-PRR	60	100	60	95	50	80
	21	PRR-SINI	60	100	60	90	50	80
	22	SINI-CKP	60	100	60	100	50	80
BNDM-HTE-MURI	23	MURI-HTE	60	100	60	90	50	80
	24	HTE-BNDM	60	100	60	90	50	80
TATA/CKP-DPS	25	CKP-RKSN	60	100	60	100	50	80
	26	RKSN-DPS	60	100	60	90	50	80
	27	TATA-RKSN	60	100	60	100	50	80
	28	DPS-BJMD	60	65	60	65	50	65
	29	BJMD-GUA	60	65	60	65	50	65
	30	BJMD-BBN	60	65	60	65	50	65
	31	BBN-BYX	60	65	60	65	50	65
CKP/TATA-KGP	32	CKP-TATA	60	100	60	100	50	80
	33	TATA-KGP	60	100	60	100	50	80
DPS-NYG	34	DPS-PDPH	60	65	60	65	50	65
	35	PDPH-BSPX	60	65	60	65	50	65
	36	BSPX-JRLI-NYG	60	65	60	65	50	65
CKP/TATA-MURI	37	CKP-SINI	60	100	60	100	50	65
	38	TATA-GMH	60	100	60	100	50	80
	39	GMH-KND	60	100	60	90	50	80
	40	SINI-CNI	60	100	60	90	50	80
	41	CNI-MURI	60	100	60	100	50	80
BNDM-BUF-BXF-KRBU	42	BNDM-BUF	60	90	60	90	50	80
	43	BUF-BXF	60	65	60	65	50	65
	44	BUF-KRBU	40	40	40	40	40	40
BRANCH-SECTION	45	ROU-BRMP	60	100	60	85	50	80
	46	TATA-BMPR	50	50	50	50	50	50

Section wise sanctioned speed of wagons								
SECTION	Sl. No.	Bit	BOSTHSM1 22.9t		BOBRNM1 22.9t		BOBRNHSM1 22.9t	
			LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	60	80	60	80	60	65
	2	GRB-BURN-ASN	60	80	60	80	60	65
	3	ADRA-JOC	60	80	60	80	60	65
	4	SNKA-JOC	60	80	60	80	60	65
ANR-DPS	5	ANR-SINI	60	80	60	80	60	65
	6	SINI-RKSN	60	80	60	80	60	65
	7	RKSN-DPS	60	80	60	80	60	65
ANR-TATA	8	ANR-KND	60	80	60	80	60	65
	9	KND-GMH	60	80	60	80	60	65
	10	GMH-TATA	60	80	60	80	60	65
ROU-JSG	11	ROU-JSG	60	80	60	80	60	65
BKSC-TATA	12	BKSC-KSX	60	80	60	80	60	65
	13	KSX BYEPASS	60	80	60	80	60	65
	14	KSX-PRR	60	80	60	80	60	65
	15	PRR-KND	60	80	60	80	60	65
	16	KND-GMH	60	80	60	80	60	65
	17	GMH-TATA	60	80	60	80	60	65
BKSC-CKP	18	BKSC-KSX	60	80	60	80	60	65
	19	KSX BYEPASS	60	80	60	80	60	65
	20	KSX-PRR	60	80	60	80	60	65
	21	PRR-SINI	60	80	60	80	60	65
	22	SINI-CKP	60	80	60	80	60	65
BNDM-HTE-MURI	23	MURI-HTE	60	80	60	80	60	65
	24	HTE-BNDM	60	80	60	80	60	65
TATA/CKP-DPS	25	CKP-RKSN	60	80	60	80	60	65
	26	RKSN-DPS	60	80	60	80	60	65
	27	TATA-RKSN	60	80	60	80	60	65
	28	DPS-BJMD	60	65	60	65	60	65
	29	BJMD-GUA	60	65	60	65	60	65
	30	BJMD-BBN	60	65	60	65	60	65
	31	BBN-BYX	60	65	60	65	60	65
CKP/TATA-KGP	32	CKP-TATA	60	80	60	80	60	65
	33	TATA-KGP	60	80	60	80	60	65
DPS-NYG	34	DPS-PDPH	60	65	60	65	60	65
	35	PDPH-BSPX	60	65	60	65	60	65
	36	BSPX-JRLI-NYG	60	65	60	65	60	65
CKP/TATA-MURI	37	CKP-SINI	60	80	60	80	60	65
	38	TATA-GMH	60	80	60	80	60	65
	39	GMH-KND	60	80	60	80	60	65
	40	SINI-CNI	60	80	60	80	60	65
	41	CNI-MURI	60	80	60	80	60	65
BNDM-BUF-BXF-KRBU	42	BNDM-BUF	60	80	60	80	60	65
	43	BUF-BXF	60	65	60	65	60	65
	44	BUF-KRBU	40	40	40	40	40	40
BRANCH-SECTION	45	ROU-BRMP	60	80	60	80	60	65
	46	TATA-BMPR	50	50	50	50	50	50

Section wise sanctioned speed of wagons								
SECTION	Sl. No.	Bit	BCNM2 22.82t		BCNAHSM2 22.82t		BLSS 22.9t	
			LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	60	100	60	100	60	65
	2	GRB-BURN-ASN	60	100	60	100	60	65
	3	ADRA-JOC	60	100	60	100	60	65
	4	SNKA-JOC	60	100	60	100	60	65
ANR-DPS	5	ANR-SINI	60	100	60	100	60	65
	6	SINI-RKSN	60	100	60	100	60	65
	7	RKSN-DPS	60	100	60	100	60	65
ANR-TATA	8	ANR-KND	60	100	60	100	60	65
	9	KND-GMH	60	100	60	100	60	65
	10	GMH-TATA	60	100	60	100	60	65
ROU-JSG	11	ROU-JSG	60	100	60	100	60	65
BKSC-TATA	12	BKSC-KSX	60	100	60	100	60	65
	13	KSX BYEPASS	60	100	60	60	60	65
	14	KSX-PRR	60	100	60	100	60	65
	15	PRR-KND	60	100	60	100	60	65
	16	KND-GMH	60	100	60	100	60	65
	17	GMH-TATA	60	100	60	100	60	65
BKSC-CKP	18	BKSC-KSX	60	100	60	100	60	65
	19	KSX BYEPASS	60	100	60	100	60	65
	20	KSX-PRR	60	100	60	100	60	65
	21	PRR-SINI	60	100	60	100	60	65
	22	SINI-CKP	60	100	60	100	60	65
BNDM-HTE-MURI	23	MURI-HTE	60	100	60	100	60	65
	24	HTE-BNDM	60	100	60	100	60	65
TATA/CKP-DPS	25	CKP-RKSN	60	100	60	100	60	65
	26	RKSN-DPS	60	100	60	100	60	65
	27	TATA-RKSN	60	100	60	100	60	65
	28	DPS-BJMD	60	65	60	65	50	65
	29	BJMD-GUA	60	65	60	65	50	65
	30	BJMD-BBN	60	65	60	65	60	65
	31	BBN-BYX	60	65	60	65	60	65
CKP/TATA-KGP	32	CKP-TATA	60	100	60	100	60	65
	33	TATA-KGP	60	100	60	100	60	65
DPS-NYG	34	DPS-PDPH	60	65	60	65	50	65
	35	PDPH-BSPX	60	65	60	65	60	65
	36	BSPX-JRLI-NYG	60	65	60	65	60	65
CKP/TATA-MURI	37	CKP-SINI	60	100	60	100	60	65
	38	TATA-GMH	60	100	60	100	60	65
	39	GMH-KND	60	100	60	100	60	65
	40	SINI-CNI	60	100	60	100	60	65
	41	CNI-MURI	60	100	60	100	60	65
BNDM-BUF-BXF-KRBU	42	BNDM-BUF	60	90	60	90	60	65
	43	BUF-BXF	60	65	60	65	60	65
	44	BUF-KRBU	40	40	40	40	40	40
BRANCH-SECTION	45	ROU-BRMP	60	95	60	100	50	65
	46	TATA-BMPR	50	50	50	50	50	50

Section wise sanctioned speed of wagons								
SECTION	Sl. No.	Bit	BOBRNHSM2 22.32t		BOBRNALHSM1 22.32t		BLCM(A Car & B Car) 22t	
			LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	60	90	65	65	80	90
	2	GRB-BURN-ASN	60	90	65	65	80	90
	3	ADRA-JOC	60	90	65	65	80	90
	4	SNKA-JOC	60	95	65	65	80	90
ANR-DPS	5	ANR-SINI	60	90	65	65	80	90
	6	SINI-RKSN	75	100	65	65	100	90
	7	RKSN-DPS	60	90	65	65	80	90
ANR-TATA	8	ANR-KND	60	90	65	65	80	90
	9	KND-GMH	60	90	65	65	80	90
	10	GMH-TATA	75	100	65	65	100	90
ROU-JSG	11	ROU-JSG	75	100	65	65	100	90
BKSC-TATA	12	BKSC-KSX	60	90	65	65	80	90
	13	KSX BYEPASS	60	90	65	65	80	90
	14	KSX-PRR	60	95	60	65	75	90
	15	PRR-KND	60	90	65	65	80	90
	16	KND-GMH	60	90	65	65	80	90
	17	GMH-TATA	75	100	65	65	100	90
BKSC-CKP	18	BKSC-KSX	60	90	65	65	80	90
	19	KSX BYEPASS	60	90	65	65	80	90
	20	KSX-PRR	60	95	60	65	75	90
	21	PRR-SINI	60	90	65	65	80	90
	22	SINI-CKP	75	100	65	65	100	90
BNDM-HTE-MURI	23	MURI-HTE	60	90	65	65	80	90
	24	HTE-BNDM	60	90	65	65	80	90
TATA/CKP-DPS	25	CKP-RKSN	75	100	65	65	100	90
	26	RKSN-DPS	60	90	65	65	80	90
	27	TATA-RKSN	75	100	65	65	100	90
	28	DPS-BJMD	50	65	60	65	65	65
	29	BJMD-GUA	50	65	60	65	65	65
	30	BJMD-BBN	60	65	65	65	65	65
	31	BBN-BYX	60	65	65	65	65	65
CKP/TATA-KGP	32	CKP-TATA	75	100	65	65	100	90
	33	TATA-KGP	75	100	65	65	100	90
DPS-NYG	34	DPS-PDPH	50	65	60	65	65	65
	35	PDPH-BSPX	65	65	65	65	65	65
	36	BSPX-JRLI-NYG	65	65	65	65	65	65
CKP/TATA-MURI	37	CKP-SINI	75	100	65	65	100	90
	38	TATA-GMH	75	100	65	65	100	90
	39	GMH-KND	60	90	65	65	80	90
	40	SINI-CNI	60	90	65	65	80	90
	41	CNI-MURI	70	95	65	65	85	90
BNDM-BUF-BXF-KRBU	42	BNDM-BUF	60	90	65	65	80	90
	43	BUF-BXF	60	65	65	65	65	65
	44	BUF-KRBU	40	40	40	40	40	40
BRANCH-SECTION	45	ROU-BRMP	50	85	60	65	70	90
	46	TATA-BMPR	50	50	50	50	50	50

Section wise sanctioned speed of wagons								
SECTION	Sl. No.	Bit	BLC (A Car & B Car) 20.32t		BCFCM 22.9t		BOXNHL 25t Operational Axle load 22.9t	
			LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	85	100	60	100	60	100
	2	GRB-BURN-ASN	85	100	60	100	60	100
	3	ADRA-JOC	85	100	60	100	60	100
	4	SNKA-JOC	85	100	60	100	60	100
ANR-DPS	5	ANR-SINI	85	100	60	100	60	100
	6	SINI-RKSN	100	100	60	100	60	100
	7	RKSN-DPS	85	100	60	100	60	100
ANR-TATA	8	ANR-KND	85	100	60	100	60	100
	9	KND-GMH	85	100	60	100	60	100
	10	GMH-TATA	100	100	60	100	60	100
ROU-JSG	11	ROU-JSG	100	100	60	100	60	100
BKSC-TATA	12	BKSC-KSX	85	100	60	100	60	100
	13	KSX BYEPASS	85	100	60	100	60	100
	14	KSX-PRR	75	100	60	100	60	100
	15	PRR-KND	85	100	60	100	60	100
	16	KND-GMH	85	100	60	100	60	100
	17	GMH-TATA	100	100	60	100	60	100
BKSC-CKP	18	BKSC-KSX	85	100	60	100	60	100
	19	KSX BYEPASS	85	100	60	100	60	100
	20	KSX-PRR	75	100	60	100	60	100
	21	PRR-SINI	85	100	60	100	60	100
	22	SINI-CKP	100	100	60	100	60	100
BNDM-HTE-MURI	23	MURI-HTE	85	100	60	100	60	100
	24	HTE-BNDM	85	100	60	100	60	100
TATA/CKP-DPS	25	CKP-RKSN	100	100	60	100	60	100
	26	RKSN-DPS	85	100	60	100	60	100
	27	TATA-RKSN	100	100	60	100	60	100
	28	DPS-BJMD	65	65	60	65	60	65
	29	BJMD-GUA	65	65	60	65	60	65
	30	BJMD-BBN	65	65	60	65	60	65
	31	BBN-BYX	65	65	60	65	60	65
CKP/TATA-KGP	32	CKP-TATA	100	100	60	100	60	100
	33	TATA-KGP	100	100	60	100	60	100
DPS-NYG	34	DPS-PDPH	65	65	60	65	60	65
	35	PDPH-BSPX	65	65	60	65	60	65
	36	BSPX-JRLI-NYG	65	65	60	65	60	65
CKP/TATA-MURI	37	CKP-SINI	100	100	60	100	60	100
	38	TATA-GMH	100	100	60	100	60	100
	39	GMH-KND	85	100	60	100	60	100
	40	SINI-CNI	85	100	60	100	60	100
	41	CNI-MURI	90	100	60	100	60	100
BNDM-BUF-BXF-KRBU	42	BNDM-BUF	85	90	60	90	60	90
	43	BUF-BXF	65	65	60	65	60	65
	44	BUF-KRBU	40	40	40	40	40	40
BRANCH-SECTION	45	ROU-BRMP	75	100	60	100	60	100
	46	TATA-BMPR	50	50	50	50	50	50

Section wise sanctioned speed of wagons								
SECTION	Sl. No.	Bit	BCFCM1 22.9t		BTPNM1 20.32t		FLAT COIL3 22.9t	
			LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	60	95	80	100	60	100
	2	GRB-BURN-ASN	60	95	80	100	60	100
	3	ADRA-JOC	60	95	80	100	60	100
	4	SNKA-JOC	60	100	80	100	60	100
ANR-DPS	5	ANR-SINI	60	95	80	100	60	100
	6	SINI-RKSN	60	100	80	100	60	100
	7	RKSN-DPS	60	95	80	100	60	100
ANR-TATA	8	ANR-KND	60	95	80	100	60	100
	9	KND-GMH	60	95	80	100	60	100
	10	GMH-TATA	60	100	80	100	60	100
ROU-JSG	11	ROU-JSG	60	100	80	100	60	100
BKSC-TATA	12	BKSC-KSX	60	95	80	100	60	100
	13	KSX BYEPASS	60	95	80	100	60	100
	14	KSX-PRR	60	100	75	100	60	100
	15	PRR-KND	60	95	80	100	60	100
	16	KND-GMH	60	95	80	100	60	100
	17	GMH-TATA	60	100	80	100	60	100
BKSC-CKP	18	BKSC-KSX	60	95	80	100	60	100
	19	KSX BYEPASS	60	95	80	100	60	100
	20	KSX-PRR	60	100	75	100	60	100
	21	PRR-SINI	60	95	80	100	60	100
	22	SINI-CKP	60	100	80	100	60	100
BNDM-HTE-MURI	23	MURI-HTE	60	95	80	100	60	100
	24	HTE-BNDM	60	95	80	100	60	100
TATA/CKP-DPS	25	CKP-RKSN	60	100	80	100	60	100
	26	RKSN-DPS	60	95	80	100	60	100
	27	TATA-RKSN	60	100	80	100	60	100
	28	DPS-BJMD	50	65	65	65	60	65
	29	BJMD-GUA	50	65	65	65	60	65
	30	BJMD-BBN	55	65	65	65	60	65
	31	BBN-BYX	55	65	65	65	60	65
CKP/TATA-KGP	32	CKP-TATA	60	100	80	100	60	100
	33	TATA-KGP	60	100	80	100	60	100
DPS-NYG	34	DPS-PDPH	50	65	65	65	60	65
	35	PDPH-BSPX	60	65	65	65	60	65
	36	BSPX-JRLI-NYG	60	65	65	65	60	65
CKP/TATA-MURI	37	CKP-SINI	60	100	80	80	60	100
	38	TATA-GMH	60	100	80	80	60	100
	39	GMH-KND	60	95	80	80	60	100
	40	SINI-CNI	60	95	80	80	60	100
	41	CNI-MURI	60	100	80	80	60	100
BNDM-BUF-BXF-KRBU	42	BNDM-BUF	60	90	65	65	60	90
	43	BUF-BXF	60	65	65	65	60	65
	44	BUF-KRBU	40	40	40	40	40	40
BRANCH-SECTION	45	ROU-BRMP	50	90	70	100	60	95
	46	TATA-BMPR	50	50	75	75	60	75

Section wise sanctioned speed of wagons								
SECTION	Sl. No.	Bit	BCNAM1 22.82t		BRSTN 20.32t		BCBFG 21.82t	
			LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	60	80	70	70	60	60
	2	GRB-JOC	60	80	50	50	50	50
	3	JOC-BURN	60	80	70	70	60	60
	4	BURN-ASN	60	80	50	50	50	50
	5	ADRA-JOC	60	80	70	70	50	50
	6	SNKA-JOC	60	80	65	65	50	50
ANR-DPS	7	ANR-SINI	60	80	70	70	60	60
	8	SINI-RKSN	60	80	70	70	60	60
	9	RKSN-DPS	60	80	70	70	60	60
ANR-TATA	10	ANR-KND	60	80	70	70	60	60
	11	KND-GMH	60	80	70	70	60	60
	12	GMH-TATA	60	80	70	70	60	60
ROU-JSG	13	ROU-JSG	60	80	70	70	60	60
BKSC-TATA	14	BKSC-KSX	60	80	70	70	60	60
	15	KSX BYEPASS	60	80	50	50	60	60
	16	KSX-PRR	60	75	70	70	50	50
	17	PRR-KND	60	80	70	70	60	60
	18	KND-GMH	60	80	70	70	60	60
	19	GMH-TATA	60	80	70	70	60	60
BKSC-CKP	20	BKSC-KSX	60	80	70	70	60	60
	21	KSX BYEPASS	60	80	50	50	60	60
	22	KSX-PRR	60	75	70	70	50	50
	23	PRR-SINI	60	80	70	70	60	60
	24	SINI-RKSN	60	80	70	70	60	60
	25	RKSN-CKP	60	80	70	70	60	60
BNDM-HTE-MURI	26	MURI-HTE	60	80	70	70	60	60
	27	HTE-PKC	60	80	70	70	60	60
	28	PKC-NXN	60	80	70	70	60	60
	29	NXN-BNDM	60	80	70	70	60	60
TATA/CKP-DPS	30	CKP-RKSN	60	80	70	70	60	60
	31	RKSN-DPS	60	80	70	70	60	60
	32	TATA-RKSN	60	80	70	70	60	60
	33	DPS-BJMD	60	65	65	65	60	60
	34	BJMD-GUA	60	65	50	50	50	50
	35	BJMD-BBN	50	50	50	50	50	50
	36	BBN-BYX	60	65	65	65	30	30
	37	CKP-RKSN	60	80	70	70	60	60
CKP/TATA-KGP	38	RKSN-TATA	60	80	70	70	60	60
	39	TATA-KGP	60	80	70	70	60	60
DPS-NYG	40	DPS-PDPH	60	65	65	65	60	60
	41	PDPH-BSPX	60	65	65	65	60	60
	42	BSPX-JRLI	60	65	65	65	60	60
	43	JRLI-NYG	60	65	65	65	NA	NA
CKP/TATA-MURI	44	CKP-RKSN	60	80	70	70	60	60
	45	RKSN-SINI	60	80	70	70	60	60
	46	TATA-GMH	60	80	70	70	60	60

Section wise sanctioned speed of wagons								
SECTION	Sl. No.	Bit	BCNAM1 22.32t		BOSTHSM1 22.32t		BOMN 16.40t	
			LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	60	80	60	80	70	70
	2	GRB-BURN-ASN	60	80	60	80	70	70
	3	ADRA-JOC	60	80	60	80	70	70
	4	SNKA-JOC	60	80	60	80	65	65
ANR-DPS	5	ANR-SINI	60	80	60	80	70	70
	6	SINI-RKSN	60	80	60	80	70	70
	7	RKSN-DPS	60	80	60	80	70	70
ANR-TATA	8	ANR-KND	60	80	60	80	70	70
	9	KND-GMH	60	80	60	80	70	70
	10	GMH-TATA	60	80	60	80	70	70
ROU-JSG	11	ROU-JSG	60	80	60	80	70	70
BKSC-TATA	12	BKSC-KSX	60	80	60	80	70	70
	13	KSX BYEPASS	60	75	60	75	50	50
	14	KSX-PRR	60	80	60	80	70	70
	15	PRR-KND	60	80	60	80	70	70
	16	KND-GMH	60	80	60	80	70	70
	17	GMH-TATA	60	80	60	80	70	70
BKSC-CKP	18	BKSC-KSX	60	80	60	80	70	70
	19	KSX BYEPASS	60	75	60	75	50	50
	20	KSX-PRR	60	80	60	80	70	70
	21	PRR-SINI	60	80	60	80	70	70
	22	SINI-CKP	60	80	60	80	70	70
BNDM-HTE-MURI	23	MURI-HTE	60	80	60	80	70	70
	24	HTE-BNDM	60	80	60	80	70	70
TATA/CKP-DPS	25	CKP-RKSN	60	80	60	80	70	70
	26	RKSN-DPS	60	80	60	80	70	70
	27	TATA-RKSN	60	80	60	80	70	70
	28	DPS-BJMD	60	65	60	65	65	65
	29	BJMD-GUA	60	65	60	65	50	50
	30	BJMD-BBN	50	50	50	50	50	50
	31	BBN-BYX	60	65	60	65	65	65
CKP/TATA-KGP	32	CKP-TATA	60	80	60	80	70	70
	33	TATA-KGP	60	80	60	80	70	70
DPS-NYG	34	DPS-PDPH	60	65	60	65	65	65
	35	PDPH-BSPX	60	65	60	65	65	65
	36	BSPX-JRLI	60	65	60	65	65	65
	37	JRLI-NYG	60	65	60	65	65	65
CKP/TATA-MURI	38	CKP-SINI	60	80	60	80	NA	NA
	39	TATA-GMH	60	80	60	80	70	70
	40	GMH-KND	60	80	60	80	70	70
	41	SINI-CNI	60	80	60	80	70	70
	42	CNI-MURI	60	80	60	80	70	70
BNDM-BUF-BXF-KRBU	43	BNDM-BUF	60	65	60	65	65	65
	44	BUF-BXF	55	55	55	55	55	55
	45	BUF-KRBU	40	40	40	40	40	40
BRANCH-SECTION	46	ROU-BRMP	60	80	60	80	65	65

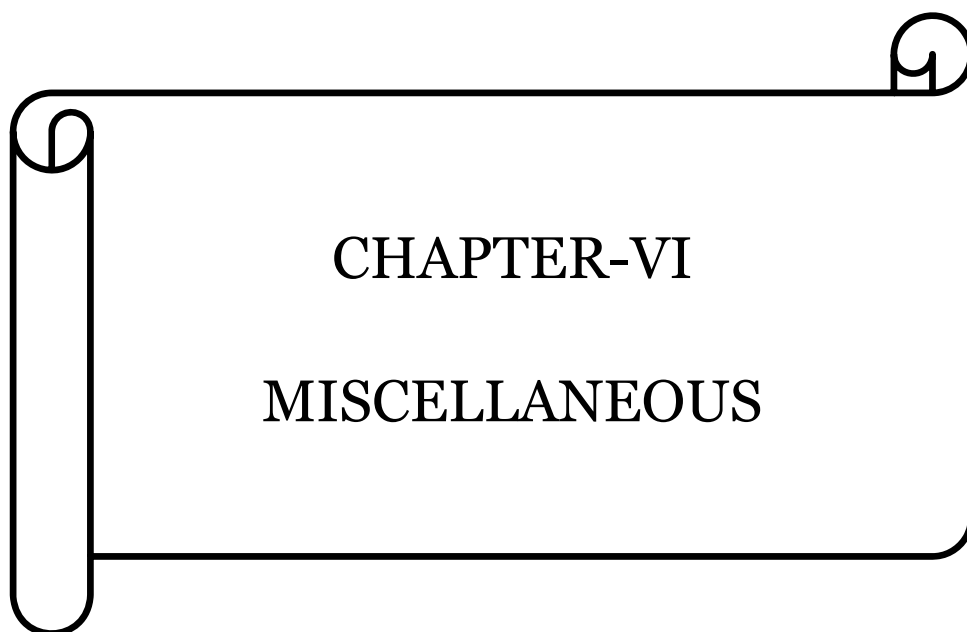
Section wise sanctioned speed of wagons								
SECTION	Sl. No.	Bit	BTPGLN 19.8t		BCFC 22.32t		BCNM1 22.32t	
			LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	65	75	60	65	60	80
	2	GRB-BURN-ASN	65	75	60	65	60	80
	3	ADRA-JOC	65	75	60	65	60	80
	4	SNKA-JOC	NA	NA	60	65	60	80
ANR-DPS	5	ANR-SINI	65	75	60	65	60	80
	6	SINI-RKSN	75	80	60	65	60	80
	7	RKSN-DPS	75	80	60	65	60	80
ANR-TATA	8	ANR-KND	65	75	60	65	60	80
	9	KND-GMH	65	65	60	65	60	80
	10	GMH-TATA	75	80	60	65	60	80
ROU-JSG	11	ROU-JSG	75	80	60	65	60	80
BKSC-TATA	12	BKSC-KSX	60	65	60	65	60	80
	13	KSX BYEPASS	65	65	50	50	60	75
	14	KSX-PRR	65	65	60	65	60	80
	15	PRR-KND	65	75	60	65	60	80
	16	KND-GMH	65	65	60	65	60	80
	17	GMH-TATA	75	80	60	65	60	80
BKSC-CKP	18	BKSC-KSX	60	65	60	65	60	80
	19	KSX BYEPASS	65	65	50	50	60	75
	20	KSX-PRR	65	65	60	65	60	80
	21	PRR-SINI	65	75	60	65	60	80
	22	SINI-CKP	75	80	60	65	60	80
BNDM-HTE-MURI	23	MURI-HTE	60	65	60	65	60	80
	24	HTE-BNDM	65	75	60	65	60	80
TATA/CKP-DPS	25	CKP-RKSN	75	80	60	65	60	80
	26	RKSN-DPS	75	80	60	65	60	80
	27	TATA-RKSN	75	80	60	65	60	80
	28	DPS-BJMD	65	65	45	65	60	65
	29	BJMD-GUA	50	50	45	65	60	65
	30	BJMD-BBN	30	30	50	50	50	50
	31	BBN-BYX	30	30	60	65	60	65
CKP/TATA-KGP	32	CKP-TATA	75	80	60	65	60	80
	33	TATA-KGP	75	80	60	65	60	80
DPS-NYG	34	DPS-PDPH	65	65	45	65	60	65
	35	PDPH-BSPX	55	55	60	65	60	65
	36	BSPX-JRLI	55	55	60	65	60	65
	37	JRLI-NYG	NA	NA	NA	NA	60	65
CKP/TATA-MURI	38	CKP-SINI	75	80	60	65	60	80
	39	TATA-GMH	75	80	60	65	60	80
	40	GMH-KND	65	65	60	65	60	80
	41	SINI-CNI	65	75	60	65	60	80
	42	CNI-MURI	65	65	60	65	60	80
BNDM-BUF-BXF-KRBU	43	BNDM-BUF	65	65	60	65	60	65
	44	BUF-BXF	55	55	55	55	55	55
	45	BUF-KRBU	40	40	40	40	40	40
BRANCH-SECTION	46	ROU-BRMP	50	50	45	65	60	80
	47	TATA-BMPR	40	40	NA	NA	NA	NA
	48	JSG-SARDEGA	NA	NA	NA	NA	NA	NA

The maximum permissible speeds of 25t axle load Wagons sanctioned over SER as follows subjected to observance of following								
Major Section	Section	Km.		Restricted Speed (Km/h)	Remark			
		From	To					
GUA/BYX-BJMD-DPS	GX-BJMD	396.562	397.870	15	due to Presence of 52 kg Track			
	BYX-BBN	403.773	404.795	15	due to Presence of 52 kg Track			
	BBN-BJMD(UP)	388.444	388.511	15	due to Presence of 52 kg Track			
	BBN-BJMD(DN)	397.085	397.152	15	due to Presence of 52 kg Track			
	BJMD-PDPH(DN)	387.335	387.413	15	due to Presence of 52 kg Track			
NMP-TATA-ROU-JSG	UP MAIN LINE	249.850	250.111	15	due to Presence of 52 kg Track			
	DN MAIN LINE	249.850	249.916	15	due to Presence of 52 kg Track			
SINI-CNI-JOC-BURN- ASN	UP MAIN LINE ANRYARD	296.334	296.408	15	due to Presence of 52 kg Track			
SECTION	Sl. No.	Bit	BOYEL 25t		BOBSNM1 25t		BOXNHL 25t	
			LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	45	85	45	55	45	100
	2	GRB-BURN	45	85	45	55	45	100
	3	ADRA-JOC	NA	NA	NA	NA	NA	NA
	4	SNKA-JOC	NA	NA	NA	NA	NA	NA
ANR-DPS	5	ANR-SINI	45	85	45	55	45	100
	6	SINI-RKSN	45	85	45	55	45	100
	7	RKSN-DPS	45	85	45	55	45	90
ANR-TATA	8	ANR-KND	45	85	45	55	45	100
	9	KND-GMH	NA	NA	NA	NA	NA	NA
	10	GMH-TATA	45	85	45	55	45	100
ROU-JSG	11	ROU-JSG	45	85	45	55	45	100
BKSC-TATA	12	BKSC-KSX	45	85	45	55	45	100
	13	KSX BYEPASS	NA	NA	NA	NA	NA	NA
	14	KSX-PRR	NA	NA	NA	NA	NA	NA
	15	PRR-KND	45	85	45	55	45	100
	16	KND-GMH	NA	NA	NA	NA	NA	NA
	17	GMH-TATA	45	85	45	55	45	100
BKSC-CKP	18	BKSC-KSX	45	85	45	55	45	100
	19	KSX BYEPASS	NA	NA	NA	NA	NA	NA
	20	KSX-PRR	NA	NA	NA	NA	NA	NA
	21	PRR-SINI	45	85	45	55	45	100
	22	SINI-CKP	45	85	45	55	45	100
BNDM-HTE-MURI	23	HTE-MURI (DN)	45	85	45	55	45	100
	24	BNDM 'A' Cabin 3rd Line-Bazar Line-BNDM Exchange Yd.-RSP	15	15	15	15	15	15
	25	BNDM 'A' Cabin -Joint Line-'D' Cabin -BNDM Exchange Yd.-RSP	15	15	15	15	15	15
	26	BNDM 'A' Cabin-Hatia	45	85	45	55	45	100
TATA/CKP-DPS	27	CKP-RKSN	45	85	45	55	45	100
	28	RKSN-DPS	45	85	45	55	45	90
	29	RKSN BYEPASS LINE (PRSL- BRM)	45	60	45	55	45	60
	30	TATA-RKSN	45	85	45	55	45	100
	31	DPS-BJMD	45	65	45	55	45	65
	32	BJMD-GUA	45	65	45	55	45	65
	33	BJMD-BBN	45	65	45	55	45	65
	34	BBN-BYX	45	65	45	55	45	65
CKP/TATA-KGP	35	CKP-TATA	45	85	45	55	45	100
	36	TATA-KGP	45	85	45	55	45	100
DPS-NYG	37	DPS-PDPH	45	65	45	55	45	65
	38	PDPH-BSPX	45	65	45	55	45	65
	39	BSPX-JRLI-NYG	45	65	45	55	45	65
CKP/TATA-MURI	40	CKP-SINI	45	85	45	55	45	100
	41	TATA-GMH	45	85	45	55	45	100
	42	GMH-KND	NA	NA	NA	NA	NA	NA
	43	SINI-CNI	45	85	45	55	45	100
	44	CNI-MURI	45	85	45	55	45	100

BNDM-BUF-BXF-KRBU	45	BNDM 'A' Cabin-BUF	45	85	45	55	45	90
	46	BUF-BXF	45	65	45	55	45	65
	47	BUF-KRBU	40	40	40	40	40	40
BRANCH-SECTION	48	ROU-BRMP	NA	NA	NA	NA	NA	NA
	49	TATA-BMPR	NA	NA	NA	NA	NA	NA
	50	JSG-SARDEGA	NA	NA	NA	NA	NA	NA

SECTION	Sl. No.	Bit	BOXNEL 25t		BOXNS 25t	
			LOADED	EMPTY	LOADED	EMPTY
ANR-ASN	1	ANR-GRB	45	85	45	100
	2	GRB-BURN	45	85	45	100
	3	ADRA-JOC	NA	NA	NA	NA
	4	SNKA-JOC	NA	NA	NA	NA
ANR-DPS	5	ANR-SINI	45	85	45	100
	6	SINI-RKSN	45	85	45	100
	7	RKSN-DPS	45	85	45	90
ANR-TATA	8	ANR-KND	45	85	45	100
	9	KND-GMH	NA	NA	NA	NA
	10	GMH-TATA	45	85	45	100
ROU-JSG	11	ROU-JSG	45	85	45	100
BKSC-TATA	12	BKSC-KSX	45	85	45	100
	13	KSX BYEPASS	NA	NA	NA	NA
	14	KSX-PRR	NA	NA	NA	NA
	15	PRR-KND	45	85	45	100
	16	KND-GMH	NA	NA	NA	NA
BKSC-CKP	17	GMH-TATA	45	85	45	100
	18	BKSC-KSX	45	85	45	100
	19	KSX BYEPASS	NA	NA	NA	NA
	20	KSX-PRR	NA	NA	NA	NA
	21	PRR-SINI	45	85	45	100
BNDM-HTE-MURI	22	SINI-CKP	45	85	45	100
	23	HTE-MURI (DN)	45	85	45	100
	24	BNDM 'A' Cabin 3rd Line-Bazar Line- BNDM Exchange Yd.-RSP	15	15	15	15
	25	BNDM 'A' Cabin -JointLine-'D' Cabin – BNDM Exchange Yd.-RSP	15	15	15	15
	26	BNDM 'A' Cabin-Hatia	45	85	45	100
TATA/CKP-DPS	27	CKP-RKSN	45	85	45	100
	28	RKSN-DPS	45	85	45	90
	29	RKSN BYEPASS LINE (PRSL-BRM)	45	60	45	60
	30	TATA-RKSN	45	85	45	100
	31	DPS-BJMD	45	65	45	65
	32	BJMD-GUA	45	65	45	65
	33	BJMD-BBN	45	65	45	65
	34	BBN-BYX	45	65	45	65
CKP/TATA-KGP	35	CKP-TATA	45	85	45	100
	36	TATA-KGP	45	85	45	100
DPS-NYG	37	DPS-PDPH	45	65	45	65
	38	PDPH-BSPX	45	65	45	65
CKP/TATA-MURI	39	BSPX-JRLI-NYG	45	65	45	65
	40	CKP-SINI	45	85	45	100
	41	TATA-GMH	45	85	45	100
	42	GMH-KND	NA	NA	NA	NA
	43	SINI-CNI	45	85	45	100
	44	CNI-MURI	45	85	45	100
BNDM-BUF-BXF-KRBU	45	BNDM 'A' Cabin-BUF	45	85	45	90
	46	BUF-BXF	45	65	45	65
	47	BUF-KRBU	40	40	40	40
BRANCH-SECTION	48	ROU-BRMP	NA	NA	NA	NA
	49	TATA-BMPR	NA	NA	NA	NA
	50	JSG-SARDEGA	NA	NA	NA	NA

READY RECKONER FOR EQUIVALENT GRADIENT WITH RESPECT TO DEGREES OF CURVES													
Physical Gradient	DEGREE OF CURVATURE/EQUIVALENT GRADIENT												
	0.5°	0.8°	1°	1.5°	2°	2.5°	3°	3.5°	4°	4.5°	5°	5.5°	6°
1:50	50	49	49	49	48	48	47	47	46	46	45	45	45
1:60	59	59	59	58	57	57	56	55	55	54	54	53	52
1:70	69	68	68	67	66	65	65	64	63	62	61	61	60
1:80	79	78	78	76	75	74	73	72	71	70	69	68	67
1:90	88	87	87	85	84	83	81	80	79	77	76	75	74
1:100	98	97	96	94	99	91	89	88	86	85	83	82	81
1:110	108	106	105	103	101	99	97	95	94	92	90	89	87
1:120	117	116	115	112	109	107	105	103	101	99	97	95	93
1:130	127	125	124	121	118	115	112	110	108	105	103	101	99
1:140	136	134	133	129	126	123	120	117	114	112	109	107	105
1:150	146	143	142	138	134	130	127	124	121	118	115	113	110
1:160	155	152	150	146	142	138	134	131	127	124	121	118	116
1:170	164	161	159	154	150	145	141	137	134	130	127	124	121
1:180	174	170	168	162	157	153	148	144	140	136	132	129	126
1:190	183	179	177	171	165	160	155	150	146	142	138	134	130
1:200	192	188	185	179	172	167	156	155	152	147	173	139	135
1:210	202	197	194	187	180	174	168	162	157	152	148	144	140
1:220	211	206	202	194	187	180	174	168	163	158	153	148	144
1:230	220	214	211	202	194	187	180	174	168	163	158	153	148
1:240	229	223	219	210	201	194	186	180	173	168	162	157	152
1:250	238	231	227	217	208	200	192	185	179	172	167	161	156
1:260	247	240	236	225	215	206	198	191	184	177	171	165	160
1:270	256	249	244	232	222	213	204	196	189	182	175	169	164
1:280	265	257	252	240	229	219	210	201	193	186	179	173	167
1:290	274	265	260	247	235	225	215	206	198	191	184	177	171
1:300	283	274	268	254	242	231	221	211	203	195	188	181	174
1:310	292	282	276	261	248	237	226	216	207	199	191	184	178
1:320	301	290	284	268	255	242	231	221	212	203	195	188	181
1:330	310	298	292	275	261	248	236	226	216	207	199	191	184
1:340	318	307	299	282	267	254	241	230	220	211	202	195	187
1:350	327	315	307	289	273	259	246	235	224	215	206	198	190
1:360	336	323	315	296	280	265	251	239	228	218	209	201	193
1:370	345	331	322	303	285	270	256	244	232	222	213	204	196
1:380	353	339	330	309	291	275	261	248	236	226	216	207	199
1:390	362	347	337	316	297	281	266	252	240	229	219	210	201
1:400	370	355	345	323	303	286	270	256	244	233	222	213	204
1:410	379	352	352	329	309	291	275	260	248	236	225	216	207
1:420	387	370	360	335	314	296	279	264	251	239	228	218	209
1:430	396	378	367	342	320	301	284	268	255	242	231	221	212
1:440	404	386	374	348	325	306	288	272	258	246	234	224	214
1:450	413	393	381	354	331	310	292	276	262	249	237	226	216
1:460	421	401	389	361	336	315	296	280	265	252	240	229	219
1:470	430	409	396	367	342	320	301	283	268	255	242	231	221
1:480	438	416	403	373	347	324	305	287	271	258	245	233	223
1:490	446	424	410	379	352	329	309	291	275	260	247	236	225
1:500	455	431	417	385	357	333	313	294	278	263	250	238	227



CHAPTER-VI

MISCELLANEOUS

SECTIONWISE NOMINATED TRAINS FOR CARRYING CASH SAFE

<i>Sl. No.</i>	<i>Train No.</i>	<i>Section</i>	<i>Sl. No.</i>	<i>Train No.</i>	<i>Section</i>
1.	68010/68009	CKP-TATA-CKP Passenger	4.	68025/68026	CKP-ROU-CKP
2.	58151/58152	ROU—BRMP-BXF	5.	68029/68030	ROU-JSG-ROU
3.	68131/68132	TATA—BMPR-TATA	6.	58103/58104	TATA-BBN-TATA

- 18030 UP Empty C/Safe from KGP—ROU
- RPF Escort not necessary

Do Not Delegate The Works To
Someone Else, Which You Are
Required To Do Yourself.

(updating for WTT-2025)

List of Telephone Numbers Of Stations Over CKP Division								
Sl.No.	Station	Railway	Wild life protection CUG No.	BSNL	Name	Designation	Railway no.	Mobile No.
1	ASB	73671	On Duty SM		Surendra Kumar	SMR	...	9262298521
2	SLJR(E)	73537	-	Not Provided	S.Narayan	SMR		9262298522
3	SLJR(W)	73536						
4	TATA	73588 (RRI)	-	0657-2290382	Sunil Kumar	SD	73266	9771482908
					...	SMR-PF	73360, 73269	9771482911
					O. P. Sharma	SMR - II	73631 R	9771482926
5	ADTP	70261	-	--	Akhilesh Kumar	CYM	70229	9771482928
6	GMH	73656	-	--	P.K Mishra	SMR	.....	9771482277
7	BIRP	73660	-	--	P.K. Singh	SMR	.....	9771467117
8	SNY	73772	-	--	P.K. Singh	SMR	73770	9771482942
9	KND	71903	-	--	N.K Pandey	SMR	.....	9771482299
10	KZU	73860	-	--	P.Tirkey	SMR	.....	8102924699
11	MIK	73857	-	--	B.Singh	SMR	.....	9771482945
12	CNI	86762	-	--	B.Tanty	SMR	.....	9771483934
13	MMV	73855	-	--	Ravi Shankar Singh	SMR	.....	9771482946
14	RKSN	73868	-		R. Pareya	SMR	72862	9771482947
15	RKSN W/O	72961	-	Not Provided				
16	RKSN S/O	73033	-	Not Provided				
17	BRM	73029	-		D.V Shekhar	SMR	.....	9262298525
18	PRSL	73116	-		C.S Murmu	SMR	.....	9262298526
19	CBSA	73113/78239	-		M.R Dangil	SMR	78217	9771482293
20	SIPA	78247	-	06582-286354	D.B Nayak	SMR	.....	9262298527
21	JNK	73115	-	--	Khudiram Samad	SMR	.....	9771467115
22	TABU	78035	-	--	Krishna Soy	SMR	.....	9262298528
23	KNPS	78035	-	--	J.S. Boipai	SMR	.....	9262298529
24	MLKA	78045		--	Sangi Gope	SMR	.....	9771467057
25	DPS	78118	9771467811			AARM	78060	9771482910
					I.B. Lenka	SMR	78020	9771482930
26	PDPH	78112	9771444541	--	R.K. Ojha	SMR	78197	9771467054
27	JKDA	78187	9771444514	Not Provided	Sunil Oraon	SM	.....	.....
28	DJHR	78516	8102924700/ 7205715228	Not Provided	Lalan Sah	SMR	.....	9777582669
29	MMVR	78519	8252910663	Not Provided	A. Hemant Kumar	SMR		9777582924
30	BSPX	78501	8102924697	--	D.C Mishra	SMR	.....	9777582925
31	JRLI	78511	8102924678	--	S.K Jojo	SMR	.....	8480884379
	JRLI A/Cabin (RMJC)	78513	8252910664	--				
32	JBC (Joda Block Cabin)	78515	8102924628/ 7440037059	--	T. Nayak	SMR		9777585906
33	NOMD	78131	9771482864	--	N.K Sinha	SMR	.....	9771482944
34	BJMD	78614	9771467009	--	S.K Mahalik	SMR	.....	9470199394
35	GX	78628	9771467878	--	M.K. Biswas	SMR	.....	9771482922
36	BBN	78610	8102924626	--	B.K Thakur	SMR	.....	9777582905
37	BYX	78612	9771467821	--	K. Nayak	SMR	.....	9777582904
38	CKP	72636	-	06587-236376	M Satpathy	SMR	72634	9771467056
39	LPH	72995	-	--	Dhananjay Kumar	SMR	.....	9771482294
40	SWR	72998	-	--	S.K Taisum	SMR	.....	9771482295
41	TUX	73025	-	--	Bipin Bihari Sharma	SMR	.....	9771482296
42	GOL	72872	-	--	Y.P Sahu	SMR	.....	9771482948
43	MXW	72876	-	--	S.Murmu	SMR	.....	.....
44	PST	72993	-	7488042321	S. Munda	SMR	.....	9771482298
199								CKP

List of Telephone Numbers Of Stations Over CKP Division								
Sl.No.	Station	Railway	Wild life protection CUG No.	BSNL	Name	Designation	Railway no.	Mobile No.
45	MOU	72984	-	06593-232512	Sailendra Kumar	SMR	.....	9771482943
46	JRA	76637	-	--	A.K Choudhary	SMR	.....	9777582908
47	BUL	76636	-	--	K. Anand	SMR	.....	9777582910
48	BZR	76635	-	--	S.R Lakra	SMR	.....	9777582911
49	BNDM	76263	-	--	S. Baraik	SMR	.....	9777582927
50	DMF	76183	-	--	J.K Das	SMR	.....	9777582940
51	LTK	76031	-	0661-2111455	S.N.Bhagat	SMR	.....	9777582944
52	CJQ	76032	-	Not Provided	S.N Karwa	SMR	.....	.....
53	CPE	76338	-	--	C.Behera	SMR	.....	.....
54	PSJ	76035	-	--	Manjit Das	SMR	.....	9777582907
55	BUF	77501	-	--	Y. Purty	SMR	.....	
56	BXF	76008	-	Not Provided	S. Soren	SMR	.....	9437959481
57	ROXY	76300	-	--	J.P. Ekka	SMR	.....	9777582933
58	RGZ	76313	-	Not Provided	Lalit Bage	SMR	.....	.....
59	KMPD	76180	-	Not Provided	Sanjay Das	SMR	.....	.....
60	KRBU	76198	-	Not Provided	Upendra Kumar	SMR	.....	8763539820
61	BGKA	76034	-	--	C.K Sinha	SMR (I/C)	.....	8114388341
62	NXN	76324	-	--	J. Topno	SMR	.....	8114388342
63	ROU	76463	-	0661-2510680	P.Das	SMR	76460	9777582942
64	BRMP(Rly)	76403	-	--	M.R.Mishra	SMR	.....	9777582929
65	BRMP(sdg)	--	-	--		SMR	.....	--
66	PPO	76628	-	0661-2664038	B.K.Bhuyan	SMR	.....	8114388343
67	KLG	76629	-	--	N.Surin	SMR	.....	9777582936
68	KXN (Rly)	76630	-	--	D. K Swain	SMR	.....	9777582931
69	KXN (sdg)	--	-	--		SMR	.....	.....
70	GP	76469	-	--	L.D. Tripathy	SMR	.....	9777582912
71	SXN	76402	-	--	P. Prasad	SMR	.....	9777582930
72	SOGR	76633	-	--	R.K Minz	SMR	.....	9777582913
73	GPH	76634	-	--	Saurabh Dauli	SMR	.....	9777582935
74	TGM	74001	-	--	Vivekanand	SMR	.....	9777582915
75	BMB	74002	-	06642-229268	P.K Shaw	SMR	.....	9777582918
76	DIH	74003	-	--	S. Majhi	SMR	.....	9777582917
77	BEH	74004	-	--	R.K.Senapati	SMR	.....	9777582902
78	DTV	74005	-	--	A.K Kongari	SMR	.....	9777582916
79	JSG	74053	-	06645-270977	M.K Behura	SMR	74052	9777582941
80	HLD	73610	-	--	Mnikant kumar	SMR	.....	.....
81	BDO	73585	-	--	Rupen Hansda	SMR	.....	9777582903
82	OND	73587	-	--	H.K . Das	SMR	.....	9777582920
83	GUMI	73584	-	--	S.C Samad	SMR	.....	9777582919
84	RRP	73511	-	06794-222053	S Prasad	SMR	.....	9777582939
85	KIJ	73591	-		R. Tigga	SMR	.....	9777582922
86	BMPR	73583	-	06794-278374	Sriram Marandi	SMR	.....	9777582914
87	KRMD	76627	-		S.R. Mohanty	SMR	.....	.....
88	LINK-B	76054	-	--	S. Baraik	SMR	.....	9777582927
89	LINK-C	76053	-	--	S. Baraik	SMR	.....	
90	Q/CAB	76104	-	--	S. Baraik	SMR	.....	
91	MCLB	74124	-	--	C.M. Karali	SMR	.....	.....
92	KOBL	74126	-	--	Sukracharya Tandi	SMR	.....	.....
93	MFSJ	74132	-	--	Rajdeo Ram	SMR	.....	.....
94	MIDH	74125	-	--	P.K Mondal	SMR	.....	.....
95	LIKA	74129	-	--	M.P Gartia	SMR	.....	.....
96	BRBC	74131	-	--	P Kumar	SMR		.....

Important CUG Mobile numbers of Sr. Supervisors of CKP Division					
SL.No.	Designation/Station	CUG Mobile No.	SL.No.	Designation/Station	CUG Mobile No.
1	CHC (P)/CKP	9771482931	29	CLI (E)/SINI	9771482339
2	CHC (CHG)/CKP	9771467061	30	CLI (E)/JRLI	9437378345
3	Coaching Controller/CKP	9771444596	31	CLI (D)/TATA1	9771482426
4	DY.CHC/CKP	9771467116	32	CLI (D)/CKP	9771482438
5	Commercial Controller/CKP	9771482252	33	CLI (D)/BNDM2	9777582404
6	C&W Controller/CKP	9771467111	34	CLI (D)/JSG1	977582474
7	CTLIC/CKP	9771482553	35	RPF/TATA - 73312	9771482711
8	CDPC/CKP	9771467203	36	RPF/ADTP - 70253	9771482715
9	ENGG. Controller (MTI)/CKP	9771444597	37	RPF/SINI - 73778	9771482709
10	CTPC	9771482367	38	RPF/KND	7033092533
11	DTI/TATA	9771482921	39	RPF/RKSN	7033092534
12	CH.DTI/CKP	9771482297	40	RPF/DPS - 78052	9771482719
13	DTI/ROU	9777582932	41	RPF/CBSA - 78215	9771482716
14	DTI/BNDM	9437959473	42	RPF/BSPX	8018082432
15	DTI/BUF	9437959475	43	RPF/CKP - 72678	9771482707
16	DTI/JSG	9777582923	44	RPF/MOU - 73001	9771482718
17	DTI/CBSA	9771482280	45	RPF/BNDM - 76296	9777582722
18	DTI/TATA	9771482920	46	RPF/BUF - 76125	9777582725
19	DTI/BBN	9777582921	47	RPF/ROU - 76514	9777582723
20	DTI/BSPX	9777582938	48	RPF/GP	9777582726
21	CLI (HQ)-72687	9771467316	49	RPF/JSG - 74104	9777582724
22	CLI (E)/TATA	9771482330	50	GRP/TATA	73217
23	CLI (E)/CKP	9771482343	51	GRP/SINI	73790
24	CLI (E)/ROU	9777582333	52	GRP/CBSA	78250
25	CLI (E)/DPS	9771482733	53	GRP/CKP	72387
26	CLI (E)/BNDM	9777582892	54	GRP/BNDM	76298
27	CLI (E)/ADTP	9771482337	55	GRP/ROU	76510
28	CLI (E)/JSG	9771482344	56	GRP/JSG	74060

Brake Van Equipment for Coaching Trains

Ref:- Rly.Boards's (Jt.Director/ Safety) Letter No.98/Safety (A&R)/19/21 , dt.28.02.2000

Consequent to the recommendation of CRS on Various Railway accidents on the subject matter the Board has reviewed and decided the following complement of Brake Van Equipments for Coaching Trains.

Item	No.	Maintained / Supplied By
Portable Control Telephone	1** or 2**	Jr.Engg. (Tele)
Portable Train Lighting Equipment	1	Jr.Engg. (Elec.G)
Portable Fire Extinguisher	2	Jr.Engg. (C & W)
Wooden Wedges/Skids	2	Jr.Engg. (C & W)
Stretcher	1	SS/SM

1** - for Inter Railway Train , One each for electrified and non-electrified territory.

2** - Either for electric or non-electric or both depending upon traction over which the train travels within the Zonal Railway.

The following procedure will be followed for loading/unloading of these Brake Van Equipments.

- (i) A proper arrangement in the form of closed cupboard would be provided in the SLR by Mechanical Department for keeping brake van equipments in locked condition.
- (ii) Equipments would be loaded and run on end to end basis and will be kept in the cupboard provided in the brake van in locked condition by universal key.
- (iii) No coaching train shall start without full complement of brake van equipment.
- (iv) In order to ensure safety of equipment and proper handing over and taking over, the Brake Van equipments shall be loaded by respective staff, shown to the Guard at originating station and acknowledgement taken from him.
- (v) Each guard while taking over charge en-route, will sign for the intactness or otherwise, of Brake Van Equipments in the relived Guard's rough journal book.
- (vi) At the terminating station, equipments shall be handed over by Guard to the staff of respective departments. At stations where staff of C&W and other departments are not available, the equipments will be handed over to authorised representative of SMR/SM who also be responsible for its loading in return direction, taking acknowledgement from Guard.
- (vii) In case of any consumption en-route or any defect noticed during journey, it will be advised in writing to relieving Guard by the relived Guard. At the terminal station, same shall be advised in writing to SS/SM and representative of concerned Department will recoup the shortage. However, responsibility to ensure full complement of brake van equipment in working condition will lie with the primary maintenance depot. In case of any defect-noticed en-route responsibility will be fixed up on supervisor who has supplied the equipment.

Platform Details

Station	PF No.	Length (m.)	Breadth (m.)	Height (cm.)
ASB	1 & 2	350	10	0
	3 & 4	357	20	0
TATA	1	506	15.2	84
	2 & 3	576	13.7	84
	4 & 5	545	10.65	80
ADTP	1	594	12.5	84
	2&	484	10.7	84
GMH	1	305	9	84
	2 & 3	305	20.8	84
SNY	1 & 2	472	26.23	84
	3	421	8.23	84
MMV	1 & 2	351	10.4	42
	3	300	7.5	35.1
RKSN	1 & 2	441	24	84
	3 & 4	490	12	84
BRM	1	347	10	84
	2	347	10	84
CKP	1	607	18	76
	2 & 3	601	11	76
LPH	1	257	8	84
	2	257	8	84
SWR	1 & 2	352	21	84
	3 & 4	352	13	84
TUX	1	330	9	84
	2	330	9	15
GOL	1	345	8	84
	2	345	8	84
MXW	1&2	200	2	1PF-20 2PF-84
DRWN	1	200	6	84
	2	200	6	15
PST	1	348	8	83.4
	2	348	8	45
GHA	1	317	6.8	38
MOU	1	420	7	84
	2 & 3	430	9	84
JRA	1	350	8	84
	2	350	8	84
BUL	1	330	8	84
	2	330	8	84
BZR	1	330	8	84
	2	330	9	84
BNDM	1	516	6.2	25
	2	566	5	84
ROU	1	594.6	16.4	84
	2 & 3	657.4	10.6	76
	4 & 5	602.5	10.6	91
PPO	1	425	6.1	76
	2	405	6.1	76
KLG	1	450	10.5	84
	2&3	350	7.5	84
	4	353	7	84
KXN	1	350	9	30
	3	355	9	
	2	360	8.85	30
GP	1	565	7.65	84
	2 & 3	581	11.2	84
SXN	1 & 2	350	16.06	22.5
	3 & 4	353	17.14	15
SOGR	1	334.5	4	84
	2	333.5	4	84
GPH	1	448	5.78	84
	2 & 3	448	8.9	84
TGM	1	350	9	84
	2	350	9	84
	3/4	350	9.01	84
	5	350	10	84
BMB	1	569.5	13.63	84
	2 & 3	571.7	15.25	76
	4	571	15.25	76

Station	PF No.	Length (m.)	Breadth (m.)	Height (cm.)
DIH	1	369	12.5	20
	2 & 3	366	9.6	20
BEH	1, 2, 3, & 4	455	11.78	55
	5&6	350	13.76	55
PNPL	1	350	10	84
	2&3	350	10	84
DTV	1&2	385	10.2	84
	3,4&5	385	9.45	84
JSG	1	588.55	12.5	76
	2 & 3	621	10.7	76
	4 & 5	601	12.1	84
BIRP				
KND	1 & 2	398	19.12	84
	3 & 4	393	9.5	84
KZU	1	338	4.5	15
	2	325	4	15
MIK	1	247	4	84
	2	240	4	84
PRSL	1&2	430.75	10.8	84
	3	431	9.8	84
CBSA	1	451	7	85
	2&3	451	9.1	85
SIPA	1&2	371	8.3	84
	3	371	8.3	84
JNK	1&2	463	6.9	84
	3	438	19	45
TABU	1&2	575.6	6.1	8.9
	3	185.2	9.7	300
KNPS	1&2	358.3	7.2	84
	3	358	11.5	84
MLKA	1&2	560	2.7	45
	3	463.1	2.7	45
DPS	1	353	6	75
	2	345	4	75
PDPH				
NOMD	1	533.2	9.5	84
	2	242	10.8	84
BJMD	1	527	6.15	84
	2	313.6	6.15	84
GX	1	181	9.35	45
BBN	1	389	10	76
BRMP	1	90	10	15
KRMD	1	215	12	84
QRS	1	245	9	15
DMF	1	305.15	10.3	76
	2	305.45	8	84
LTK	1	295	9.1	84
	2	300	9	84
CJQ	1	165.8	11	45
	2	155	8	84
CPE	1	305	10.6	84
PSJ	1	245.4	10.8	84
BUF	1	224	10.9	45
BXF	1	198.5	10	76
HLD	1	183	11	15
BDO	1	190.5	10.9	15
OND	1	183	11	15
GUMI	1	177	7.6	15
RRP	1	198	7.62	45
KIJ	1	183	11	18.3
CHNU	1	176	5	15
BMPR	1	140	6.1	75
BSPX	1	250	6.85	15
BGKA	1&2	220	9.45	84
DJHR	1,2	270	18	84
JRLI	1	350	6.5	76
MMVR	1,2	340	9.5	84
NXN	1	220	9	15
	2	466	9	15

ITEM TO BE CHECKED LOCO PILOT/ASSTT.LOCO PILOT AT ENROUTE CHANGING STATION

While taking over charge on Way side stations should normally not exceed 05 minutes for passenger trains and 10 minutes for freight train.

1. Check the shed order book for latest caution en-route.
2. Check the engine whether it is in good fettle, i.e. it is in proper working order. Repair book to be carefully scrutinized.
3. Take carefully the train running report from the incoming Driver.
4. Ensure that water and oils are sufficient to work the train.
5. Check the Head Light Marker Light and Flasher Lights are in working order.
6. Check the spare headlight bulb, hose pipe, BP,FP, safety clamp, wooden wedges are supplied in the locomotive.
7. Check the availability of Fire extinguishers in the locomotive.
8. Check the coupling between the engine and the train is properly secured, vacuum hoses pipe/BP & FP hoses after properly connected.
9. Check the sanding gear in working order and sand is filled in the apparatus.
10. Check the under gearing of the locomotive and feel the temperature of axle box. Check for any abnormality like hanging part, loose/missing securing arrangement.
11. Note the BP,FP and MR pressure and check the brake application through A9 & SA9 valves.
12. Check the functioning of Walkie-Talkie with Guard and ASM.
13. Check the brake continuity test and proper brake power certificate.
14. Check the correct Authority to proceed for the train.
15. Check concerned departure signal(s) has/have been taken off.
16. Check the effectiveness of brake power at first opportunity.

PROCEDURE FOR TESTING OF BRAKE POWER OF TRAIN

Originating stations & Wayside stations where change in composition of train takes place.

1. During the continuity test with the Guard before starting from yard/station, the Loco Pilot shall apply the brakes through A-9 and check the physical application of brakes on first 08 vehicles. At least 06 out of the 08 vehicles should be active Guard should check the application on last 08 vehicles plus Brake Van/Match Truck (BV/MT). At least 06 out of the 08 vehicles and BV/MT should be active.
2. Immediately after starting, the Loco Pilot shall carry out brake feel test preferably at a speed of 20-25 kmph, but not later than achieving a speed of 30kmph. This shall be done preferably in the very first block section after starting.

Wayside Stations/Yards where only change of crew takes place and no change in composition of train takes place.

1. Immediately after starting, the Loco Pilot shall carry out brake feel test preferably at a speed of 20-25 kmph, but not later than achieving a speed of 30 kmph. This shall be done preferably in the very first block section after starting.

PROCEDURE FOR BRAKE CONTINUITY TEST ON AIR BRAKE PASSENGER TRAINS (BG)

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 is coupled or re-coupled to ensure continuity of the brake pipes throughout fitted portion of the train when all shunting work has been completed.

- 1.1 The Brake continuity test must be carried out on the train in the following circumstances without exception:
 - 1.1.1 Locomotive or additional locomotive is attached to the front of the train.
 - 1.1.2 One or more coaches are attached in any position of the train.
 - 1.1.3 One or more coaches are detached from any position other than the extreme rear.
 - 1.1.4 After any brake defect or irregularly attended by closing Angle cock or detaching BP or FP hose of any coach or locomotive on the train which has affected the continuity.

SALIENT FEATURES OF VARIOUS TYPES OF WAGONS

SL.NO.	TYPE OF WAGON	LENGTH OVER COUPLER IN mm	TARE WT,IN TON	PAY LOAD IN TON	GROSS LOAD IN TON	AXLE LOAD IN TON	SPEED (AS PER RDSO) SPEED CERTIFICATE	
							EMPTY	LOADED
1	BOXN	10713	23.1	58.18	81.28	20.32	80	75
				66.18	89.28	22.32	80	60
				68.18	91.28	22.82	80	60
2	BOXNM1	-D0-	-D0-	66.18	89.28	22.32	80	70
				68.18	91.28	22.82	80	60
3	BOXNHS	-D0-	-D0-	58.18	81.28	20.32	100	100
4	BOXNHSM1	-D0-	-D0-	66.18	89.28	22.32	90	75
				68.18	91.28	22.82	80	60
5	BOXNHA	-D0-	23.17	58.11	81.28	20.32	100	100
				65.23	88.4	22.1	100	100
				68.11	91.28	22.82	100	75
6	BOXNEL		23.1	76.9	100	25	60	45
7	BOXNHL	10963	20.06	71.1	91.6	22.82	100	75
8	BOXNR	10713	21.2	70.4	91.6	22.82	80	60
9	BOY	11921	20.71	70.89	91.6	22.82	75	65
10	BOYEL	-D0-	20.7	79.3	100	25	60	45
11	BOBYN	11647	24.9	56.38	81.28	20.32	75	75
				64.38	89.28	22.32		
12	BCN	15429	27.2	54.8	81.28	20.32	80	75
				62.08	89.28	22.32	80	75
13	BCNM1	-D0-	-D0-	62.08	89.28	22.32	80	75
				64.08	91.28	22.82	80	60
14	BCNA	14450	24.55	56.73	81.28	20.32	80	80
				64.73	89.28	22.32	82	75
15	BCNAM1	-D0-	-D0-	64.73	89.28	22.32	80	75
				66.73	91.28	22.82	80	60
16	BCNAHS	-D0-	24.6	56.68	81.28	20.32	100	100
17	BCNAHSM1	-D0-	24.6	64.68	89.28	22.32	100	75
				66.68	91.28	22.82	100	75
18	BCNHL	10963	20.8	70.08	91.06	22.9	70	75
19	BOST	13729	25.5	55.78	81.28	20.32	80	75
				63.78	89.28	22.32	80	50
20	BOSTM1	-D0-	-D0-	63.78	89.28	22.32	65	60
21	BOSTHS	-D0-	-D0-	55.78	81.28	20.32	100	100

SALIENT FEATURES OF VARIOUS TYPES OF WAGONS

SL.NO.	TYPE OF WAGON	LENGTH OVER COUPLER IN mm	TARE WT,IN TON	PAY LOAD IN TON	GROSS LOAD IN TON	AXLE LOAD IN TON	SPEED (AS PER RDSO) SPEED CERTIFICATE	
22	BOSTHSM1	-D0-	-D0-	63.78	89.28	22.32	82	60
23	BOSTHSM2	-D0-	-D0-	63.78	89.28	22.32	100	60
24	BOBSNM1	11597	30	70	100	25	55	45
25	BOBR	11600	26	55.28	81.28	20.32	80	80
				63.28	89.28	22.32	75	60
26	BOBRM1	11600	26	63.28	89.28	22.32	75	60
27	BOBRN	10600	25.61	55.67	81.28	20.32	70	75
				63.67	89.28	22.32	65	60
28	BOBRNM1	-D0-	-D0-	63.67	89.28	22.32	80	70
29	BOBRNHSM1	-D0-	-D0-	63.67	89.28	22.32	65	60
30	BOBRNEL	-D0-	-D0-	74.39	100	25	60	45
31	BOBRNALHSM1	-D0-	22.4	64.88	87.28	22.32	60	465
32	BRN	14645	23.54	57.74	81.28	20.32	80	75
33	BRNA	14645	23.54	57.74	81.28	20.32	80	75
34	BRNAHS	-D0-	23.54	57.74	81.28	20.32	100	100
35	BTPN	12420	27	54.28	81.28	20.32	80	80
36	BTPGLN	18929	41.6	37.6	79.28	20.32	80	75
37	BLCA	14566	19.1	61	80.1	20.32	100	100
38	BLCB	13165	18	61	79	20.32	100	100
39	BVZC/BRAKE VAN	9469	13.803	--	13.803	20.32	100	100
40	BVZI/BRAKE VAN	14469	23.5	--	23.5	5.874	100	100
41	BCXC VACCUME BRAKE	15782	28.5	52.78	81.25	20.3		75
42	BRN 22.9	14645	23.54	57.74	81.28	22.9	65	65

NOTE:- 20.32t : NORMAL AXLE LOAD

22.32t : CC+6+2t

22.82t : CC+8+2t

M1 : Modified Bogie

दक्षिण पूर्वरेलवे

SOUTH EASTERN RAILWAY

प्रेस विज्ञप्ति

PRESS RELEASE**SALIENT FEATURES OF SER'S NEW TIME TABLE-2026 W.E.F 01.01.2026**Kolkata, 30th December, 2025

The highlights of South Eastern Railway's New Time Table which will come into effect from 1st January, 2026 :

New Trains

ne pair MEMU passenger has been introduced between Tatanagar and Chaibasa

Train no. 68137 Tatanagar - Chaibasa MEMU

68138 Chaibasa - Tatanagar MEMU

Abstract Timings :

68137	Stations			68138
20.55	d	Tatanagar	a	05.45
23.00	a	Chaibasa	d	03.20

Days of run: Daily

ne pair MEMU passenger has been introduced between Tatanagar and Chakulia.

Train no. 68128 Tatanagar - Chakulia MEMU

68127 Chakulia - Tatanagar MEMU

Abstract Timings :

68128	Stations			68127
11.00	d	Tatanagar	a	17.00
12.45	a	Chakulia	d	15.00

Days of run: 68127 Chakulia - Tatanagar Except Saturday

68128 Tatanagar - Chakulia Except Sunday

ne pair MEMU passenger has been introduced between Howrah and Purulia

Train no. 68121 Howrah - Purulia MEMU

68122 Purulia - Howrah MEMU

Abstract Timings :

68121	Stations			68122
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16.15	d	Howrah	a	11.40	Days of run: 68121 Howrah-Purulia MEMU Except Friday. 68122 Purulia-Howrah MEMU Except Saturday.
23.55	a	Purulia	d	04.00	

Experimental Stoppages

S.NO.	Train No.	From	To	Station	w.e.f.
1	15027/15028	Sambalpur-Gorakhpur-Sambalpur		RAJGANGPUR	04.01.2025
2	18637/18638	Hatia-SMVT Bengaluru- Hatia		RAJGANGPUR	04.01.2024
3	12129/12130	Pune-Howrah- Pune		RAJGANGPUR	04.01.2025
4	12833/12834	Ahmedabad-Howrah- Ahmedabad		MECHEDA	12.01.2025
5	18011/18012	Howrah-Chakradharpur- Howrah		MECHEDA	12.01.2025
6	18013/18014	Howrah-Bokaro Steel City- Howrah		MECHEDA	16.01.2025
7	18029/18030	LTT Mumbai-Shalimar- LTT Mumbai		GALUDIH	27.02.2025
8	12891/12892	Bangriposi-Puri- Bangriposi		BHANJPUR	28.24.2025
9	68061	Adra-Asansol		RAMKANALI JN.	01.09.2025
10	68061	Adra-Asansol		MADHUKUNDA	01.09.2025
11	68061	Adra-Asansol		JOYCHANDI PAHAR	01.09.2025
12	68061	Adra-Asansol		BERO	01.09.2025
13	58028	Tatanagar-Kharagpur		ASANBONI	01.09.2025
14	22890	Puri-Digha		JALESWAR	07.09.2025
15	22874	Visakhapatnam-Digha		JALESWAR	05.09.2025
16	22858/22857	Anand Vihar-Santragachi- Anand Vihar		KHANUDIH	03.09.2025
17	22850	Secunderabad-Shalimar		JALESWAR	06.09.2025
18	22836	Puri-Shalimar		BELDA	03.09.2025
19	22644	Patna-Ernakulam		JALESWAR	05.09.2025
20	22644/22643	Patna-Ernakulam		BURNPUR	04.09.2025
21	22642	Shalimar-Thiruvananthapuram Central		MECHEDA	01.09.2025
22	18615/18616	Howrah-Hatia-Howrah		KANDRA	01.09.2025
23	18478/18477	Yog Nagari Rishikesh-Puri- Yog Nagari Rishikesh		BISRA	01.09.2025
24	18478/18477	Yog Nagari Rishikesh-Puri- Yog Nagari Rishikesh		BASTA	01.09.2025
25	18449/18450	Patna- Puri - Patna		BURNPUR	02.09.2025
26	18410	Puri-Shalimar		RUPSA	02.09.2025
27	18189/18190	Tatanagar-Ernakulam-Tatanagar		BISRA	01.09.2025
28	18118/18117	Gunupur-Rourkela-Gunupur		BAGDIHI	01.09.2025
29	18114/18113	Bilaspur-Tatanagar- Bilaspur		SAGARA	01.09.2025
30	18114/18113	Bilaspur-Tatanagar- Bilaspur		LOTAPAHAR	01.09.2025
31	18114/18113	Bilaspur-Tatanagar- Bilaspur		KALUNGA	01.09.2025
32	18114/18113	Bilaspur-Tatanagar- Bilaspur		JARAIKELA	01.09.2025
33	18114/18113	Bilaspur-Tatanagar- Bilaspur		GARPOS	01.09.2025
34	18114/18113	Bilaspur-Tatanagar- Bilaspur		BISRA	01.09.2025
35	18114/18113	Bilaspur-Tatanagar- Bilaspur		BHALULATA	01.09.2025
36	18114/18113	Bilaspur-Tatanagar- Bilaspur		BAMRA	01.09.2025
37	18113	Tatanagar-Bilaspur		BAGDIHI	01.09.2025
38	18110/18109	NSC Bose Itawari-Tatanagar-NSC Bose Itawari		SONAKHAN	01.09.2025
39	18110/18109	NSC Bose Itawari-Tatanagar-NSC Bose Itawari		POSOITA	01.09.2025
40	18110/18109	NSC Bose Itawari-Tatanagar-NSC Bose Itawari		LOTAPAHAR	01.09.2025
41	18110/18109	NSC Bose Itawari-Tatanagar-NSC Bose Itawari		KALUNGA	01.09.2025
42	18110/18109	NSC Bose Itawari-Tatanagar-NSC Bose Itawari		JARAIKELA	01.09.2025
43	18110/18109	NSC Bose Itawari-Tatanagar-NSC Bose Itawari		DHUTRA	01.09.2025
44	18110/18109	NSC Bose Itawari-Tatanagar-NSC Bose Itawari		BISRA	01.09.2025
45	18012/18011	Chakradharpur-Howrah- Chakradharpur		GARBETA	01.09.2025
46	18012	Chakradharpur-Howrah		ULUBERIA	01.09.2025
47	18012	Chakradharpur-Howrah		BAURIA	01.09.2025

48	18012	Chakradharpur-Howrah	BAGNAN	01.09.2025
49	18011	Howrah-Chakradharpur	PANSKURA	01.09.2025
50	18006/18005	Jagdalpur-Howrah- Jagdalpur	RKSN	01.09.2025
51	18006/18005	Jagdalpur-Howrah- Jagdalpur	BISRA	01.09.2025
52	15930/15929	New Tinsukia - Tambaram - New Tinsukia	BURNPUR	02.09.2025
53	15630/15629	Silghat- Tambaram- Silghat	BURNPUR	03.09.2025
54	15022/15021	Gorakhpur-Shalimar-Gorakhpur	MOHUDA	02.09.2025
55	13417	Digha-Malda Town	TAMLUK	05.09.2025
56	13417	Digha-Malda Town	PANSKURA	05.09.2025
57	13417	Digha-Malda Town	KATHI F.S.	05.09.2025
58	13288/13287	Ara-Durg- Ara	KANDRA	01.09.2025
59	13288/13287	Ara-Durg- Ara	BURNPUR	01.09.2025
60	12949	Porbandar-Santragachi	BISHNUPUR	07.09.2025
61	12872/12871	Titlagarh-Howrah-Titlagarh	BAGDIHI	01.09.2025
62	12822/12821	Puri-Shalimar-Puri	MARKONA	01.09.2025
63	12816	Anand Vihar-Puri	BISHNUPUR	02.09.2025
64	12814/12813	Tatanagar-Howrah- Tatanagar	SARDIHA	01.09.2025
65	12444/12443	Anand Vihar-Haldia- Anand Vihar	KHANUDIHI	03.09.2025
66	22861/22862	Howrah-Kantabanji- Howrah	GOILKERA	20.12.2025

Change the timings w.e.f 01.01.2026

Sl No.	Train No.	From	To	Existing Departure	Revised Departure	Existing Arrival	Revised Arrival
1	18631	Ranchi	Chopan	09:45	09:50	-	-
2	12817	Hatia	Anand Vihar	14:35	14:25	-	-
3	68018	Lohardaga	Ranchi	07:15	06:55	-	-
4	18603	Ranchi	Godda	15:05	14:50	-	-
5	13514	Hatia	Asansol	14:55	14:45	-	-
6	18616	Hatia	Howrah	21:30	21:20	-	-
7	18175	Hatia	Jhasuguda	13:10	13:00	-	-
8	18620	Godda	Ranchi	-	-	04:00	04:10
9	18630	Gorakhpur	Ranchi	-	-	09:25	09:30
10	58033	Bokaro Steel City	Ranchi	-	-	12:20	12:30
11	18085	Kharagpur	Ranchi	-	-	12:35	12:40
12	18601	Tatanagar	Hatia	-	-	18:30	18:50
13	18614	Chopan	Ranchi	-	-	19:00	19:10
14	58660	Rourkela	Hatia	-	-	09:45	10:00
15	18638	Smyt Bengaluru	Hatia	-	-	12:15	12:20
16	20408	New Delhi	Ranchi	-	-	08:20	08:25
17	12152	Shalimar	LTT Mumbai	19:35	19:25	-	-
18	15021	Shalimar	Gorakhpur	19:55	19:50	-	-
19	22830	Shalimar	Bhuj	19:55	19:50	-	-
20	20972	Shalimar	Udaipur	19:55	19:50	-	-
21	12102	Shalimar	LTT Mumbai	20:20	20:15	-	-
22	12906	Shalimar	Porbandar	20:20	20:15	-	-
23	22906	Shalimar	Okha	20:20	20:15	-	-

24	12262	Howrah	CSMT Mumbai	05:45	05:35	-	-
25	12222	Howrah	Pune	05:45	05:35	-	-
26	22863	Howrah	SMVT Bengaluru	10:40	10:30	-	-
27	22897	Howrah	Digha	15:05	15:00	-	-
28	12813	Howrah	Tatanagar	17:20	17:10	-	-
29	12837	Howrah	Puri	22:35	22:30	-	-
30	18011	Howrah	Chakradharpur	23:35	23:30	-	-
31	18013	Howrah	Bokaro Steel City	23:35	23:30	-	-
32	22329	Haldia	Asansol	14:50	14:30	20:30	20:20
33	18019	Jhargram	Dhanbad	05:30	05:15	-	-
34	68091	Kharagpur	Jhargram	04:45	04:30	-	-
35	68101	Kharagpur	Adra	17:00	17:10	-	-
36	18027	Kharagpur	Asansol	06:00	06:10	-	-
37	18050	Badampahar	Shalimar	-	-	06:00	06:15
39	12840	MGR Chennai	Howrah	-	-	23:30	23:20
40	12892	Puri	Bangriposi	-	-	23:05	23:15
41	12129	Pune	Howrah	-	-	05:10	05:25
42	18012	Chakradharpur	Howrah	-	-	05:25	05:35
43	18014	Bokaro Steel City	Howrah	-	-	05:25	05:35
44	22878	Ernakulam	Howrah	-	-	14:00	14:05
45	22832	Sri Sathya Sai Prashanthi Nilayam	Howrah	-	-	14:00	14:05
46	18004	Adra	Howrah	-	-	10:20	10:25
47	12891	Bangriposi	Puri	04:20	04:00	-	-
48	20894	Patna	Tatanagar	-	-	21:30	21:40
49	18185	Tatanagar	Godda	14:00	13:55	-	-
50	20891	Tatanagar	Brahmapur	14:30	14:20	-	-
51	20892	Brahmapur	Tatanagar	-	-	14:40	14:50
52	20835	Rourkela	Puri	14:10	14:00	-	-
53	18117	Rourkela	Gunupur	21:25	21:20	-	-
54	18125	Rourkela	Puri	08:00	07:50	-	-
55	18105	Rourkela	Jaynagar	16:45	16:35	-	-
56	18118	Gunupur	Rourkela	-	-	08:15	08:30
57	68030	Jharsuguda	Rourkela	-	-	11:25	11:30
58	68026	Rourkela	Chakradharpur	16:20	16:00	-	-
59	58027	Kharagpur	Rourkela	-	-	19:10	19:40
60	63519	Barddhaman	Bokaro Steel City	-	-	0.15	1.15
61	18116	Chakradharpur	NSCB Gomoh	-	-	13.20	13.30

62	18023	Kharagpur	NSCB Gomoh	-	-	22.10	22.20
63	63597	Ranchi	Asansol	-	-	18.50	19.15
64	12883	Santragachi	Purulia	06:28	06:30	-	-

TERMINAL CHANGE

Train no.	Train name	Existing departure from Shalimar	Revised Departure from Howrah	Journey Commencing on
12841	Shalimar - Chennai Coromondal Exp	15.15	15.10	25.08.2025
12821	Shalimar - Puri Dhaulti Exp	09.15	09.10	25.08.2025

Train no.	Train name	Existing arrival at Shalimar	Revised arrival at Howrah	Journey Commencing on
12842	Chennai - ShalimarCoromondal Exp	11.05	11.00	25.08.2025
12822	Puri - Shalimar Dhaulti Exp	19.25	19.30	25.08.2025

Change of Train number

Existing Train no.	From	To	Revised Number	Journey Commencing on & w.e.f
12891	Bangriposi	Puri	18401	01.02.2026
12892	Puri	Bangriposi	18402	01.02.2026

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